

EASTERN NATIONAL and THAMESWAY FLEET RECORD

Volume 2: 1990 - 1996

The Badgerline Years

Adam Kelleher



ESSEX BUS ENTHUSIASTS GROUP



Above: Olympian contrasts. Eastern National low-height 4020 (in revised DP livery with more yellow) in Braintree Bus Park on August Bank Holiday 1991, flanked by Leyland Nationals and Leopard coach 1309 compares with Thamesway full-height 1003 at Ponders End on LRT service 307 in March 1991. 4020 is ECW bodied but 1003 came from the Leyland Workington factory. *Richard Delahoy (upper)/Roger Appleton (lower)*

Front cover: Typifying the changes covered in this volume, Eastern National Bristol VR 3083 sits alongside Thamesway Dennis Dart 937 in the layover parking area at Romford Station on August 27th 1995. They will return to Chelmsford (service 351) and Canvey (service 151) respectively. *Richard Delahoy*

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2017

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 second in that series, comprising:

Volume 1	Eastern National	1964 - 1990	Published
Volume 2	Eastern National & Thamesway	1990 - 1996 <i>The Badgerline Years</i>	This volume
Volume 3	Essex Buses	1996 - 2004 <i>Reunification</i>	Published
Volume 4	First Essex Buses	2004 - 2020 <i>The Sema numbering</i>	Due in 2021

This volume has been written & compiled by Adam Kelleher and has been edited & designed by Richard Delahoy, with assistance and additional information provided by Publications Co-ordinator 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 & 3 of this series. See advert on page 77 for details.

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Title page photo: Robert Appleton's shot of 940 in Chelmsford on April 15th 1995 nicely represents the continued links between Eastern National and Thamesway during the six years covered by this book but also the complexities of the fleet numbering systems. Quite clearly a Thamesway bus, it is in the Eastern National Bus Station and is on one of the few services to be operated jointly by both companies, the 351 Romford - Brentwood - Chelmsford. That joint operation was to end three weeks later with the ending of Thamesway's involvement.

940 later went on loan to Eastern National at Clacton in December 1995 and was given EN fleet number 2821. Here it displays the Thamesway logo of Tower Bridge and a Thames sailing barge, with the Group badger at the rear on the pink diagonal band. Behind are two of EN's D registered Olympian coaches, probably parked up for the weekend after use on London commuter services.

FLEET RECORD OF EASTERN NATIONAL LTD and THAMESWAY LTD JULY 1990 to MARCH 1996

Introduction & Company Structures

Volume 1 of this series of Fleet Record books covered the period from the Eastern National fleet being renumbered in August 1964 to the split of the company in July 1990. This volume continues from July 1990 up to the re-merger of the two companies by 1st March 1996. **Essex Buses** from March 1996 to March 2004 will be covered in Volume 3.

Eastern National Ltd had been sold to the Badgerline group on 12th April 1990. On 29th July 1990, the company was split into two, the northern area remaining as **Eastern National** with the southern area becoming **Thamesway**. Six depots transferred to Thamesway and a new company Head Office was opened in Eastgate, Basildon (details below); the Eastern National Head Office remained at New Writtle Street, Chelmsford. From 19th August 1990, services were registered to Thamesway with PF0828 as the operator's disc number.

On 16th June 1995, Badgerline merged with Grampian Regional Transport to form First Bus. Just as one of the first things that Badgerline had done once it bought Eastern National was to split it into two, one of the first things First Bus did was to join Eastern National and Thamesway back together. Thamesway staff moved from Eastgate to New Writtle Street between October 1995 and January 1996. On 1st December 1995, Eastern National Ltd, dating from 1987, was renamed Essex Buses Ltd. The Managing Director of Eastern National became the Managing Director of Essex Buses, with the Managing Director of Thamesway moving to Eastern Counties (although a replacement was appointed). Legal lettering on buses was changed to "Essex Buses Ltd trading as . . ." either Eastern National or Thamesway, with Stapleford Close, New Writtle Street as the address. The two fleets were combined into one numbering system, as explained below. An application was lodged with the Traffic Commissioner for Essex Buses to increase the number of discs on licence PF0599 (the current Eastern National one) from 250 to 461. The process of merger was complete by 1st March 1996, the date on which all Thamesway's assets, including vehicles, properties and operations, were transferred to Essex Buses Ltd, and which is the end date for this book.

Outwardly little changed after the merger, to the public their local bus operators were still Eastern National and Thamesway, which both continued with separate liveries and fleet names. But gradually over the next decade First introduced nationwide corporate branding which eventually led to the demise of the Eastern National and Thamesway names and liveries. This will be covered in Volumes 3 & 4 of this series (*1996 - 2004, Reunification* and *2004 - 2019, The Sema Renumbering*).

News Highlights 1990-1996

A revised network in the Southend area was introduced on 20th January 1991 with many routes converted to minibus operation and many full-size vehicles withdrawn. This was the start of a "bus war" between Thamesway and Southend Transport (who responded by acquiring Routemasters, Leyland Nationals and Bristol VRs, doubling the size of their bus fleet in the process) which lasted until June 1993. During this period, Thamesway commenced commuter coach services between Southend and London, in July 1992, in competition with Southend Transport's existing services.

Another “bus war”, this time between Eastern National and Colchester Borough Transport, broke out in Autumn 1993, with the Badgerline company again using minibuses, but this was much shorter, ending in April 1994. The addition of vehicles for services in Colchester saw the Eastern National fleet expand in December 1993 to above the 221 operating discs then available to the company. Because of this, some vehicles were sold to Thamesway and operated on loan to Eastern National. Two examples were Leyland Nationals 1855 and 1910. Such sales are not recorded in the fleet lists as this was a temporary "on paper" measure until more discs became available. Both “bus wars” resulted in the Council owned companies being sold to British Bus in 1993.

A revised network was introduced in Basildon in July 1991, again with many routes converted to minibus.

Yellow dayglow blinds were trialled at Colchester from October 1992 before being rolled out across the fleets (Brentwood received its first ones in February 1993 and Chelmsford in June 1993).

The original Eastern National Omnibus Company Limited, incorporated on 28th February 1929, and dormant since privatisation in 1986, was finally wound up on 17th May 1993.

An arson attack at Colchester depot in the early hours of Boxing Day 1994 led to seven Bristol VRs and two Leyland Olympians being destroyed, with a Leyland Tiger being damaged beyond repair (details in the fleet lists). Leyland National 1890, Bristol VRs 3078, 3093 & 3127 and Leyland Olympian 4018 were also damaged in the fire but were repaired.

A new independent operator, D W Tomlin t/a District Bus, based at Shotgate, Wickford had been set up in January 1988 to operate services in the Basildon area. The operations were acquired by British Bus (under London & Country control) on 1st January 1995 but on 23rd July 1995 the company was sold on to Thamesway. The acquisition included the Shot Farm premises, the routes in the Wickford and Basildon area and 11 vehicles (details below). Hadleigh depot maintained the District Bus fleet and provided drivers. However, District Bus did not last long under Thamesway control and was closed-down on 12th November 1995 with corresponding service revisions in the Basildon area to cover for withdrawn routes.

A significant event at the very end of the period covered by this volume was the delivery of the first new generation low-floor bus for the companies in January 1996, Thamesway Dennis Dart 701.

Depots

Eastern National

After the July 1990 split, Eastern National operated from the following depots; the depot codes, as carried on vehicles, are shown in brackets.

Braintree	(BE)	Fairfield Road
Bishop's Stortford	(BS)	South Street
Chelmsford	(CF)	Duke Street
Clacton	(CN)	Telford Road (the new depot which opened in 1988 replacing the previous one at Castle Road).
Colchester	(CR)	Queen Street
Harwich	(DT)	Station Road
Maldon	(MN)	High Street.

One vehicle was based at Great Dunmow (DW, at the Don's of Dunmow depot) and two at South Woodham Ferrers (SW, at the ASDA store), which were outstations of CF and MN respectively (SW was an outstation of Maldon for maintenance, although its vehicles were cleaned and refuelled at Chelmsford between duties on route 36). Kino Road, Walton (WN) was an outstation of CN. The Head Office and Driver Training school were at New Writtle Street, Chelmsford (48/49 New Writtle Street was the registered address for Eastern National Ltd).

SW outstation closed after operation on 1st September 1990, its two vehicles (which were 1921 and 3070 at the time of closure) transferred to MN.

On 19th January 1992, BE, BS & DT were reduced to outstation status, BE just with minibuses for town services, which were maintained at MN. BS became an outstation of CF and DT an outstation of CR. After service revisions on 16th February 1992, WN no longer had a separate allocation of its own, with three minibuses from CN being based there.

In June 1993, MN depot closed, with BE becoming a full depot again. However, the forecourt of MN depot was used as an outstation of CF.

In October 1993, a new minibus depot (code HN) was opened at Unit 3, Haven Road, Colchester, for overnight parking only (it was also used to park some full-size buses). By April 1994, planning permission had been granted for use as a full bus depot, and works were being undertaken to allow this. From June 1994, although the two depots in Colchester continued in use, HN was no longer shown as a separate allocation from CR.

In December 1993 and January 1994, the former Central Works buildings at New Writtle Street (which had latterly been used by the unconnected Eastern National Engineering before that closed-down) were demolished to make way for housing. By March 1995, the legal lettering on recent repaints of buses included Stapleford Close, the road the Head Office now fronted after the building work.

In January 1994, DT regained its own official allocation on the company Allocation Sheet. In April 1994, planning permission was granted for the use of a site in Anchor Street, Bishop's Stortford, to replace the existing depot in South Street, the new site being on a former refuse depot adjacent to the Railway Station and Bus Interchange. This opened on 4th September 1994. (Out of interest, the South Street depot had been opened by London General on 25th March 1926, vacated by London Transport on 26th April 1934 and sold to Eastern National on 13th June 1935). The new outstation in Bishop's Stortford did not last long and on 21st January 1996 it was replaced by a facility at Unit J, The Causeway Business Centre, Adderley Road which comprised an office and canteen area, with buses parked in an adjacent open-air area.

Thamesway

The following depots transferred from Eastern National to Thamesway in July 1990 (depot codes in brackets):

Basildon	(BN)	Cherrydown
Brentwood	(BD)	North Road
Hadleigh	(HH)	London Road
Southend	(SD)	Fairfax Drive (the new depot which opened in June 1987 on the site of the former Prittlewell (PL) depot and works, replacing the previous one in London Road)
Ponders End	(PD)	Morson Road (on the Wharf Road Industrial Estate)
Walthamstow	(WW)	London Borough of Waltham Forest's Low Hall depot.

At the same time, a new Head Office was opened at Office 24, Fourth Floor, Eastgate Business Centre, Basildon. Southend depot closed after operation on 7th September 1991.

On 7th March 1992, the LRT contracts for routes 20, 167, 235 and 275 passed to Grey Green, resulting in the closure of Walthamstow. On 7th May 1995, operation of LRT route 362 transferred from BD to PD, with the vehicles working from a new outstation at Duck Lees Lane, Brimsdown.

In May 1995, ECC Sunday contracts on routes 232, 241, 244 began being operated by BN Mercedes minibuses, prior to this BN had been closed on Sundays for several years.

Work started in August 1995 to refurbish Basildon depot. When this was complete, this led to the closure of Brentwood depot after service on 9th December 1995. The forecourt at Brentwood remained in use after this date for ten minibuses out-stationed there (from BN) and to store withdrawn vehicles.

Vehicle Series & Numbering

Vehicles from the following vehicle series listed in Volume 1 were still in service in July 1990. The initial split of these was as follows:

- 0120 Country Car - both to Eastern National
- 0200 Mercedes Benz Minibuses - split between Eastern National and Thamesway (all the 709Ds went to Thamesway)
- 0750 Ford Transit Minibuses - split between Eastern National and Thamesway
- 0800 Mercedes Benz Minibuses - all to Thamesway
- 1110 Leyland Tiger Dual Purpose - split between Eastern National and Thamesway
- 1300 Leyland Tiger Coaches - all to Eastern National
- 1400 Leyland Lynx - split between Eastern National and Thamesway
- 1500 Leyland National (short) - all to Eastern National
- 1700, 1800, 1900 Leyland National - split between Eastern National and Thamesway (all the Leyland National 2s remained with Eastern National)
- 2200 Wheelchair Passenger Vehicles - split between Eastern National and Thamesway
- 2300 Bristol KSW open top - both to Eastern National
- 3000, 3100, 3200 Bristol VR - split between Eastern National and Thamesway
- 3500 Bristol VR Open Top - both to Eastern National
- 4000 Leyland Olympian Bus/Dual Purpose - split between Eastern National and Thamesway
- 4500 Leyland Olympian Coach - split between Eastern National and Thamesway.

None of these vehicles were renumbered by the separate companies. However, once separate, both companies implemented their own numbering systems for new and acquired vehicles. So, for example, new Mercedes Benz 709D minibuses were numbered in the 601 series by Eastern National, but in the 301 series by Thamesway. This separate numbering also led to duplication of numbers between the fleets, for example, Eastern National used the 601 series for Mercedes minibuses and Thamesway used it for Volvo coaches (plus also for one Volvo B6R bus). Vehicles which moved between the two companies between August 1990 and February 1996 kept the same fleet numbers, except in a very few cases which are noted in the relevant vehicle listings.

In December 1995, in preparation for the re-merging of the fleets under Essex Buses, those Eastern National number series that clashed with Thamesway ones (vehicles in the 200, 601 & 801 series) had a 2 added to the start of the fleet number, for example, 601 became 2601. Under the relevant vehicle listing headings, the original numbers are shown first followed by the revised numbers in brackets.

When the Eastern National fleet had been renumbered in August 1964, all classes of vehicles started at zero, for example, the first Leyland National was 1700. Eastern National continued this system after July 1990 with acquired vehicles 0700-0719 and new vehicles 500-507, but after this, and for all new and acquired Thamesway vehicles, the number series commenced from 1, for example, the first Eastern National Dennis Dart was 801. Also, Eastern National's 0700-0719 were the last minibuses to be prefixed with a zero, after this the zero was dropped on new and acquired deliveries of both companies and three-digit-only numbers were used, the first being Thamesway's acquired 704-10 in October 1990 and their new 301-306 the next month. Around this time, the zero was dropped on existing vehicles; on documentation and on the vehicles themselves as and when their fleet numbers were replaced (for example, upon repaint).

Silver on dark red metal fleet number plates, which had been in use since the 1964 renumbering, were also discontinued under Badgerline ownership, as were the two letter depot code plates. The previously mentioned 0700-0719 were the first vehicles to have fleet number transfers rather than plates. Existing vehicles gradually had them removed, often upon repaint. Fleet number plates, this time black on white plastic, made a brief comeback on some Thamesway Mercedes minibuses, Dennis Darts and CitySAVER coaches, from July 1993, but these did not last long. The VR in the cover photo shows the original silver on red fleet number and depot plates, whilst the Dart shows the later black on white style.

A few interesting points resulted from the separate Eastern National and Thamesway numbering systems. Consecutively registered acquired Ford Transit minibuses C448 BHY and C449 BHY co-incidentally became Eastern National 0718 and Thamesway 718 respectively. Consecutively registered Mercedes Benz minibuses C695-700 ECV became 242, 202, 243, 244, 207, 245 respectively, with 202 and 207 being Thamesway vehicles and the others Eastern National. Thamesway's 721 and 722 transferred to Eastern National and became 720 and 721 respectively, with Thamesway later re-using the numbers 721 and 722.

Post July 1990 Numbering blocks

As stated above, the existing number blocks were continued by both companies after the July 1990 split, but new ones were started for some new and acquired vehicles, as follows:

Eastern National

- 500 Mercedes Benz 709D Minibuses
- 601 Mercedes Benz 709D Minibuses
- (0)700 Ford Transit Minibuses
- 801 Dennis Darts
- 1001 Leyland Tiger Dual Purpose (bus bodies)

Thamesway

- 21 District Bus Minibuses
- 301 Mercedes Benz 709D Minibuses
- 501 Leyland Tiger Coaches (including one Leyland Leopard Coach)
- 601 Volvo B6R (later renumbered to 1601)
- 601 (second series) Volvo B10M Coaches
- 701 Ford Transit Minibuses
- 701 (second series) Dennis Dart low floor
- 851 Dennis Dart wheelchair lift
- 901 Dennis Dart
- 1001 Leyland Olympian full height.

Liveries

By the time of the split in July 1990, nearly all **Eastern National** vehicles were in a version of the chrome yellow and dark green privatisation livery introduced in January 1986, and National Bus Company green had been eliminated. (The last vehicles in standard NBC green with white band had been Bristol VRs 3039 and 3040 which had been delicensed in May 1989; Leyland Olympian Coach 4512, in green & cream livery, had been repainted yellow & green in February 1990). Leyland Tiger Dual Purpose vehicles, Olympian DPs & coaches and Wheelchair Passenger Vehicles were in a DP version of the livery and Leyland Leopard and Tiger coaches were in a Highwayman version of the livery (although 1310 had blue instead of green, see listings below). The Driver training vehicle version of the livery was green with three broad diagonal yellow bands.

Exceptions which were not in privatisation livery were those vehicles in overall adverts, Leyland Tiger DP 1111, in a Stansted Airport Rail Air Link livery, Mercedes minibuses 0200-0223, still in yellow, blue and white CoastLine livery (except 0201 & 0205 which were in overall advert liveries) and Leyland Olympian coaches 4507/8 which were in a white based London Express livery.

Repaints of 1308-1310 in winter 1990/91 introduced a revised Highwayman livery with more areas of green, and repaints of DP Olympians from July 1991 introduced a revised double deck DP livery with more yellow.

A revised **Eastern National** livery was introduced in May 1993, still with yellow and green as the main colours, but the green was a much lighter shade. The angle of separation of the two main colours was changed from 30 to 45 degrees to the horizontal. Doors and wheels were painted blue and front & side fleet names were in red (rear fleet names were yellow). As per current Badgerline policy, badger motifs were applied behind the rear wheels and there was also a blue diamond shaped "E" symbol on both sides and rear, meant to represent Eastern National, Essex and East Anglia. Mercedes minibuses 631-646 were the first vehicles to be delivered in the new livery. Unlike previous Eastern National liveries, there was no DP or coach version of this, and DP vehicles and coaches were repainted into the same style livery as buses. At first, it was company policy not to repaint Leyland Nationals into the new livery, and a handful were repainted in the 1986 livery after the new livery had been introduced, but this policy changed after the formation of Essex Buses (details in listings below).



Vehicles which transferred to **Thamesway** in July 1990 had new Thamesway fleet name stickers applied over the Eastern National ones, featuring a logo of the River Thames.



A Thamesway livery of maroon skirt (single deckers) / up to just before the lower deck windows (double deckers) with yellow above, plus a broken maroon band on cove panels (single deckers) / between decks (double deckers), was introduced in September 1990. On single deckers the maroon was extended to just below the window on the rear. The maroon band incorporated the fleet name (which no longer included the River Thames logo) towards the front. Doors were yellow. The shade of yellow was lighter than on Eastern National vehicles. The first vehicles to be repainted into it were Leyland Nationals 1879 and 1903, Bristol VRs 3101 and 3113 and Leyland Olympian 4009 plus Leyland Olympians 1001-4 were delivered in the new livery the same month. The previous Eastern National "Citybus" branding for LRT operated services was discontinued on repainted vehicles.



It was soon decided that on certain vehicles the fleet name wasn't prominent enough and so a second side fleet name, this time in yellow, was added to the maroon lower side panels on double deckers and Mercedes Benz minibuses (but not on Leyland Nationals, Leyland Lynxes or Ford Transit minibuses) from around July 1991. New Thamesway Darts 901-917, delivered in July and August 1992 for LRT route 214, and Mercedes minibuses 805-811, delivered in October 1992 for LRT route D8, featured large badger motifs each side and rear and a revised style fleet name. In May 1994, a new Managing Director was appointed to Thamesway and the same month Mercedes minibus 375 was repainted with a lighter shade of maroon. However, this proved to be a one off as a radical new livery of yellow with a pink diagonal "sash" was introduced in August 1994, with new Darts 918-943 being the first delivered in it. A new logo featuring the River Thames and a Thames sailing barge was also introduced, plus a badger motif was applied behind the rear wheel both sides, although these were much smaller than those on 805-811 & 901-917. Full repaints into the new livery for existing vehicles did not start until March 1995. The driver training version of this livery was yellow with a pink skirt with pink around the windows (minibus trainers were just yellow with a pink skirt).



In July 1992, CitySAVER coach services between Southend and London commenced using a variety of acquired coaches. These were painted in an orange livery with a broad central yellow band and a small badger motif behind the rear wheels both sides. (Some vehicles had route and fare details on the sides and others were not repainted, see vehicle listings for details of the latter). The new Volvo B10Ms delivered in 1995 had additional blue lining added to the orange / yellow livery, above the windows and below the yellow band.

The four Darts delivered in October 1995 for LRT Mobility services were in London red livery with a broad central yellow band with black signwriting and white fleet names.

After the formation of First Bus, the Eastern National and Thamesway liveries introduced in 1993 and 1994 respectively initially continued unchanged, except that the badger motifs were no longer applied to new vehicles and were gradually removed from existing ones.

District Bus livery was cream with red and white bands.

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 book, EBN was edited by Ian Ransom (to January 1993) and the late Peter Snell, from February 1993 onwards. Ian then became sub-editor for Eastern National from February 1993 onwards. Paul Harvey was sub-editor for Thamesway from October 1990 to September 1993, with the late Andy Meadows taking on this role from November 1993 onwards. Alan Osborne covered Subsequent Disposals from March 1993 onwards, Geoff Toon provided Colchester & North Essex notes from January 1994 onwards and Paul Sparks provided news from Clacton & North Essex and on Eastern National disposals from June 1995 onwards. Many thanks to all the above.

Thanks also to the many other members of the EBEG who supplied news to EBN during this period, to Eastern National and Thamesway (as were), and to the PSV Circle for information from the Thamesway Fleet History (publication numbered PF11) including some details on disposals. To Richard Delahoy for creating the Essex Bus Archive which has made searching for information so much easier than with paper records. Also, to the websites *Bus Lists on the Web* and *Flickr*, which have been very useful for checking vehicle details.

Finally, special thanks to Bob Palmer and Alan Osborne (who wrote and assisted respectively) for Volume 1 of this series, a mammoth task, produced before the days of home computers. This has provided the inspiration for this volume as well as information on the vehicles in the fleet at July 1990.

Initialisms and Acronym used in this Book

DiPTAC:	Disabled Persons' Transport Advisory Committee
DP:	Dual Purpose vehicles
DVLA:	Driver & Vehicle Licensing Agency
ECC:	Essex County Council
ECW:	Eastern Coach Works (bodywork)
LRT:	London Regional Transport
MOD:	Ministry of Defence
PSV:	Public Service Vehicle
RTC:	Road Traffic Collision

Key to Seating Capacities / Layouts

Prefix

B:	Single deck bus
H:	Double deck bus, high bridge layout (i.e. upstairs centre gangway) whether a high bridge or low bridge vehicle
L:	Double deck bus, low bridge layout (i.e. upstairs sunken side gangway). (No vehicles were in service with this layout during the period of this volume, but the preserved Bristol K has this layout & the 2 Bristol KSW open top vehicles had been new as such)
C:	Single deck coach
CH:	Double deck coach
CO:	Convertible open topper
DP:	Dual Purpose single decker
DPH:	Dual Purpose double decker
O:	Open topper

Middle

xx:	Single deck seating capacity
xx/xx:	Double deck seating capacity, upper deck shown first

Suffix

F:	Front entrance
R:	Rear entrance
D:	Front entrance, centre exit
L:	external wheelchair lift fitted



On a busy Southchurch Road in Southend, Lynx 1410 heading for Canvey is pursued by a Southend Transport Olympian on November 3rd 1995.

Richard Delahoy

Key to Fleet List Tables

Column 1: Fleet number.

Column 2: Registration number.

Column 3: Double or single decker, seating capacity / layout.

Column 4: Date new.

Column 5 (Eastern National): Date acquired if applicable. If this column is blank the vehicle was new to Eastern National.

Column 5 (Thamesway): Date acquired if applicable. If this column is blank the vehicle was either new to Eastern National (before August 1990) or new to Thamesway (after July 1990). If the acquired date is before August 1990, the vehicle was acquired by Eastern National and transferred to Thamesway in July 1990.

Column 6: Date sold if applicable. If this column is blank the vehicle was still in the fleets at the end of February 1996. The dates for disposals are when vehicles 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 had been 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 determine a disposal date when that is otherwise not known. The initial buyer of sold vehicles is given where this is known. Subsequent owners are not given, except in a few cases where the vehicle was quickly sold on by the initial buyer.

(For Columns 5 & 6, dates in brackets are not the date of acquisition / sale but the date the vehicle was transferred from the passenger fleet to the service fleet and renumbered).

Column 7: Notes for acquisitions (using letters A-I).

Column 8: Notes for disposals (using letters J-Z).

Column 9: Other notes (using numbers).

Note: Columns 7-9 use different ranges of letters and numbers to avoid potential confusion when reading the tables and associated notes.

Eastern National lost ten vehicles in a devastating fire at Colchester depot on Boxing Day, 1994. Replacements comprised ten Bristol VRs and a Tiger coach drafted in from fellow



Badgerline company Yorkshire Rider, including 3226 seen here, with another in the background, pressed into service in full YR livery but with EN fleetname. Colchester Bus Station. Kevin Smith

Eastern National

0120-0121 Peugeot 505 Estate Car

Fleet	Registration	Seating	New	Acq	Sold	Notes		
0120	B258 CHK	7 seat	05/85		09/94		K	
0121	B259 CHK	7 seat	05/85		by 03/91		J	

These were purchased for very rural services that could not support a normal type of bus operation and were licensed as PSVs. In red livery with Countrycar and Eastern National wording on roof racks. Small fleet number transfers applied above fuel filler cap. The leading zero of the fleet number was dropped from documentation in late 1990.

Disposals

J: To Thamesway. On 1st April 1990, the Colchester Countrycar service had been withdrawn and replaced by minibus services. 0121 was then used as a staff car at Head Office at New Writtle Street (including being used as a company car by the Chief Engineer). In March 1991, it was being used at Thamesway's Brentwood garage as a crew ferry vehicle for LRT services. (Exact date of sale to Thamesway unknown, but between August 1990 and March 1991).

K: To a private buyer. Operation of the Halstead Countrycar services passed to Fargo after 30th July 1994 using a Renault Jubilee, C9FL, M374 HOX, with Country Car wording on the cove panels.

0200 / 0202-0224 / 225-252 (2202-2252*) Mercedes Benz L608D

Fleet	Registration	Seating	New	Acq	Sold	Notes		
0200	C200 HJN	B20F	11/85		12/95		L	
0202	C202 HJN	B20F	11/85					3
0203	C203 HJN	B20F	11/85					
0204	C204 HJN	B20F	12/85					
0205	C205 HJN	B20F	11/85					
0206	C206 HJN	B20F	12/85					
0207	C207 HJN	B20F	12/85					2
0208	C208 HJN	B20F	11/85		09/95		J	
0209	C209 HJN	B20F	11/85		05/95		K	
0210	C210 HJN	B20F	11/85					
0211	C211 HJN	B20F	12/85		12/95		L	
0212	C212 HJN	B20F	11/85					
0213	C213 HJN	B20F	11/85		05/95		J	
0214	C214 HJN	B20F	12/85		06/95		J	
0215	C215 HJN	B20F	12/85					
0216	C216 HJN	B20F	12/85		06/95		J	
0217	C217 HJN	B20F	12/85					
0218	C218 HJN	B20F	12/85		05/95		J	
0219	C219 HJN	B20F	12/85		05/95		J	
0220	C220 HJN	B20F	11/85		09/95		J	
0221	C221 HJN	B20F	11/85		05/95		K	
0222	C222 HJN	B20F	12/85		10/94		M	
0223	C223 HJN	B20F	12/85		09/95		J	
0224	C224 HJN	B20F	11/85		06/95		J	
225	C478 BHY	B20F	03/86	10/93	04/95	A	K	4
226	C480 BHY	B20F	03/86	10/93	05/95	A	K	4
227	C481 BHY	B20F	03/86	10/93	04/95	A	K	4
228	C482 BHY	B20F	03/86	10/93		A		4

Fleet	Registration	Seating	New	Acq	Sold	Notes		
229	C484 BHY	B20F	02/86	10/93		A		4
230	C485 BHY	B20F	02/86	10/93		A		4
231	C486 BHY	B20F	02/86	10/93		A		4
232	C489 BHY	B20F	03/86	10/93		A		4
233	C493 BHY	B20F	02/86	10/93		A		4
234	C494 BHY	B20F	02/86	10/93	01/96	A	N	4
235	C495 BHY	B20F	03/86	10/93		A		4
236	C496 BHY	B20F	02/86	10/93		A		4
237	C678 ECV	B19F	08/85	09/93		B		
238	C684 ECV	B19F	10/85	09/93	01/96	B	N	
239	C685 ECV	B19F	10/85	09/93	01/96	B	N	
240	C687 ECV	B19F	09/85	09/93		B		
241	C688 ECV	B19F	10/85	09/93		B		
242	C695 ECV	B19F	10/85	09/93		B		
243	C697 ECV	B19F	10/85	09/93		B		
244	C698 ECV	B19F	10/85	09/93		B		
245	C700 ECV	B19F	10/85	09/93		B		
246	C964 GCV	B19F	03/86	09/93		B		
247	D534 KGL	B20F	05/86	02/94		B		1, 5
248	C107 HGL	B20F	05/86	02/94		B		
249	C231 HCV	B20F	05/86	02/94		B		1
250	C232 HCV	B20F	05/86	03/94		B		1
251	C990 GCV	B20F	04/86	03/94		B		1
252	C230 HCV	B20F	05/86	02/94		B		1

All Reeve Burgess bodywork except for 1: Robin Hood bodywork.

The original 0201 / 0225-0260 transferred to Thamesway in July 1990. Eastern National then re-used numbers 225 onwards (but without the first zero) for acquired vehicles. Towards the end of 1990, the leading zero was dropped from those vehicles which carried it (in documentation and on vehicles themselves when fleet numbers were replaced, e.g. upon repaints). In December 1995, a leading 2 was added to fleet numbers to avoid clashes with Thamesway vehicles upon the impending re-merging of the fleets under Essex Buses.

* There are gaps in this series. No vehicles were renumbered to 2200, 2208, 2209, 2211, 2213, 2214, 2216, 2218-2227, 2234, 2238 and 2239, as what would have become these had been sold before, during or soon after December 1995.

Acquisitions

A: New to and acquired from Bristol Omnibus Company.

B: New to and acquired from Western National. Prior to delivery, 237-246 were fitted with new seats and were repainted at Lawrence Hill, Bristol.

Disposals

J: To Western National.

K: To Brewers.

L: To Hardwick (dealer), Carlton.

M: To Yorkshire Rider.

N: To Thamesway, 234 renumbered to 200, 238 to 205, 239 to 211.

Other Notes:

2: On loan to Thamesway in January 1991 for driver training for new minibus services. Newly acquired Thamesway Ford Transit 707 received on loan at Clacton in return.

3: By November 1993, recent repaints had left 202 at Braintree as the last vehicle in CoastLine livery, although all associated lettering had been removed and it carried "Little Green Bus" stickers. It was repainted into normal fleet livery that month.

4: 225-236 entered service at Clacton in Bristol City Dart livery with "On Hire to Eastern National" stickers, but all were repainted within weeks (234 to an overall advert).

5: 247 had been delivered new as C233 HCV but was re-registered before entering service.

500-507 Mercedes Benz 709D / Reeve Burgess Beaver

Fleet	Registration	Seating	New	Acq	Sold	Notes		
500	H388 MAR	B23F	03/91		08/91		J	
501	H389 MAR	B23F	03/91		08/91		J	
502	H390 MAR	B23F	03/91		08/91		J	
503	H391 MAR	B23F	03/91		08/91		J	
504	H392 MAR	B23F	03/91		08/91		J	
505	H393 MAR	B23F	03/91		08/91		J	
506	H394 MAR	B23F	03/91		08/91		J	
507	H395 MAR	B23F	03/91		08/91		J	

Disposals

J: To Thamesway as 388-395. These vehicles had automatic gearboxes and were always intended for Thamesway for use on LRT route 193, their registration numbers matched their later Thamesway fleet numbers. However, they were delivered new to Eastern National for use in Chelmsford until required by Thamesway. They were then replaced at Chelmsford by some vehicles in the 601-number series.

601-677 (2601-2677) Mercedes Benz 709D / Beaver

Fleet	Registration	Seating	New	Acq	Sold	Notes		
601	H601 OVW	B23F	07/91					
602	H602 OVW	B23F	09/91					
603	H603 OVW	B23F	07/91					
604	H604 OVW	B23F	07/91					
605	H605 OVW	B23F	07/91					
606	H606 OVW	B23F	07/91					
607	H607 OVW	B23F	07/91					
608	H608 OVW	B23F	07/91					
609	H609 OVW	B23F	07/91					
610	J610 UTW	B23F	07/91					
611	J611 UTW	B23F	07/91					
612	J612 UTW	B23F	07/91					
613	J613 UTW	B23F	07/91					
614	J614 UTW	B23F	07/91					
615	J615 UTW	B23F	07/91					
616	J616 UTW	B23F	07/91					
617	J617 UTW	B23F	07/91					
618	J618 UTW	B23F	09/91					
619	J619 UTW	B23F	09/91					
620	J620 UTW	B23F	09/91					
621	J621 UTW	B23F	09/91					
622	J622 UTW	B23F	10/91					
623	J623 UTW	B23F	09/91					
624	J624 UTW	B23F	09/91					
625	J625 UTW	B23F	09/91					
626	J626 UTW	B23F	09/91					
627	J627 UTW	B23F	09/91					
628	J628 UTW	B23F	09/91					
629	J629 UTW	B23F	09/91					
630	J630 UTW	B23F	09/91					
631	K631 GVX	B23F	05/93					
632	K632 GVX	B23F	05/93					1
633	K633 GVX	B23F	05/93					

Fleet	Registration	Seating	New	Acq	Sold	Notes		
634	K634 GVX	B23F	05/93					
635	K635 GVX	B23F	05/93					
636	K636 GVX	B23F	06/93					
637	K637 GVX	B23F	06/93					
638	K638 GVX	B23F	06/93					
639	K639 GVX	B23F	06/93					
640	K640 GVX	B23F	06/93					
641	K641 GVX	B23F	06/93					
642	K642 GVX	B23F	06/93					
643	K643 GVX	B23F	06/93					
644	K644 GVX	B23F	06/93					
645	K645 GVX	B23F	06/93					
646	K646 GVX	B23F	06/93					
647	L647 MEV	B23F	07/93					
648	L648 MEV	B23F	07/93					
649	L649 MEV	B23F	07/93					
650	L650 MEV	B23F	07/93					
651	L651 MEV	B23F	07/93					
652	L652 MEV	B23F	07/93					2
653	L653 MEV	B23F	07/93					
654	L654 MEV	B23F	07/93					
655	L655 MEV	B23F	07/93					
656	L656 MEV	B23F	12/93					2
657	M657 VJN	B23F	01/95					
658	M658 VJN	B23F	01/95					
659	M659 VJN	B23F	01/95					
660	M660 VJN	B23F	01/95					
661	M661 VJN	B23F	01/95					
662	M662 VJN	B23F	01/95					
663	M663 VJN	B23F	01/95					
664	M664 VJN	B23F	01/95					
665	M665 VJN	B23F	02/95					
666	M166 VJN	B23F	03/95					
667	M667 VJN	B23F	03/95					
668	M668 VJN	B23F	03/95					
669	M669 VJN	B23F	03/95					
670	M670 VJN	B23F	03/95					
671	M671 VJN	B23F	03/95					
672	M672 VJN	B23F	03/95					
673	M673 VJN	B23F	03/95					
674	M674 VJN	B23F	03/95					
675	M675 VJN	B23F	03/95					
676	M676 VJN	B23F	03/95					
677	L21 AHA	B23F	07/93	08/95		A		2

601-617 had Reeve Burgess bodywork and 631-677 had Plaxton bodywork. 618-630 were in build when Plaxton took over Reeve Burgess and had body numbers for both. All are to the same Beaver design.

631-646 were the first vehicles delivered in the 1993 revised livery.

Note that 666 did not have an exact matching registration number.

In December 1995, a leading 2 was added to the above fleet numbers to avoid clashes with Thamesway vehicles upon the impending re-merging of the fleets under Essex Buses.

Acquisition

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

Other Notes

1: Experimentally fitted with Brightech rear and side route numbers in November 1994.

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, 677 was then acquired by Eastern National. The actual 656 was a replacement for this vehicle, delivered five months after the rest of its batch.

0700-0719 / 720-721 / 0750-0754 Ford Transit

Fleet	Registration	Seating	New	Acq	Sold	Notes		
0700	B461 WTC	B16F	03/85	09/90	04/95	A	L	
0701	B463 WTC	B16F	05/85	09/90	04/94	A	M	
0702	B468 WTC	B16F	05/85	09/90	04/95	A	L	
0703	B469 WTC	B16F	05/85	09/90	04/95	A	L	
0704	B471 WTC	B16F	05/85	09/90	(12/93)	A	J	
0705	B472 WTC	B16F	03/85	09/90	04/94	A	M	
0706	B473 WTC	B16F	03/85	09/90	04/95	A	L	
0707	C427 AHT	B16F	01/86	07/90	04/95	B	L	
0708	C429 AHT	B16F	01/86	08/90	04/94	B	N	
0709	C432 BHY	B16F	02/86	07/90	04/94	B	N	
0710	C433 BHY	B16F	03/86	07/90	04/94	B	N	
0711	C436 BHY	B16F	03/86	08/90	10/94	B	O	
0712	C437 BHY	B16F	01/86	08/90	04/94	B	P	
0713	C438 BHY	B16F	03/86	07/90	04/94	B	P	
0714	C441 BHY	B16F	01/86	06/90	04/94	B	P	
0715	C443 BHY	B16F	01/86	08/90	06/94	B	N	
0716	C444 BHY	B16F	03/86	07/90	04/94	B	P	
0717	C447 BHY	B16F	03/86	08/90	04/94	B	P	
0718	C448 BHY	B16F	03/86	08/90	(04/94)	B	K	
0719	C457 BHY	B16F	03/86	07/90	04/94	B	M	
720	B454 WTC	B16F	05/85	03/92	04/94	C	M	
721	B464 WTC	B16F	05/85	03/92	04/94	C	M	
0750	D750 RWC	B16F	10/86		09/94		Q	
0751	D751 RWC	B16F	10/86		09/94		R	
0752	D752 RWC	B16F	10/86		09/94		S	
0753	D753 RWC	B16F	10/86		09/94		T	
0754	D754 RWC	B16F	10/86		09/94		T	

0750-0754 were type VE6, the rest were type 190D.

0700-0708 and 721 had Carlyle conversions to Dormobile body shells.

0709-0719, 720 and 0750-0754 had Dormobile bodywork.

Towards the end of 1990, the leading zero was dropped in documentation. 0700-0719 had fleet number transfers and so it was a simple task to remove the zero from the vehicles but 0750-0754 had fleet number plates.

Acquisitions

All new to Bristol Omnibus Company.

A: Acquired from Badgerline.

B: Acquired from Bristol Omnibus Company.

C: Acquired from Thamesway, 720 was Thamesway 721, 721 was Thamesway 722.

Typifying the Eastern National minibus fleet is 646, a Mercedes-Benz 709D with Plaxton Beaver body at the Sainsbury's store at Springfield on a Chelmsford town service. It was amongst the first batch of buses delivered in this livery in 1993, complete with badger logo and appears to be brand new when photographed.
EBEG/the late Peter Snell collection



In Colchester bus station in June 1996 is (2)801, Eastern National's first Dennis Dart, a model that was later to become the dominant type of bus for many years. 801 and sister 802 had been bought in 1993 specifically for an Essex CC route, 103/5, and had non-standard interiors. In April 1995 it received this overall advert scheme for a local Colchester attraction.
Richard Delahoy



Largest single deck buses in the EN fleet were the Leyland Lynx like 1416, photographed in Chelmsford bus station on April 10th 1995 as a Network SouthEast liveried class 312 passes behind. The windscreen notice indicates that services 91 & 92 from Maldon had been revised and renumbered as the 73 from that day.
Martin Stevens





Smallest minibuses in the EN fleet were the 16-seat Ford Transits like 0708, which had been new to Bristol Omnibus Co and moved to EN in summer 1990. The Carlyle-converted Dormobile bodies only had a single destination aperture so three-track number blinds were fitted behind the windscreen. Seen at the Bishops Stortford Interchange. *EBEG collection*



At the same location but somewhat later, in April 1996, is 2242, a 19-seat Mercedes L608D new to Western National. Originally numbered 242, it had a leading 2 added in December 1995 to avoid a clash with a similiary numbered bus in the Thamesway fleet, in anticipation of the reintegration of the fleet that will be covered in Volume 3 in this series. *Richard Delahoy*



Unique in the EN fleet was 1940, a Leyland National 2 model but with no roof pod, that had been new to South Wales Transport, where it had been fitted with DiPTAC features and dual-purpose seating and was named Sir Harry Secombe. It moved to EN in October 1990 and was photographed two years later in Colchester bus station. *Robert Appleton*

0700-0719 were repainted in the West Country before moving to Eastern National. 720 was repainted before entering service with Eastern National, but 721 entered service with EN in Thamesway livery.

Disposals

J: Converted to an Engineering van December 1993 and renumbered 9005 in the non-PSV fleet.

K: Converted to a Driver Trainer April 1994 and renumbered 9013 in the non-PSV fleet.

L: To Houston Ramm (dealer), Manchester (700 then on to Stringer, Pontefract, 702 to Searle, Thornhaugh, 703 to Lasbrook & Boor, Long Sutton, 706 to Lambkin, Queenborough).

M: To Lancashire Bus & Coach, Newton-le-Willows (701 then on to Victoria Travel, Earlstown, 720 & 721 the same, but then soon on to Valley Travel, Combe Down).

N: To White Horse Ferries, Hythe, Hampshire.

O: To Coopers Coaches, Southampton.

P: To Bluebird Coaches, Cardiff.

Q: To J N Morgan (John's Travel, dealer and operator), Nantyglo.

R: To Sevenways, Talbot Green, South Wales.

S: To Cleverly, New Inn.

T: To Anslow Travel, Garndiffraith.

801-830 (2801-2830) Dennis Dart / Plaxton Pointer

Fleet	Registration	Seating	New	Acq	Sold	Notes		
801	L801 MEV	B35F	10/93					1
802	L802 MEV	B35F	12/93					1
803	L803 OPU	B34F	04/94					
804	L804 OPU	B34F	05/94					
805	L805 OPU	B34F	04/94					
806	L806 OPU	B34F	05/94					
807	L807 OPU	B34F	04/94					
808	L808 OPU	B34F	05/94					
809	L809 OPU	B34F	05/94					
810	L810 OPU	B34F	05/94					2
811	L811 OPU	B34F	05/94					
812	L812 OPU	B34F	05/94					
813	L813 OPU	B34F	05/94					
814	L814 OPU	B34F	05/94					
815	L815 OPU	B34F	05/94					
816	L816 OPU	B34F	05/94					
817	L817 OPU	B34F	05/94					2
818	L818 OPU	B34F	05/94					
819	L819 OPU	B34F	05/94					
820	L820 OPU	B34F	06/94					
821	L821 OPU	B34F	05/94					3
822	L822 OPU	B34F	05/94					
823	N823 APU	B39F	07/95					
824	N824 APU	B39F	07/95					
825	N825 APU	B39F	07/95					
826	N826 APU	B39F	07/95					
827	N827 APU	B39F	07/95					
828	N828 APU	B39F	07/95					
829	N829 APU	B39F	07/95					
830	N830 APU	B39F	07/95					

801-822 were type 9SDL, 823-830 were type 9.8SDL. 823-830 had dot matrix (flip dot) side and rear route numbers (801-822 did not have rear route numbers).

In December 1995, a leading 2 was added to the above fleet numbers to avoid clashes with Thamesway vehicles upon the impending re-merging of the fleets under Essex Buses.

Other Notes

1: Bought "off the shelf" for Essex County Council routes 103/5 from October 1993 and had non-standard interiors.

2: On loan to Thamesway at Ponders End from November 1995, still there when the fleets re-merged under Essex Buses in March 1996. In exchange, brand new Thamesway Darts 947 & 948 were on loan to Eastern National at Clacton and were given EN fleet numbers of the vehicles they replaced, 947 became 810 and 948 became 817, with a leading 2 added to both in December 1995.

3: On loan to Thamesway at Ponders End from December 1995, still there when the fleets re-merged under Essex Buses in March 1996. In exchange, Thamesway Dart 940 was on loan to Eastern National at Clacton and was given EN fleet number 2821.

2 and 3: The exchanges were to cover a repaint programme on Thamesway Darts 901-917 which operated LRT route 214, this route required shorter vehicles.

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

Fleet	Registration	Seating	New	Acq	Sold	Notes		
1001	EWR 651Y	DP47F	06/83	04/95		A		
1002	EWR 652Y	DP47F	06/83	04/95		A		
1003	EWR 653Y	DP47F	06/83	04/95		A		
1004	A660 KUM	DP47F	12/83	04/95		A		
1005	A663 KUM	DP47F	12/83	04/95		A		
1006	A665 KUM	DP47F	12/83	04/95		A		
1007	A668 KUM	DP47F	01/84	04/95		A		

Acquired for routes 33 / 33X Southend to Bishop's Stortford (serving Stansted Airport). "Eastern National Venturer" fleet names on front and lower side panels with places served on side cover panels.

Acquisitions

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

1110-1127* Leyland Tiger TRC/TL11/2R / Alexander TE

Fleet	Registration	Seating	New	Acq	Sold	Notes		
1110	HHJ 371Y	DP53F	03/83		02/95		J	
1111	HHJ 372Y	DP53F	03/83		05/95		K	1
1112	HHJ 373Y	DP53F	03/83		09/95		L	
1114	HHJ 375Y	DP53F	03/83		06/95		L	1
1115	HHJ 376Y	DP53F	03/83		06/95		L	1
1117	HHJ 378Y	DP53F	04/83		05/95		K	1
1119	HHJ 380Y	DP53F	04/83		05/95		K	1
1120	HHJ 381Y	DP53F	04/83		01/96		M	
1121	HHJ 382Y	DP53F	04/83		01/96		M	
1123	A692 OHJ	DP53F	11/83		05/95		K	1
1125	A694 OHJ	DP53F	11/83		01/96		M	
1127	A696 OHJ	DP53F	11/83		05/95		K	1

* There are gaps in this series. Eastern National originally had new Leyland Tiger / Alexanders numbered 1110-1127, the rest of these transferred to Thamesway (see below).

Disposals

J: To Whiting Bros, Pontefract for scrap after being damaged beyond repair in the Colchester depot fire of Boxing Day 1994. (Ironically this vehicle had been based at Chelmsford and was only on loan at Colchester for the Christmas period).

K: To Badgerline (These vehicles did not stay long at Badgerline and soon moved on as follows: 1111 & 1127 to Eastern Counties, 1117 & 1123 to De Courcey, Coventry, 1119 to Eagre, Moreton).

L: To Thamesway.

M: To Eastern Counties.

Other Notes

1: On paper these vehicles were exchanged with Yorkshire Rider for 1001-1007, but in practice they went as shown in *Disposals* K and L.

1128-1131 Leyland Tiger / Plaxton Paramount

Fleet	Registration	Seating	New	Acq	Sold	Notes		
1128	B696 WAR	C51F	01/85					1
1129	B697 WAR	C51F	01/85					1
1130	C130 HJN	C53F	03/86					1, 2
1131	EWV 946Y	C53F	05/83	01/95		A		3

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.

Other Notes

1: As at July 1990 in Highwayman coach livery. Repainted into new bus livery February 1994 (1130), March 1994 (1129) and May 1994 (1128).

2: 1130 was also used occasionally on bus work. On loan from Chelmsford to Thamesway at Basildon between mid-December 1992 and early January 1993 for use on City Saver services.

Leyland Lynx 1410, still in Eastern National livery, received in exchange during this period.

3: In new bus livery. 1131 was acquired to replace Alexander TE bodied Leyland Tiger 1110 which had been damaged beyond repair in the Colchester depot fire of Boxing Day 1994. Ironically, only a few months later, Eastern National decided to dispose of its entire fleet of Alexander TE bodied Leyland Tigers. This fleet number was re-used after the original Leyland Tiger / Plaxton Paramount II 1131 (C131 HJN) had been sold in May 1989 (details in Volume 1).

1308-1310 Leyland Leopard PSU5E/4R / ECW

Fleet	Registration	Seating	New	Acq	Sold	Notes		
1308	ANA 92Y	C53F	01/83	10/84	04/92	A	J	1
1309	ANA 93Y	C53F	12/82	10/84	04/92	A	J	1
1310	ANA 94Y	C53F	12/82	12/84	04/92	A	J	1

Acquisitions

A: New to National Travel West (North) Ltd. Acquired from Ribble.

Disposals

J: To Brewers.

Other Notes

1: Repainted December 1990 - January 1991 from Highwayman livery into a new version of Highwayman livery incorporating extra areas of green, including around the windows, at waist level, cove panels and skirt. Prior to the repaint, 1310 had had blue rather than green relief on its yellow livery (from April 1988) as it was used for Ipswich Town Football Club supporter transport, and yellow and green are the colours of their close rivals Norwich City.

1401-1429* Leyland Lynx LX112L10ZR1R

Fleet	Registration	Seating	New	Acq	Sold	Notes		
1401	E401 HWC	B49F	07/88					2
1402	F402 LTW	B49F	07/88					3
1403	F403 LTW	B49F	07/88					
1407	F407 LTW	B49F	07/88					
1408	F408 LTW	B49F	07/88					3
1413	F413 MNO	B49F	08/88					1
1414	F414 MNO	B49F	08/88					
1415	F415 MWC	B49F	09/88					
1416	F416 MWC	B49F	09/88					
1425	F425 MJN	B49F	09/88					
1426	F426 MJN	B49F	09/88					
1427	F427 MJN	B49F	09/88					4
1428	F428 MJN	B49F	09/88					4
1429	F429 MJN	B49F	11/88					4

* There are gaps in this series. Eastern National originally had new Leyland Lynxes numbered 1400-1429, the rest of these transferred to Thamesway (see below).

Other Notes

- 1: Briefly on loan to Thamesway at Hadleigh in November 1992.
- 2: In May 1993 DiPTAC features added, including green handrails and a side number blind, so that it could act as a backup to 1940 on ECC route 52. (From May 1994 onwards, the rest of the Leyland Lynx fleet was fitted with similar DiPTAC features).
- 3: 1408 was the first Lynx repainted into new livery in May 1993 and 1402 was the last one repainted out of old livery in June 1995.
- 4: Larger luggage pen fitted and re-seated to B47F, c May 1994.

1500-1502 / 1737-1940* / 2201-2202 Leyland National

Fleet	Registration	Seating	New	Acq	Sold	Notes		
1500	PJT 255R	B41F	10/76	10/86	03/92	B	K	
1501	PJT 256R	B41F	10/76	10/86	03/92	B	K	3
1502	PJT 257R	B41F	11/76	10/86	03/92	B	K	
1737	GJN 997N	B49F	12/74		08/91		L	4
1740	HAR 486N	B49F	03/75		09/91		L	6
1741	HAR 487N	B49F	03/75		05/93		M	
1745	JNO 194N	B49F	06/75		08/90		J	
1747	JNO 196N	B49F	06/75		08/90		J	
1750	JNO 199N	B49F	06/75		02/93		N	
1751	LJN 659P	B49F	10/75		06/91		L	5
1754	LJN 662P	B49F	11/75		06/92		M	
1760	MAR 782P	B49F	04/76		10/90		K	
1764	MAR 786P	B49F	04/76		06/92		M	
1766	MAR 788P	B49F	06/76		08/93		M	

Fleet	Registration	Seating	New	Acq	Sold	Notes		
1768	MAR 790P	B49F	05/76		05/93		M	
1769	MAR 791P	B49F	06/76		11/91		Q	
1774	MAR 796P	B49F	06/76		11/90		K	
1775	MAR 797P	B49F	06/76		11/90		K	
1778	PEV 690R	B49F	09/76		12/91		K	7
1782	PEV 694R	B49F	10/76		06/92		M	
1790	PEV 702R	B49F	12/76		06/92		M	
1792	PEV 704R	B49F	12/76		12/92		M	
1793	PEV 705R	B49F	12/76		06/92		M	
1804	TJN 503R	B49F	06/77		04/93		M	7, 8
1805	TJN 504R	B49F	06/77		07/93		M	
1806	TJN 505R	B49F	06/77		06/94		M	
1811	VNO 734S	B49F	08/77		04/93		M	
1812	VNO 735S	B49F	08/77		06/92		M	
1813	VNO 736S	B49F	09/77		04/93		M	
1816	VNO 739S	B49F	09/77		11/91		Q	
1819	VNO 742S	B49F	09/77		10/92		Q	
1824	VAR 901S	B49F	11/77		10/94		O	
1827	VNO 729S	B49F	08/77		12/91		K	
1828	VNO 730S	B49F	08/77		08/93		M	
1829	VNO 731S	B49F	08/77		06/92		M	
1831	VNO 733S	B49F	08/77		10/94		O	
1832	VAR 898S	B49F	12/77					
1833	VAR 899S	B49F	12/77					
1834	VAR 894S	B49F	08/77		10/94		O	
1841	WJN 561S	B49F	01/78		08/95		M	
1842	WJN 562S	B49F	01/78		01/94		M	
1843	WJN 563S	B49F	01/78		08/95		L	
1844	WJN 564S	B49F	01/78					9, 11
1850	YEV 308S	B49F	04/78					12,13
1851	YEV 309S	B49F	04/78					
1855	YEV 313S	B49F	04/78		09/94		S	12
1856	YEV 314S	B49F	05/78		11/93		M	
1860	YEV 318S	B49F	04/78					
1861	YEV 319S	B49F	04/78					
1862	YEV 320S	B49F	05/78					
1863	YEV 321S	B49F	05/78					
1865	YEV 323S	B49F	05/78					
1867	YEV 325S	B49F	05/78					
1870	YEV 328S	B49F	05/78					12
1872	ANO 271S	B49F	06/78					
1873	ANO 272S	B49F	06/78		11/94		T	
1874	BNO 664T	B49F	07/78					
1885	BNO 675T	B49F	09/78					
1890	BNO 680T	B49F	10/78					
1892	BNO 682T	B49F	10/78		09/94		S	
1899	DAR 121T	B49F	02/79					13
1901	DAR 123T	B49F	03/79		10/94		O	12
1909	DAR 131T	B49F	04/79		05/95		J	11
1910	DAR 132T	B49F	04/79		10/94		O	12
1914	JHJ 140V	B49F	07/79		02/96		V	
1916	JHJ 142V	B49F	08/79					12
1917	JHJ 143V	B49F	08/79		11/93		M	
1921	JHJ 147V	B49F	11/79					

Fleet	Registration	Seating	New	Acq	Sold	Notes		
1923	JHJ 149V	B49F	11/79		05/95		O	
1924	JHJ 150V	B49F	11/79					13
1925	MHJ 721V	B49F	03/80		07/95		O	
1926	MHJ 722V	B49F	03/80		08/94		P	
1927	MHJ 723V	B49F	03/80		10/94		X	
1928	MHJ 724V	B49F	03/80		06/91		L	5
1929	MHJ 725V	B49F	05/80		07/93		P	
1930	MHJ 726V	B49F	05/80		10/94		X	9, 12
1931	MHJ 727V	B49F	06/80		07/93		P	9, 12
1932	MHJ 728V	B49F	05/80		10/94		X	9, 12
1933	MHJ 729V	B49F	05/80		02/96		R	13
1935	MHJ 731V	B49F	06/80		01/96		U	
1936	MHJ 732V	B49F	06/80		12/94		O	
1937	STW 18W	B49F	09/80		07/93		P	12
1938	STW 19W	B49F	09/80		10/94		W	12
1939	STW 20W	B49F	10/80		08/94		P	12
1940	KEP 829X	DP44F	02/82	10/90	01/96	C	U	10
2201	KCG 618L	B44F	05/73	10/84	02/94	A	M	1
2202	WNO 559L	DP20D +8w	03/73		05/92		Y	2

1500-1502 were type 10351A/1R, 1737-1764 were type 11351/1R, 1766-1924 were type 11351A/1R, 1925-1939 were type NL116L11/1R, 1940 was type NL116AL11/1R and 2201-2202 were type 1151/1R.

1925-1940 were Leyland National 2s. 1940 did not have a roof pod.

* There are gaps in this series. Eastern National originally had new Leyland Nationals numbered 1700-1939, some of these were sold before July 1990 and some transferred to Thamesway (see below). Full details of those sold prior to July 1990 are in Volume 1.

Acquisitions:

A: New to and acquired from Alder Valley.

B: New to Hants & Dorset. Acquired from Wilts & Dorset.

C: New to and acquired from South Wales.

Disposals

J: To Thamesway.

K: To Brewers (1502 for spares only).

L: Remains sold for scrap after being cannibalised for spares (the remains of 1843 went to Boreham Reclamations).

M: To Hardwick (dealer), Carlton. 1741, 1764, 1766, 1768, 1782, 1792, 1793, 1804, 1805, 1811, 1813, 1828, 1841, 1842, 1856, 1917 and 2201 were for scrap, but 1754, 1790 & 1829 later operated for Metrowest, Dudley (1790 via K-Line, Leeds), 1806 later (by February 1995) was converted to National Greenway and operated for Blackburn Borough Transport and 1812 later to Sheaf Line. 1856 was for scrap after accident damage, its front end was transferred to 1834.

N: To Essex Fire & Rescue Service.

O: To Lister (dealer), Bolton (1824, 1831, 1834 & 1901 then on to Classic, Annfield Plain, 1910 to Birmingham Coach Company, 1925 & 1936 to Glyn Williams, Crosskeys, 1823 unknown, although it did see further service).

P: To Frontline Buses, Tamworth.

Q: To Peterborough PVS, London for scrap.

R: To Glyn Williams, Crosskeys.

S: To Bristol Bus & Coach, then on to Yeates, Loughborough.

T: To Hanningfield Metals for scrap.

U: To Eastern Counties.

V: To Fleetmaster (dealer), later to Ludlows, Halesowen and re-registered VIB 9485.

W: To Rider (York).

X: To Yorkshire Rider.

Y: To London Borough of Wandsworth.

Other Notes

1: Converted to a Wheelchair Passenger Vehicle when acquired, as either DP20D + 8 wheelchairs or DP24D + 6 wheelchairs. Converted to B44F in January 1987 and used on normal stage work, although still able to be converted back to carry wheelchairs if required. In Dual Purpose livery.

2: New to Eastern National as 1710, converted to a Wheelchair Passenger Vehicle in August 1985 and renumbered 2202. From July 1991, used on normal stage work (seats re-fitted in front section). In Dual Purpose livery.

3: 1501 later became Thamesway 1709 (see below).

4: 1737 had been being stripped for spares since April 1990 and was not used in service after the July 1990 split. This was done at Hadleigh, which became a Thamesway depot in July 1990, but this vehicle never formally transferred from Eastern National to Thamesway.

5: 1751 and 1928 were also delicensed for disposal and being stripped for spares by July 1990 and so were not used in service after the split.

6: On loan to Thamesway September - October 1990 to cover the repaint programme of Thamesway vehicles into new livery.

7: During November 1991, used airside at Stansted Airport whilst the shuttle train between the terminal & departure area was out of use and temporarily fitted with orange rooftop flashing light.

8: On loan to South Wales December 1991.

9: Fitted with a flashing orange roof light c February 1992 for use at Stansted Airport as and when required.

10: Named Sir Harry Secombe. It had previously been on loan to Eastern National in October 1988 to display its DiPTAC features. When acquired, branding for route 333 was applied. It moved to Chelmsford in April 1993, as a DiPTAC vehicle was required for newly won ECC contract 52. Moved to Eastern Counties on loan in October 1995, then formally sold in January 1996.

11: 1844 was exchanged for Thamesway 4010 in May 1995, but returned to Eastern National shortly afterwards (it is not known if it saw service with Thamesway). 1909 then went to Thamesway instead.

12: 1937-1939 had been the only Leyland Nationals delivered new to Eastern National with moquette seats. In November 1990, 1930-1932 had these retrofitted for use on route 333 (they also received branding for the route at the same time). In July 1993, after a decision had been made to withdraw Leyland National 2s (except 1940) before most of the remaining Leyland Nationals, the moquette seats from these six vehicles were swapped with the vinyl seats of 1850/55/70, 1901/10/16. 1931 and 1937 were sold in July 1993, but the other four Leyland National 2s were reinstated at Haven Road in November 1993 for use in the Colchester "bus war" (although they didn't last long, being delicensed for good in May 1994, 1939 after temporary use in Clacton that month).

13: 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 new livery in February 1996 following a change in this policy (1850 followed in March 1996). Note: 1933 not confirmed as being repainted, but it was reported that it "appeared to have been" in March 1995. It then spent the summer of 1995 at Clacton, frequently on summer route 100, which in some previous years had been operated by open top vehicles.

2203 Bristol RELH6G / Plaxton Panorama Elite

Fleet	Registration	Seating	New	Acq	Sold	Notes		
2203	XOO 878L	C17F	02/73		06/92		J	

Wheelchair Passenger Vehicle. Had been new as Eastern National 448 (C47F), to National Travel South East in May 1974, re-acquired by Eastern National as 1409 in October 1978 and converted to C17F plus 9 wheelchair spaces and renumbered to 2203 in October 1985.

Disposal

J: To Hardwick, Carlton.

2383-2384 Bristol KSW5G / ECW

Fleet	Registration	Seating	New	Acq	Sold	Notes		
2383	WNO 479	O33/28R	1953	01/55		A		1
2384	WNO 480	O33/28R	1953					1

Originally L27/28R. Rebuilt to open top 05/66 (2383) and 10/65 (2384).

Acquisition

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

Other Notes

1: During the period covered by this volume these two buses had a variety of uses. During the summers of 1991 and 1992 they were used on Wednesday only heritage tours of Clacton (2383 at least had PA equipment fitted for this). In the summer of 1993 normal open top services resumed in Clacton using these two vehicles, these also ran in 1994 but not in 1995. 2383 was also used on the long Summer Sunday route 631 from Colchester to Lowestoft via Ipswich on 28th August 1994 only. Usually stored during the winter, but 2383 spent most of the winter of 1991/2 as a Driver Trainer at New Writtle Street and 2384 was noted as a Driver Trainer in the Chelmsford area in April 1991.

3033-3128* / 3200-3204 / 3218-3233 / 3500-3501 Bristol VR / ECW

Fleet	Registration	Seating	New	Acq	Sold	Notes		
3033	NPU 980M	H39/31F	09/73		02/91		J	
3038	PWC 513M	H39/31F	03/74		12/92		K	
3041	PWC 516M	H39/31F	03/74		02/91		J	
3048	JNO 189N	H39/31F	04/75		02/91		J	1
3049	JNO 190N	H39/31F	04/75		02/91		J	
3050	JNO 191N	H39/31F	04/75		02/91		J	
3051	JNO 192N	H39/31F	04/75		02/91		J	1
3052	LJN 647P	H39/31F	11/75		11/91		L	
3053	LJN 648P	H39/31F	12/75		03/92		M	
3054	LJN 649P	H39/31F	12/75		05/93		L	
3055	LJN 650P	H39/31F	12/75		(12/90)		N	
3056	LJN 651P	H39/31F	12/75		02/91		J	
3057	LJN 652P	H39/31F	11/75		02/91		J	
3058	LJN 653P	H39/31F	11/75		by 05/92		O	
3059	LJN 654P	H39/31F	12/75		09/91		L	
3060	LJN 655P	H39/31F	12/75		03/93		P	
3061	LJN 656P	H39/31F	12/75		02/91		J	
3062	LJN 657P	H39/31F	12/75		02/91		L	1

Fleet	Registration	Seating	New	Acq	Sold	Notes		
3063	LJN 658P	H39/31F	12/75		11/91		K	
3064	UVX 1S	H39/31F	07/77		02/95		Q	2
3066	UVX 3S	H39/31F	07/77		03/92		L	
3068	KOO 786V	H39/31F	11/79	12/90	02/95	A	Q	
3069	KOO 787V	H39/31F	11/79					
3070	KOO 788V	H39/31F	11/79		08/95		R	
3071	KOO 789V	H39/31F	11/79	12/90		A		
3072	KOO 790V	H39/31F	03/80	12/90		A		
3076	KOO 794V	H39/31F	04/80	12/90		A		
3077	STW 21W	H39/31F	10/80					
3078	STW 22W	H39/31F	10/80					
3079	STW 23W	H39/31F	10/80					
3083	STW 27W	H39/31F	11/80					
3084	STW 28W	H39/31F	11/80					
3091	STW 35W	H39/31F	02/81		02/95		Q	
3092	STW 36W	H39/31F	02/81					
3093	STW 37W	H39/31F	02/81					
3094	STW 38W	H39/31F	02/81					
3095	UAR 585W	H43/31F	05/81		02/95		Q	
3103	UAR 593W	H43/31F	06/81					
3106	UAR 596W	H43/31F	06/81					3
3109	UAR 599W	H43/31F	06/81					
3111	XHK 216X	H43/31F	07/81		10/94		R	
3112	XHK 217X	H43/31F	08/81					3
3114	XHK 219X	H43/31F	09/81		02/95		Q	
3127	XHK 232X	H43/31F	09/81					
3128	XHK 233X	H43/31F	10/81		02/95		Q	
3200	JRP 801L	H39/31F	07/73	10/86	02/91	B	J	
3201	RNV 810M	H43/31F	03/74	10/86	01/91	B	S	
3202	HBD 163N	H43/31F	02/75	10/86	02/91	B	J	
3203	HRP 671N	H43/31F	05/75	10/86	02/91	B	J	
3204	LBD 840P	H43/31F	10/75	10/86	05/93	B	L	
3218	ONH 924V	H43/31F	05/80	10/86	02/95	B	Q	4
3219	VTH 941T	H43/31F	08/78	11/90		C		
3220	WTH 949T	H43/31F	01/79	11/90		C		
3221	WTH 958T	H43/31F	03/79	11/90		C		
3222	BEP 963V	H43/31F	11/79	11/90		C		
3223	MFA 721V	DPH39/28F	06/80	10/94		D		5
3224	AYG 848S	H43/31F	07/78	01/95		E		6
3225	AYG 850S	H43/31F	07/78	01/95		E		6
3226	DWU 298T	H43/31F	11/78	01/95		E		6, 7
3227	LUA 716V	H43/31F	05/80	01/95		E		6
3228	LWU 469V	H43/31F	05/80	01/95		E		6
3229	PWY 44W	H43/31F	01/81	01/95		E		6
3230	SUB 789W	H43/31F	03/81	01/95		E		6
3231	SWW 302R	H43/31F	12/76	01/95		E		6
3232	JWT 760V	H43/31F	02/80	03/95		E		6
3233	LUA 717V	H43/31F	05/80	03/95		E		6
3500	WNO 546L	O39/31F	12/72					8
3501	NPU 974M	O39/31F	09/73					9

3033-51, 3200-3, 3500-1 were Series 2, the rest were Series 3.

3033/38/41, 3200-3, 3500-1 were Bristol VRTSL6LX, 3048-51 were Bristol VRTSL6LXB, 3052-64/66, 3220-23 were Bristol VRT/SL3/501, 3068-3128, 3218-19, 3224-33 were Bristol VRT/SL3/6LXB, 3204 was Bristol VRT/SL3/6LX.

* There are gaps in this series. Eastern National originally had new and acquired Bristol VRs numbered 3000-3129, some of these were sold before July 1990 and some transferred to Thamesway (see below). Full details of those sold prior to July 1990 are in Volume 1.

Acquisitions

A: New to Eastern National. Transferred to Thamesway July 1990. Acquired from Thamesway.

B: New to United Counties. Acquired from Milton Keynes Citybus.

C: New to South Wales. Acquired from Brewers.

D: New to and acquired from Potteries Motor Traction.

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

Disposals

J: To Greyhound International (dealer), Bexleyheath (3203 then on to Time, London).

K: To Peterborough PVS, London for scrap.

L: Having been stripped for spares, remains sold for scrap.

M: To United Welsh Coaches.

N: Converted to a Driver Trainer December 1990 and renumbered 9006.

O: To Kilo Health Club, Clacton. (Exact date of sale not known, had been Delicensed for Disposal in May 1991 and was still in stock in November 1991).

P: To Maldon Majorettes.

Q: To Whiting Bros, Pontefract for scrap after being destroyed in the Colchester depot fire of Boxing Day 1994.

R: To Hardwick (dealer), Carlton for scrap (3070 was withdrawn following accident damage after being stolen from Chelmsford depot in February 1994, then stripped for spares at Clacton; 3111 after being destroyed by fire at Marks Tey whilst on route 53 on 5th August 1994).

S: To Essex Police for use as a Mobile Information & Incident room.

Other Notes

1: Delicensed for disposal before July 1990 and were not used in service after the company split.

2: Refurbished c July 1994 with new lower panels, new moquette and DiPTAC features added.

3: Re-seated to H43/34F August 1994, bench seat fitted over nearside front luggage pen (for a contract service).

4: Electronic front inverted T shaped blind replaced with a double aperture roller blind c December 1990.

5: Acquired to replace fire victim 3111 and became the first VR in new livery. In January 1996, its DP seats were replaced by bus seats obtained from Eastern Counties, to H43/31F. However, it then failed its MOT because of a rotten chassis and it did not re-enter service with bus seats. It was still in stock, delicensed for disposal, in March 1996.

6: Acquired to replace Colchester depot fire victims.

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

8: Had been converted from H39/31F and renumbered from 3026 in June 1986. Used on Saturday Park & Ride in Colchester in July and August 1991. Was loaned to Eastern Counties in June 1995 for possible summer use at Great Yarmouth but was rejected and returned to Clacton.

9: Had been converted from H39/31F and renumbered from 3027 in May 1986. Spent most of the summer of 1990 at Harwich on town services. Used on Saturday Park & Ride in Colchester in July and August 1991. On loan to Thamesway for Driver Training during September / October 1992.

4003-4021* Leyland Olympian ONLXB/1R / ECW

Fleet	Registration	Seating	New	Acq	Sold	Notes		
4003	B698 BPU	H45/32F	04/85		07/91		J	1
4004	B699 BPU	H45/32F	04/85		05/92		J	3
4005	C711 GEV	H45/32F	07/85		11/91		J	2
4006	C712 GEV	H45/32F	07/85		07/91		J	1
4007	C407 HJN	DPH42/30F	01/86					
4008	C408 HJN	DPH42/30F	01/86					
4010	C410 HJN	DPH42/30F	01/86	05/95		A		4
4011	C411 HJN	DPH42/30F	03/86	11/91	02/95	A	K	2
4012	C412 HJN	DPH42/30F	02/86	05/92		A		3
4013	C413 HJN	DPH42/30F	02/86					
4014	C414 HJN	DPH42/30F	02/86					
4015	C415 HJN	DPH42/30F	02/86					
4016	C416 HJN	DPH42/30F	04/86					
4017	C417 HJN	DPH42/30F	03/86					
4018	C418 HJN	DPH42/30F	02/86	07/91		A		1
4019	C419 HJN	DPH42/30F	03/86	07/91		A		1
4020	C420 HJN	DPH42/30F	04/86		02/95		K	
4021	C421 HJN	DPH42/30F	03/86					

* There are gaps in this series. Eastern National originally had new Leyland Olympians numbered 4000-4021, the rest of these transferred to Thamesway (see below).

Acquisitions

A: New to Eastern National. Transferred to Thamesway July 1990. Acquired from Thamesway.

Disposals

J: To Thamesway.

K: To Whiting Bros, Pontefract for scrap after being destroyed in the Colchester depot fire of Boxing Day 1994.

Other Notes

All of 4003-4021 were delivered with front inverted T electronic destination blinds. These proved troublesome and they were progressively replaced with normal single aperture roller blinds from March 1991. The programme was completed on Eastern National vehicles in September 1994 with 4007 the last to be done. 4007 received a larger screen than the rest.

1: 4003/6 exchanged with Thamesway for 4018/9.

2: 4005 exchanged with Thamesway for 4011.

3: 4004 exchanged with Thamesway for 4012.

4: Acquired to partially replace Colchester depot fire victims 4011/20. Leyland National 1909 went to Thamesway in exchange (although 1844 had originally gone but was soon returned).

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

Fleet	Registration	Seating	New	Acq	Sold	Notes		
4501	B689 BPU	CH54/28F	02/85					
4503	B691 BPU	CH54/28F	03/85					
4509	B697 BPU	CH54/28F	03/85		01/92		J	
4510	D510 PPU	CH54/28F	07/86					
4511	D511 PPU	CH54/28F	07/86					1
4512	D512 PPU	CH54/28F	07/86					1

* There are gaps in this series. Eastern National originally had new Leyland Olympian Coaches numbered 4500-4512, the rest of these transferred to Thamesway (see below).

Disposal

J: To Northumbria Motor Services.

Other Notes

4501/3/9 were delivered with front inverted T electronic destination blinds, and 4510-2 with one piece electronic destination blinds. These proved troublesome and they were replaced with normal single aperture roller blinds between May 1991 and May 1994. (There is no record of whether 4509 was converted whilst still at Eastern National or after it had been sold to Northumbria, although it seems more likely the latter). The replacements on 4510-2 were taller but narrower than the originals (4512 initially had roller blinds fitted behind its original apertures in October 1992 before being fully converted in May 1993).

1: By November 1994 down-seated to CH54/24F with the addition of larger luggage pens (exact date not known).

Non-PSVs

9000-9001 / 9003 / 9005-9006 / 9011-9014 Driver Trainers

Fleet	Registration	Seating	New	Acq	Sold	Notes		
9000	CPU 979G	H39/31F	02/69	(05/87)	02/91		J	1
9001	CPU 980G	H39/31F	12/68	(05/87)	01/91		K	1
9003	CPU 982G	H39/31F	05/69	(05/87)	01/91		L	1
9005	OWC 295K	H39/31F	10/71	(05/88)	12/90		M	2
9006	LJN 650P	H39/31F	12/75	(12/90)	06/94		N	3
9011	WNO 560L	B52F	03/73	(10/87)	11/91		O	4
9012	Q328 MNO	not known	09/78	04/90		A		5
9013	C448 BHY	B16F	03/86	(04/94)				6
9014	CTN 635V	C45F	06/80	12/94		B		7

1: Bristol VRTSL6LX (Series 1), converted to driver trainers June (9000 & 9003) and December (9001) 1986 and renumbered from 3000/1/3 to 9000/1/3 in May 1987.

2: Bristol VRTSL6LX (Series 2), converted to a driver trainer May 1988 and renumbered from 3022 to 9005.

3: Bristol VRT/SL3/501 (Series 3), converted to a driver trainer and renumbered from 3055 to 9006 in December 1990. This was a replacement for 9001.

4: Leyland National 1151/1R/0401, converted to a driver trainer July 1987 and renumbered from 1711 to 9011 in October 1987.

5: Bedford SB5 / Marshall (MOD standard body). Seating capacity not known. This was a replacement for 9003. The need for this vehicle was a recent change in legislation requiring drivers of full-sized vehicles to be able to drive a full-sized vehicle capable of at least 50 mph.

6: Ford Transit 190D / Dormobile, converted to a driver trainer in April 1994 and renumbered from 718 to 9013. All green livery with blue wheels and yellow fleet names.

7: Bedford YLQ / Duple Dominant II.

Numbering System

The 9000 series was first used for driver trainers in December 1976. Some numbers have been used more than once. Details of previous vehicles are in Volume 1. Of the above, 9000-1/3 were a simple renumbering of 3000-1/3, and 9002/4, sold before July 1990, were previously 3002/4. VRs 9005 & 9006 then followed on from these. 9011 was a simple renumbering of 1711, and other single deckers 9012-14 followed on from this.

Acquisitions

A: New to and acquired from the Ministry of Defence.

B: New to Craiggs, Amble. Acquired from Somerbus via Badgerline (in yellow livery with broad white centre band).

Disposals

J: To preservation. (Later to Northern Bus, Anston, before back to preservation as 3000).

K: To Essex Fire & Rescue Service. (Replaced by 9006).

L: Stripped for spares at Brentwood depot and remains sold for scrap, 01/91 is an approximate date of sale of remains. (Replaced by 9012. 9003 was already out of use as at July 1990 so not used post-split. Although at Brentwood depot, not officially transferred to Thamesway and remained part of Eastern National stock).

M: To Thamesway.

N: To Hardwick Carlton, after having been stripped for spares at Clacton depot.

O: To Peterborough PVS, London for scrap.

9005 Ford Transit 190D Former Bus as Engineering Van

Fleet	Registration	Seating	New	Acq	Sold	Notes		
9005	B471 WTC	B4F	05/85	(12/93)				

Carlyle conversion to Dormobile body shell.

Note: fleet number 9005 re-used after driver trainer 9005 had been sold (see above). Ex 704. Converted to an Engineering van, December 1993, 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.

50 / 276-277 Other Acquired Mercedes Benz L608D

Fleet	Registration	Seating	New	Acq	Sold	Notes		
50	B37 AAF	B19F	07/84	10/95		B		1
276	C200 PCD	B20F	12/85	05/95		A		
277	C204 PCD	B20F	12/85	05/95		A		

Alexander bodies, except 1: PMT body.

Not acquired for service. Fleet numbers of the companies they were acquired from were kept. All three were noted parked at the back of Clacton garage, out of use, in November 1995 and were still there in March 1996.

These vehicles are not included in the "Snapshot in Time" or "Index of Registrations" tables below.

Acquisitions

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

B: New to and acquired from Western National.

Vehicles on Loan / Demonstration

Brief details of vehicles on loan to Eastern National between July 1990 and February 1996 are as follows. Note, exact dates not always available.

During June 1991: **D501 GHY**, Volvo / Van Hool, C53F, from Badgerline (2501), used from Chelmsford on Highwayman, Excursions & Commuter routes, in Shearings Holidays livery.

From August to September 1991: **Q130 REU**, Bedford Q / Marshall, from Bristol City Line (T1), for driver training, ex MOD.

During July 1993: **Q132 REU**, Bedford Q / Marshall, from Bristol City Line (T3), for driver training, ex MOD.

From early November 1993 to January 1994: **KHT 125T**, Leyland National, from Badgerline (3027) for increased services at Colchester, as part of the "bus war". In Badgerline livery with Eastern National fleet name on front panel.

From early November 1993 to early May 1994: **JHW 105P** / **KHT 117P**, Leyland Nationals, from Badgerline (3017 / 3019) for increased services at Colchester, as part of the "bus war". In Badgerline livery with Eastern National fleet name on front panel.

During January 1994: **K740 YPJ**, Dennis Lance / Alexander, a demonstrator, noted on route 53 on 21st January.

From 1st March 1994 to June 1994: **AHW 201V**, Bristol VR / ECW, dual door, from Bristol City Line (5150). This temporarily replaced 3071 at CR, which in turn went to CF to replace 3070 which had been withdrawn after suffering accident damage after being stolen from CF depot.

Following the dismissal of 105 Chelmsford drivers in November and December 1994 after an industrial dispute, new staff were recruited and the following were on loan to train them:

Bristol City Line Bedford / Marshall **Q130 REU** (T1) and **Q132 REU** (T3) (both as above); Badgerline Bedford / Duple **ELB 753T**, **HRO 987V** and **KKW 525W**; North Devon Bristol LH / ECW **HTT 373N** (1618); Western National Bristol LH / Marshall **NTT 322M** (9501); Skillplace Training Ltd Bristol LH / ECW **WEX 931S**; Streamline Cars Lowestoft Ford R1014 / Plaxton Panorama **DDC 108K**.

In addition, the following were used for hotel to Bus Station driver transfer work: Badgerline **D74/75/81/83 KRL**, Ford Transit VE6 / Dormobile (in Mini Link livery) and **C549 BHY** Ford Transit 190D / Dormobile (in Merry Go Round livery).

These arrangements continued until circa the end of April 1995.

As well as the Bristol VRs acquired from Yorkshire Rider and the loan of Thamesway 3110, Bristol VR / ECW Badgerline **LHT 721P** (5511) & **EWS 749W** (5541), Bristol City Line **AHW 200V** (5149) and South Wales **BEP 984V** (984) were on loan following the Colchester depot fire of Boxing Day 1994. All had brief stays, except for BEP 984V which remained on loan until May 1995.

AHW 200V & AHW 201V were the only dual door Bristol VRs operated by Eastern National.



Closing the EN section and moving to the TY listings, EN Lynx 1428 heads TY VR 3113 through Brentwood. *The late Eric Thompson*

In the revised DP livery with more green, 1308 was one of the three ex-Ribble 12m Leyland Leopard coaches usually found on commuter services before their withdrawal in April 1992. Seen in Braintree bus park in 1991. *Richard Delahoy collection*



Changing group identities: displaying both a badger at the rear and the new FirstBus logo (in the first lower deck side window), 3224 at the Rigby Avenue, Mistley terminus of the 87 to Colchester via Dedham, in July 1995. *Robert Appleton*



An unusual loan to EN for 3 or 4 months in spring 1994 was this dual-door Bristol VR from the Bristol City Line fleet, AHW 201V, which replaced an EN bus withdrawn after accident damage. Pulling away from a stop in Colchester High St, the dual door layout is obvious. *Robert Appleton*





Showing how the troublesome electronic destination display had been replaced by standard roller blinds (compare to top photo on the inside front cover), Olympian 4013, a standard length, dual purpose seated example, in Colchester bus station in June 1996.

Richard Delahoy



A most unusual purchase for driver training was 9012, a former Ministry of Defence Bedford SB5 with Marshall body, acquired in 1990 to provide a trainer capable of reaching 50mph. Behind it in Chelmsford bus station in July 1991 is Bristol RELH 2203 in use as a wheelchair passenger vehicle.

Kevin Smith



Although in the fleet of Frontline Buses, a small Badgerline company in Staffordshire, there is an EN connection. The Leyland National 2 was previously EN 1931, whilst the Mercedes had been ordered by EN as 652 but was diverted to Frontline, later moving to EN in August 1995 as 677.

D M Gauden

Thamesway

21-24 / 26-37 District Bus Fleet

Fleet	Registration	Seating	New	Acq	Sold	Notes		
21	E962 SVP	B18F	01/88	07/95	02/96	A	J	1
22	E509 TOV	B18F	04/88	07/95	02/96	A	J	1
23	E105 SOG	B18F	08/87	07/95	02/96	B	J	1
24	F892 XOE	B18F	09/88	07/95	02/96	A	J	1
26	F995 XOV	B25F	04/89	07/95	02/96	C	J	2
27	F996 XOV	B25F	04/89	07/95	02/96	C	J	2
28	G148 GOL	B25F	07/90	07/95	02/96	C	K	2
29	G145 GOL	B25F	07/90	07/95	02/96	C	K	2
30	D873 LWR	B20F	03/87	07/95	02/96	D	J	3
31	D220 SKD	B18F	09/86	07/95		E		4
32	E905 EPD	B19F	09/87	07/95	02/96	F	J	5
33	D504 FAE	B20F	10/86	07/95	01/96	G	L	6
34	D505 FAE	B20F	10/86	07/95	01/96	G	L	6
35	D506 FAE	B20F	10/86	07/95	01/96	G	L	6
36	D507 FAE	B20F	10/86	07/95		G		6, 7
37	D511 FAE	B20F	10/86	07/95		G		6, 7

- 1: Freight Rover Sherpa / Carlyle.
- 2: Fiat 49.10 / Carlyle.
- 3: Freight Rover Sherpa / Dormobile.
- 4: Mercedes Benz L608D / Alexander.
- 5: Fiat 49.10 / Robin Hood.
- 6: Mercedes Benz L608D / Dormobile.

21-24 & 26-30 were the fleet numbers of these vehicles when with District Bus which Thamesway kept. No bus numbered 25 was acquired. Thamesway then continued this numbering sequence for the other acquired vehicles. As well as the vehicles listed above, 261 (see below) operated for District Bus in original Thamesway livery with District Bus fleet names, and 9717 (also see below) was used as a shuttle for drivers from Hadleigh to Shotgate.

Acquisitions

- A-F: Acquired from London & Country with the business of District Bus.
- A: New to District Bus.
- B: New to Carlyle, Birmingham as a demonstrator.
- C: New to Strathclyde.
- D: New to Yorkshire Rider.
- E: New to North Western.
- F: New to London Country (South West).
- G: New to and acquired from Bristol Omnibus Company.

Disposals

- J: To Houston Ramm, Manchester (22 then on to A2B, Prenton, 26 & 32 to Hawksworth & Squire, Upton, 23 & 30 to Lancaster Bus, Lancaster, 24 to Ely, Woodston, 27 to Sel's Mini Travel, Llanrwst).
- K: To Lutonian, Luton.
- L: To Eastern Counties.

Other Notes

- 7: Transferred to Thamesway at Basildon upon the closure of District Bus and received Thamesway fleet names on Bristol City Line livery.

200 / 0201 / 202-209 / 211 / 0225-0244 Mercedes Benz L608D
0245-0260 Mercedes Benz 709D
261 Mercedes Benz L609D

Fleet	Registration	Seating	New	Acq	Sold	Notes		
200	C494 BHY	B20F	02/86	01/96		B		1
0201	C201 HJN	B20F	12/85					1
202	C696 ECV	DP19F	10/85	06/93	12/95	A	J	1
203	C963 GCV	DP19F	03/86	02/94		A		1
204	C978 GCV	B20F	03/86	02/94		A		4
205	B42 AAF	B19F	08/84	03/94	(07/95)	A	K	1
205	C684 ECV	B19F	10/85	01/96		C		1
206	C957 GAF	B20F	02/86	04/94		A		1
207	C699 ECV	DP19F	10/85	04/94	12/95	A	J	1
208	C491 HCV	DP19F	04/86	06/94		A		1
209	C967 GCV	DP19F	04/86	06/94		A		1
211	C685 ECV	B19F	10/85	01/96		C		1
0225	D225 PPU	B20F	10/86					1
0226	D226 PPU	B20F	10/86					1
0227	D227 PPU	B20F	11/86					1
0228	D228 PPU	B20F	11/86					1
0229	D229 PPU	B20F	12/86					1
0230	D230 PPU	B20F	12/86					1, 6
0231	D231 PPU	B20F	12/86					1, 6
0232	D232 PPU	B20F	11/86					1, 6
0233	D233 PPU	B20F	11/86					1, 6
0234	D234 PPU	B20F	11/86					1, 6
0235	D235 PPU	B20F	10/86					2
0236	D236 PPU	B20F	10/86					2
0237	D237 PPU	B20F	10/86					2
0238	D238 PPU	B20F	10/86					2
0239	D239 PPU	B20F	10/86					2
0240	D240 PPU	B20F	10/86					2
0241	D241 PPU	B20F	10/86					2
0242	D242 PPU	B20F	10/86					2
0243	D243 PPU	B20F	10/86					2
0244	D244 PPU	B20F	10/86					2
0245	F245 MVW	B23F	08/88					3
0246	F246 MVW	B23F	08/88					3
0247	F247 NJN	B23F	11/88					3
0248	F248 NJN	B23F	11/88					3
0249	F249 NJN	B23F	11/88					3
0250	F250 NJN	B23F	11/88					3
0251	F251 NJN	B23F	12/88					3
0252	F252 NJN	B23F	12/88					3
0253	F253 RHK	B23F	02/89					3
0254	F254 RHK	B23F	02/89					3
0255	F255 RHK	B23F	02/89					3
0256	F256 RHK	B23F	02/89					3
0257	F257 RHK	B23F	03/89					3
0258	F258 RHK	B23F	03/89					3
0259	F259 RHK	B23F	03/89					3
0260	F260 RHK	B23F	02/89					3
261	D764 KWT	B20F	04/87	01/94		D		5, 7

- 1: Reeve Burgess bodywork.
- 2: Dormobile bodywork.
- 3: Reeve Burgess bodywork (Beaver design).
- 4: PMT bodywork.
- 5: Robin Hood bodywork.

Note that there were two vehicles numbered 205, but no number 210.

The original 0200/2-24 remained with Eastern National after the July 1990 split. Thamesway then used fleet numbers from 202 onwards (following on from 0201) for acquired vehicles, although the solitary L609D acquisition was numbered at the end of the series. However, for two of the final three acquired vehicles, which came from Eastern National in January 1996, they went back to 200, and re-used the now vacant 205. For the third, it is not known why 211 rather than 210 was used. All three of these were re-numbered from the Eastern National numbers to avoid duplication with existing vehicles. Towards the end of 1990, the leading zero was dropped from those vehicles which carried it (in documentation and on vehicles themselves when fleet numbers were replaced, e.g. upon repaints).

Acquisitions

A: New to and acquired from Western National.

B: New to Bristol Omnibus Company. Acquired from Eastern National (234).

C: New to Western National. Acquired from Eastern National (205 was 238, 211 was 239).

D: New as a Mercedes Benz demonstrator, then to South Wales Transport in October 1988. Acquired from South Wales Transport.

Disposals

J: To J N Morgan (dealer), Nantyglo, after being stripped for spares at Brentwood depot.

K: Converted to a publicity van July 1995 and renumbered 9305.

Other Notes

6: In June 1993, gained LRT stickers and radio pods for new LRT route 462 which commenced on 26th of that month. The 462 was a spin-off from LRT route 362 which Thamesway already operated using Mercedes Benz 709Ds. The 462 required narrower minibuses due to there being a 7-foot wide barrier on a road along the route.

7: In use on crew transfer work at Ponders End during 1994 and the first half of 1995. From July to November 1995, operated for District Bus, in original Thamesway livery with District Bus names.

301-398 Mercedes Benz 709D / Beaver

Fleet	Registration	Seating	New	Acq	Sold	Notes		
301	H301 LPU	B23F	11/90					
302	H302 LPU	B23F	11/90					
303	H303 LPU	B23F	11/90					
304	H304 LPU	B23F	11/90					
305	H305 LPU	B23F	11/90					
306	H306 LPU	B23F	11/90					
307	H307 LJO	B23F	01/91					4
308	H308 LJO	B23F	01/91					4
309	H310 LJO	B23F	01/91					4
310	H311 LJO	B23F	01/91					4
311	H312 LJO	B23F	01/91					4
312	H313 LJO	B23F	01/91					4
313	H314 LJO	B23F	01/91					4
314	H315 LJO	B23F	01/91					3
315	H317 LJO	B23F	01/91					
316	H319 LJO	B23F	01/91					
317	H321 LJO	B23F	01/91					

Fleet	Registration	Seating	New	Acq	Sold	Notes		
318	H322 LNJ	B23F	01/91					
319	H324 LNJ	B23F	01/91					
320	H326 LNJ	B23F	01/91					
321	H327 LNJ	B23F	01/91					
322	H329 LNJ	B23F	01/91					
323	H330 LNJ	B23F	01/91					
324	H331 LNJ	B23F	01/91					
325	H332 LNJ	B23F	01/91					
326	H334 LNJ	B23F	01/91					
327	H335 LNJ	B23F	01/91					
328	H336 LNJ	B23F	01/91					
329	H337 LNJ	B23F	01/91					
330	H338 LNJ	B23F	01/91					
331	H339 LNJ	B23F	01/91					
332	H341 LNJ	B23F	01/91					
333	H342 LNJ	B23F	01/91					
334	H343 LNJ	B23F	01/91					
335	H344 LNJ	B23F	01/91					
336	H345 LNJ	B23F	01/91					
337	H346 LNJ	B23F	01/91					
338	H347 LNJ	B23F	01/91					
339	H348 LNJ	B23F	01/91					
340	H349 LNJ	B23F	01/91					
341	H351 LNJ	B23F	01/91					
342	H352 LNJ	B23F	01/91					
343	H353 LNJ	B23F	01/91					
344	H354 LNJ	B23F	01/91					
345	H355 LNJ	B23F	01/91					
346	H356 LNJ	B23F	01/91					
347	H357 LNJ	B23F	01/91					
348	H358 LNJ	B23F	01/91					
349	H359 LNJ	B23F	01/91					
350	H361 LNJ	B23F	01/91					
351	H362 LNJ	B23F	01/91					
352	H363 LNJ	B23F	01/91					
353	H364 LNJ	B23F	01/91					
354	H365 LNJ	B23F	01/91					
355	H366 LNJ	B23F	01/91					
356	H367 LNJ	B23F	01/91					
357	H368 OHK	B23F	06/91					
358	H369 OHK	B23F	06/91					
359	H370 OHK	B23F	06/91					
360	H371 OHK	B23F	06/91					
361	H372 OHK	B23F	06/91					
362	H373 OHK	B23F	06/91					
363	H374 OHK	B23F	06/91					
364	H375 OHK	B23F	06/91					
365	H376 OHK	B23F	06/91					
366	H377 OHK	B23F	06/91					
367	H378 OHK	B23F	06/91					
368	H379 OHK	B23F	06/91					
369	H380 OHK	B23F	06/91					
370	H381 OHK	B23F	06/91					
371	H382 OHK	B23F	06/91					

Fleet	Registration	Seating	New	Acq	Sold	Notes		
372	H383 OHK	B23F	06/91					
373	H384 OHK	B23F	06/91					
374	H385 OHK	B23F	06/91					
375	H386 OHK	B23F	06/91					
376	H387 OHK	B23F	06/91					
377	H388 OHK	B23F	06/91					
378	H389 OHK	B23F	06/91					
379	H390 OHK	B23F	06/91					
380	H391 OHK	B23F	06/91					
381	H392 OHK	B23F	06/91					
382	H393 OHK	B23F	06/91					
383	H394 OHK	B23F	06/91					
384	H395 OHK	B23F	06/91					
385	H396 OHK	B23F	06/91					
386	H397 OHK	B23F	06/91					
387	H398 OHK	B23F	06/91					
388	H388 MAR	B23F	03/91	08/91		A		
389	H389 MAR	B23F	03/91	08/91		A		2
390	H390 MAR	B23F	03/91	08/91		A		2
391	H391 MAR	B23F	03/91	08/91		A		1
392	H392 MAR	B23F	03/91	08/91		A		
393	H393 MAR	B23F	03/91	08/91		A		
394	H394 MAR	B23F	03/91	08/91		A		
395	H395 MAR	B23F	03/91	08/91		A		
396	K396 GHJ	B23F	03/93					
397	K397 GHJ	B23F	03/93					
398	K398 GHJ	B23F	05/93					

301-395 Reeve Burgess bodywork, 396-398 Plaxton bodywork, all to the same Beaver design. Although chassis and bodies were similar to former Eastern National 0245-0260 (although 301-398 had full depth front destination screens), Thamesway commenced a new number series for these vehicles.

Acquisitions

A: New to and acquired from Eastern National (500-507). Although new to Eastern National these vehicles, with automatic gearboxes, were always intended for Thamesway, for LRT route 193, and had registration numbers to match their Thamesway fleet numbers.

Other Notes

301-308 had matching fleet and registration numbers, but after these, numbers are out of sync (due to difficulties in getting some registration numbers from the DVLA) until 388-398, which again match. Registration numbers commencing H388-H395 were duplicated within this batch of vehicles.

301-306 were bought for new LRT contract route 362, commencing 1st December 1990. 396-398 were bought for an extension of route 362 in March 1993, but which was cancelled at the last minute due to the failure of the London Borough of Redbridge to remove a 7-foot wide barrier on a road along the route. (New route 462 was instead introduced three months later using existing L608Ds, see above). 396-398 were thus used elsewhere by Brentwood depot, often on LRT route 193, before moving to Ponders End in June 1994 for an extension of LRT route W11.

1: Briefly loaned to Badgerline at Weston Super Mare late August 1991.

2: Briefly loaned back to Eastern National September 1991 to cover for late delivery of replacement Mercedes minibuses 618 & 619.

3: 314 was repainted into an overall advert for West Park Autos (Toyota dealers) in November 1994 but had the front painted in the new livery, the first (part) repaint of a vehicle into the new livery.

4: Full repaints into new livery started in mid-March 1995 at Lancaster's at Thurrock with 307-313 being the first ones done.

501-522 / 2202 CitySAVER Leyland Tiger* Coaches

Fleet	Registration	Seating	New	Acq	Sold	Notes		
501	D588 MVR	C53F	04/87	06/92	09/95	A	J	1
502	D590 MVR	C53F	04/87	06/92	09/95	A	J	1
503	D592 MVR	C53F	04/87	06/92	09/95	A	J	1, 7
504	D596 MVR	C53F	04/87	06/92	09/95	A	J	1
505	D597 MVR	C53F	04/87	06/92	09/95	A	J	1
506	D598 MVR	C53F	04/87	06/92	09/95	A	J	1, 12
507	D601 MVR	C53F	04/87	06/92	09/95	A	J	1
508	MKH 89A	C46Ft	04/84	06/92	10/94	B	K	2, 8
509	MKH 893A	C46Ft	05/83	06/92	06/94	B	L	2, 9
510	MKH 68A	C48Ft	04/84	06/92	06/95	B	M	2, 10
511	278 TNY	C53F	02/79	06/92	02/96	C	N	3, 11
512	B336 BGL	C46Ft	03/85	10/92	01/96	D	O	4
513	B337 BGL	C46Ft	03/85	10/92	01/96	D	O	4, 13
514	E675 UNE	C53F	03/88	12/92	01/96	A	J	1
515	E677 UNE	C53F	03/88	12/92	01/96	A	J	1
516	F771 GNA	C53F	01/89	01/93	01/96	A	J	1
517	J45 SNY	C53F	08/91	12/92	01/96	E	J	5, 14
518	J46 SNY	C53F	08/91	01/93	01/96	E	J	5, 14
519	J48 SNY	C53F	08/91	12/92	01/96	E	J	5, 14
520	J54 SNY	C53F	08/91	12/92	01/96	E	J	5, 15
521	F613 XWY	C53F	07/88	07/94	01/96	F	P	1, 16
522	F614 XWY	C53F	08/88	07/94	01/96	F	P	1, 16
2202	FDZ 984	C51F	08/82	04/94	01/96	G	O	6, 17

CitySAVER services between Southend and London, initially numbered S1-S3, commenced on 7th July 1992. The above coaches were acquired between June 1992 and July 1994 to operate these. (They were later replaced by new Volvo coaches 601-619, see below). Most gained City SAVER livery before entering service but see *Other Notes* below for some exceptions.

* 511 was a Leyland Leopard.

501-507 & 514-515 were type TRCTL11/3RZ, 508-510, 521-522 & 2202 were type TRCTL11/3R, 511 was type PSU5C/4R, 512-513 were type TRCTL11/3RH, 516 was type TRCTL11/3ARZA, 517-520 were type TRCTL10/3ARZM.

Bodywork:

1: Plaxton Paramount III 3200 (521 & 522 were 3200E with bus type doors and front destination blinds).

2: Duple Caribbean.

3: Duple 320.

4: Duple 340.

5: Plaxton 321.

6: Duple Goldliner.

Note, when Plaxton took over Duple they continued to build the Duple 320 but renamed it the Plaxton 321. 3 & 5 are therefore basically the same body design.

Acquisitions

A: New to Smiths Shearings, Wigan. Acquired from dealers (501-517 from Kirkby, Anston, 514-516 from Yeates, Loughborough).

B: New to South Wales Transport. Acquired from Brewers.

C: New to National Travel (South West). Acquired from Brewers.
D: New to and acquired from Western National.
E: New to and acquired from (via a dealer) Bebb, Llantwit Fadre.
F: New to and on long term loan from Yorkshire Rider.
G: New to Grey Green. Acquired from Western National.

Disposals

J: To Kirkby (dealer), Anston (501, 502, 504 & 507 then on to Southgate & Finchley Coaches, New Southgate, 503 to South Mimms Travel, 505 to Eagre Coaches, Morton, 506 to Turners, Maidstone and re-registered to TCT 51, 514 to Dudley, Radford, 515 to Simonds, Botesdale, 516 to Kent Coach Tours, Ashford).

K: To Brewers for spares.

L: To Frontline Buses, Tamworth for spares.

M: To J N Morgan (dealer), Nantyglo, after being stripped for spares at Basildon depot.

N: To Amber Bus & Coach, Rayleigh and later re-registered to IAZ 6387.

O: To Peter Godward, South Woodham (512 then straight on to Godward's associate operator Gary Wilkinson Coaches, Basildon).

P: Back to Yorkshire Rider from long term loan, then straight on to Eastern Counties (most likely may only have been back to Yorkshire Rider on paper and may have gone directly from Thamesway to Eastern Counties).

Other Notes

7: Named Sir Christopher Wren.

8: Originally registered A125 XEP (re-registered September 1985).

9: Originally registered RCY 117Y (re-registered July 1985).

10: Originally registered A122 XEP (re-registered September 1985). During its time with Thamesway it received a Duple 320 type lower front panel (including grille and headlights).

11: Originally registered AFH 192T with a Duple Dominant II body. Acquired by South Wales Transport in 1981, re-registered to MKH 487A in May 1985. It was severely damaged in October 1987 and the body was scrapped. The chassis was re-registered to AEP 253T in March 1988. A new Duple 320 body was fitted in 1989 and it re-entered service in November that year, with United Welsh Coaches and re-registered to 999 BCY. It was further re-registered to ATH 58T in June 1991 then to 278 TNY the next month. After acquisition by Thamesway it was re-registered again, in March 1994, to ATH 110T.

8, 9, 10 & 11: Originally on long term loan from June 1992 and formally acquired in August 1993, but their service with Thamesway was continuous. When initially on hire, 508, 509 & 511 were owned by United Welsh Coaches, moving, on paper, to Brewers in August 1992.

12: Named Sir Teddy Taylor.

13: Entered service in National Express Livery but soon repainted.

14: Entered service in all white livery (517 was repainted into CitySAVER livery c June 1993, there is no record of the other two ever receiving CitySAVER livery).

15: Entered service in white livery with red, orange and yellow bands and chevrons (there is no record of it ever receiving CitySAVER livery).

16: Entered service in Yorkshire Rider livery (Gold Rider). Both received CitySAVER livery but 522 did so in stages, in March 1995 at the front & rear and to full CitySAVER livery by September 1995.

17: Originally registered OHM 831Y (re-registered in January 1989 whilst at Brewers). It had originally been on loan at Thamesway from April 1994 to cover for another CitySAVER coach which had been involved in an RTC, before being formally acquired in July 1994. 2202 was its Western National fleet number which it retained whilst at Thamesway. Entered service in all white livery with Western National fleet names, although these were later removed (there is no record of it ever receiving CitySAVER livery).

601 (1601) Volvo B6-50 / Northern Counties

Fleet	Registration	Seating	New	Acq	Sold	Notes		
601	L601 MWC	B40F	09/93					

When new, exhibited at the Bus & Coach Show at the NEC, Birmingham. In August 1995 it was renumbered 1601 to avoid clash with new coaches (see below).

601-619 Volvo B10M-62 / Plaxton Premiere

Fleet	Registration	Seating	New	Acq	Sold	Notes		
601	N601 APU	C53F	08/95					
602	N602 APU	C53F	08/95					
603	N603 APU	C53F	08/95					
604	N604 APU	C53F	08/95					
605	N605 APU	C53F	08/95					
606	N606 APU	C53F	08/95					
607	N607 APU	C53F	08/95					
608	N608 APU	C53F	08/95					
609	N609 APU	C53F	08/95					
610	N610 APU	C53F	08/95					
611	N611 APU	C53F	12/95					
612	N612 APU	C53F	12/95					
613	N613 APU	C53F	12/95					
614	N614 APU	C53F	12/95					
615	N615 APU	C53F	12/95					
616	N616 APU	C53F	12/95					
617	N617 APU	C53F	12/95					
618	N618 APU	C53F	12/95					
619	N619 APU	C53F	12/95					

In CitySAVER livery.

701-722 / 0755-0756 Ford Transit

Fleet	Registration	Seating	New	Acq	Sold	Notes		
701	C439 BHY	B16F	03/86	11/90	08/94	A	J	
702	C445 BHY	B16F	02/86	11/90	05/94	A	M	
703	C446 BHY	B16F	03/86	11/90	08/94	A	J	
704	C482 BFB	B16F	01/86	10/90	08/94	C	J	
705	C483 BFB	B16F	12/85	10/90	(03/95)	C	L	
706	C484 BFB	B16F	12/85	10/90	07/95	C	J	
707	C490 BFB	B16F	01/86	10/90	08/94	C	J	2
708	C495 BFB	B16F	01/86	10/90	08/94	C	J	
709	C497 BFB	B16F	01/86	10/90	08/94	C	J	
710	C503 BFB	B16F	01/86	10/90	03/93	C	K	
711	B444 WTC	B16F	05/85	02/91	08/94	B	J	3
712	C491 BFB	B16F	01/86	02/91	(03/95)	C	L	3
713	C492 BFB	B16F	01/86	02/91	06/95	C	J	3
714	C507 BFB	B16F	01/86	02/91	08/94	C	J	3
715	C508 BFB	B16F	01/86	02/91	(03/95)	C	L	3, 6
716	C510 BFB	B16F	12/85	02/91	06/95	C	J	3
717	C511 BFB	B16F	01/86	02/91	(03/95)	C	L	3
718	C449 BHY	B16F	01/86	07/91	08/94	A	J	4

Displaying a Thamesway fleetname but still in the former EN livery, Ponders End based (0)252 is a Mercedes-Benz 709D with Reeve Burgess body, at Southgate Piccadilly Line station on LRT service W9 in February 1992.
Kevin Smith



Thamesway's Ford Transits included (0)756 seen at Southchurch Newington Avenue in January 1991 at the start of the Southend "bus war". The Dormobile body lacks number blinds, hence the paper sticker in the windscreen.
Richard Delahoy



Shortly after becoming one of the first buses to be repainted in Thamesway's new "pink sash" livery and with the Tower Bridge/Thames barge logo, Mercedes 709D 311 was seen in May 1995 at the then new Tesco superstore at Eastwood.
Richard Delahoy





Illustrating different facets of Thamesway's operation of services in London under contract to London Regional Transport, we start with Bristol VR 3110 in Walthamstow bus station on route 275 on 30th September 1991. The Lynx alongside is still in EN green but with Thamesway names.



Also at Walthamstow on the same date but on route 20 is Leyland National 1810, with a London Forest Metrorider behind on the W15. London Forest was to close down two months later.



Thamesway's only central London route was the 214 from Liverpool Street to Parliament Hill Fields, operated by Darts like 901 seen in Moorgate in April 1993, complete with "big badger" logo. See page 76 for details of our book on EN & TY's operations in London.
All Robert Appleton

Fleet	Registration	Seating	New	Acq	Sold	Notes		
719	C450 BHY	B16F	03/86	07/91	(03/95)	A	L	4
720	C451 BHY	B16F	01/86	07/91	(03/95)	A	L	4
721	B454 WTC	B16F	05/85	07/91	03/92	B	N	4
721	C440 BHY	B16F	03/86	06/92	08/94	A	J	5
722	B464 WTC	B16F	05/85	07/91	03/92	B	N	4
722	C470 BHY	B16F	01/86	06/92	07/95	A	J	5
0755	D755 RWC	B16F	10/86		09/93		O	1
0756	D756 RWC	B16F	10/86		10/93		P	

All type 190D except 0755 & 0756 type VE6.

All Dormobile bodywork except 722 (B464 WTC) Carlyle conversion to Dormobile body shell.

Note that fleet numbers 721 and 722 were used twice. The original 721 and 722 moved to Eastern National as their 720 and 721 respectively.

Towards the end of 1990, the leading zero was dropped from 0755 & 0756 in documentation.

Acquisitions

A: New to and acquired from Bristol Omnibus Company.

B: New to Bristol Omnibus Company. Acquired from Badgerline.

C: New to and acquired from Badgerline.

Disposals

J: To J N Morgan (John's Travel, operator & dealer), Nantyglo (709 then on to Legg, Crudwell, 711 to Henley's Bus Services, Abertillery, 713 to C and R Transport, Abertillery, 716 to Clive's Taxis, Tredgar, 721 to Lewis Coaches, Cwmaman). 701/3-4/6-8/14 all stayed with J N Morgan and were eventually scrapped on site by August 1999.

K: Stripped for spares at Hadleigh depot and remains sold for scrap.

L: Converted to Driver Familiarisation vehicles and renumbered with a leading 9 added to existing fleet number.

M: To Department of Transport, London.

N: To Eastern National.

O: To Frontline Buses, Tamworth.

P: To Wessex, Bristol.

Other Notes

1: Used as a test vehicle for Thamesway's new livery in August 1990 (yellow and grey nearside, yellow and maroon offside, still in Eastern National style). (Repainted into new livery January 1991, as was 0756).

2: Briefly on loan to Eastern National at Clacton January 1991 before entering service with Thamesway at Hadleigh. Eastern National 0207 received in return during this period (for driver training at Hadleigh for new minibuses services). On loan to Eastern National again in September 1992.

3: Most acquired minibuses were repainted into fleet livery before entering service, but 711-717 were immediately required for new route 6 (Southend to Golden Cross & Ashingdon via Rochford), introduced in competition with Southend Transport 7/7A/8/8A group of services, and entered service still in Badgerline livery and with Badgerline Mini Link fleet names. Thamesway fleet names front and side were also applied. They were repainted into fleet livery between September 1991 and July 1992.

4: On loan from July 1991 before being formally acquired in February 1992. 718-720 entered service in Thamesway livery but with Bristol legal lettering. 721 & 722 were delivered in Badgerline livery but were both repainted into Thamesway livery (it is not known if they operated in service prior to repaint).

5: Initially on loan from June 1992, before being formally acquired. Entered service in Thamesway livery but with Bristol legal lettering.

4 & 5: although these vehicles were initially technically on loan before being acquired, their period of service with Thamesway was continuous and so the initial date they moved to Thamesway is included in the Acquired column.

6: In November 1994, licenced as a private vehicle for use as a crew transfer vehicle and used as such when up to 20 minibuses were parked overnight at Castle Lane car park whilst Hadleigh depot was being resurfaced.

701 Dennis Dart 10.6m SLF / Plaxton Pointer

Fleet	Registration	Seating	New	Acq	Sold	Notes		
701	N701 CPU	B37F	10/95					

Displayed at Coach & Bus 95 at the NEC, Birmingham 12-14th October 1995. This was the prototype low floor Dennis Dart and was the first new generation low floor vehicle in either the Thamesway or Eastern National fleets although it did not have a wheelchair space. It was delivered to Thamesway in January 1996. It had signwriting in white on the roof cove panels "A New Design of Low Floor Bus".

0800-0804 Mercedes Benz 811D / Reeve Burgess Beaver

805-811 Mercedes Benz 811D / Plaxton Beaver

Fleet	Registration	Seating	New	Acq	Sold	Notes		
0800	F800 RHK	B31F	02/89					
0801	F801 RHK	B31F	02/89					
0802	F802 RHK	B31F	02/89					
0803	F803 RHK	B31F	03/89					
0804	F804 RHK	B31F	03/89					
805	K805 DJN	B31F	10/92					
806	K806 DJN	B31F	10/92					
807	K807 DJN	B31F	10/92					
808	K808 DJN	B31F	10/92					
809	K809 DJN	B31F	10/92					
810	K810 DJN	B31F	10/92					
811	K811 DJN	B31F	10/92					

805-811 were delivered for LRT route D8 which commenced on 5th October 1992 (Monday - Friday daytime service; after 2130 M-F and all day at weekends, this route was operated by East London with double deckers as a Docklands Light Railway Replacement Service. A Saturday Thamesway service was introduced on 1st July 1995).

Towards the end of 1990, the leading zero was dropped from 0800-0804 (in documentation and on the vehicles themselves when fleet numbers were replaced, e.g. upon repaints).

851-854 Dennis Dart 9SDL / Marshall C36

Fleet	Registration	Seating	New	Acq	Sold	Notes		
851	N851 CPU	B17F	10/95					
852	N852 CPU	B17F	10/95					
853	N853 CPU	B17F	10/95					
854	N854 CPU	B17F	10/95					

These had a wheelchair lift inside the entrance and space for four wheelchairs. Purchased to operate the LRT London Boroughs of Barking & Dagenham, Havering and Redbridge Mobility Bus routes, 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.

901-972 Dennis Dart / Plaxton Pointer

Fleet	Registration	Seating	New	Acq	Sold	Notes		
901	K901 CVW	B35F	08/92					
902	K902 CVW	B35F	08/92					
903	K903 CVW	B35F	07/92					
904	K904 CVW	B35F	08/92					
905	K905 CVW	B35F	08/92					
906	K906 CVW	B35F	08/92					
907	K907 CVW	B35F	08/92					
908	K908 CVW	B35F	08/92					
909	K909 CVW	B35F	08/92					
910	K910 CVW	B35F	07/92					
911	K911 CVW	B35F	08/92					
912	K912 CVW	B35F	08/92					
913	K913 CVW	B35F	07/92					
914	K914 CVW	B35F	08/92					
915	K915 CVW	B35F	08/92					
916	K916 CVW	B35F	08/92					
917	K917 CVW	B35F	08/92					
918	M918 TEV	B39F	08/94					
919	M919 TEV	B39F	08/94					
920	M920 TEV	B39F	08/94					
921	M921 TEV	B39F	08/94					
922	M922 TEV	B39F	08/94					
923	M923 TEV	B39F	08/94					
924	M924 TEV	B39F	09/94					
925	M925 TEV	B39F	08/94					
926	M926 TEV	B39F	08/94					1
927	M927 TEV	B39F	08/94					
928	M928 TEV	B39F	08/94					
929	M929 TEV	B39F	09/94					
930	M930 TEV	B39F	09/94					
931	M931 TEV	B39F	09/94					
932	M932 TEV	B39F	09/94					
933	M933 TEV	B39F	09/94					
934	M934 TEV	B39F	09/94					2
935	M935 TEV	B39F	09/94					
936	M936 TEV	B39F	09/94					
937	M937 TEV	B39F	09/94					
938	M938 TEV	B39F	10/94					3
939	M939 TEV	B39F	10/94					
940	M940 TEV	B39F	10/94					6
941	M941 TEV	B39F	10/94					
942	M942 TEV	B39F	10/94					
943	M943 TEV	B39F	10/94					
944	N944 CPU	B39F	10/95					
945	N945 CPU	B39F	10/95					
946	N946 CPU	B39F	10/95					
947	N947 CPU	B39F	10/95					4
948	N948 CPU	B39F	10/95					5
949	N949 CPU	B39F	10/95					
950	N950 CPU	B39F	10/95					
951	N951 CPU	B39F	10/95					
952	N952 CPU	B39F	10/95					7

Fleet	Registration	Seating	New	Acq	Sold	Notes		
953	N953 CPU	B39F	10/95					
954	N954 CPU	B39F	10/95					
955	N955 CPU	B39F	10/95					
956	N956 CPU	B39F	10/95					
957	N957 CPU	B39F	10/95					
958	N958 CPU	B39F	10/95					
959	N959 CPU	B37F	12/95					
960	N960 CPU	B37F	12/95					
961	N961 CPU	B37F	12/95					
962	N962 CPU	B37F	12/95					
963	N963 CPU	B37F	12/95					
964	N964 CPU	B37F	12/95					
965	N965 CPU	B37F	12/95					
966	N966 CPU	B37F	12/95					
967	N967 CPU	B37F	12/95					
968	N968 CPU	B37F	12/95					
969	N969 CPU	B37F	12/95					
970	N970 CPU	B37F	12/95					
971	N971 CPU	B37F	12/95					
972	N972 CPU	B37F	12/95					

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

Other Notes

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

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

944-972 were delivered with a front light above the entrance doors (shining down, to illuminate the platform) which 901-943 did not have. 901-943 had fleet names above the doors and driver's cab, but because of this light, there was no room for the fleet name above the doors, so 944-972 had the side fleet name (on both sides) applied at the rear. These were also the first Pointer Darts to be delivered without badger logos.

1: Western National Dart 426 was on loan to Thamesway from 21st April to 4th May 1995 to evaluate its high-backed seats. 926 went to WN in exchange.

2: 934 was the 2,000th Dennis Dart & 1,000th Plaxton Pointer to be built and carried a special destination display for the Canvey rally on 9th October 1994.



3: Spent one week on loan to Eastern National at Chelmsford from 21st August 1995.

4: When new, and before entering service with Thamesway, went on loan to Eastern National at Clacton in November 1995. It was given Eastern National fleet number 810 (amended to 2810 the next month). Eastern National 810 was received in return.

5: When new, and before entering service with Thamesway, went on loan to Eastern National at Clacton in November 1995. It was given Eastern National fleet number 817 (amended to 2817 the next month). Eastern National 817 was received in return.

6: On loan to Eastern National at Clacton December 1995. It was given Eastern National fleet number 2821. Eastern National 2821 was received in return.

4, 5 and 6: The exchanges were to cover a repaint programme on Thamesway Darts 901-917 which operated LRT route 214, this route required shorter vehicles.

7: 952 was delivered in a unique version of the new livery, with the pink sash at a steeper angle than on the rest of 918-972, with the pink ending above the second side passenger window rather than the first. The reason for this is not known.

1001-1004 Leyland Olympian ON2R50C13Z4 / Leyland

Fleet	Registration	Seating	New	Acq	Sold	Notes		
1001	H101 K VX	H47/31F	09/90		01/96		J	1
1002	H102 K VX	H47/31F	09/90		01/96		J	1
1003	H103 K VX	H47/31F	09/90		01/96		J	1
1004	H104 K VX	H47/31F	09/90		01/96		J	1

Full height vehicles. Purchased for use on LRT contract route 307.

Disposals

J: To Eastern Counties.

Other Notes

1: These vehicles were made surplus by the loss of LRT route 307 to Leaside in December 1995. Just before disposal, they were renumbered on paper to 4101-4104 as part of the combined Essex Buses fleet numbering system, as their numbers clashed with Eastern National 1001-4. Despite being bought for LRT service, these vehicles had offside front route numbers (more information below under 4000-4019). These vehicles had been the first new buses delivered in original Thamesway livery, 1001 later received an unusual grey skirt and bumpers.

1112-1126* Leyland Tiger TRC/TL11/2R / Alexander TE

Fleet	Registration	Seating	New	Acq	Sold	Notes		
1112	HHJ 373Y	DP53F	03/83	09/95		A		1
1113	HHJ 374Y	DP53F	03/83		02/91		J	
1114	HHJ 375Y	DP53F	03/83	06/95		A		1
1115	HHJ 376Y	DP53F	03/83	06/95		A		1
1116	HHJ 377Y	DP53F	04/83		05/91		K	
1118	HHJ 379Y	DP53F	04/83		02/91		J	
1122	A691 OHJ	DP53F	11/83		02/91		J	
1124	A693 OHJ	DP53F	11/83		05/91		K	
1126	A695 OHJ	DP53F	11/83		05/91		K	

* There are gaps in this series. Eastern National originally had new Leyland Tiger / Alexanders numbered 1110-1127, the rest of these remained with Eastern National (see above).

Note that Thamesway received six of these vehicles in July 1990 but sold them within a year, but four years later acquired another three when Eastern National sold off their remaining examples.

Acquisitions

A: New to and acquired from Eastern National (1114/5 on paper acquired via Yorkshire Rider, but in practice direct).

Disposals

J: To Brewers.

K: To South Wales Transport.

Other Notes

1: 1990 style Thamesway fleet names (without Thames logo) applied to the front, 1992 style to the sides, on the Eastern National 1986 Privatisation Dual Purpose livery. (1112 and 1114 at least also had blue wheels when acquired, so had an element of all four Eastern National and Thamesway 1986-1994 liveries!)

1400-1424* Leyland Lynx LX112L10ZR1R

Fleet	Registration	Seating	New	Acq	Sold	Notes		
1400	E400 HWC	B49F	07/88					
1404	F404 LTW	B49F	07/88					
1405	F405 LTW	B49F	07/88					
1406	F406 LTW	B49F	07/88					
1409	F409 LTW	B49F	07/88					
1410	F410 MNO	B49F	08/88					1
1411	F411 MNO	B49F	08/88					2
1412	F412 MNO	B49F	08/88					
1417	F417 MWC	B49F	09/88					
1418	F418 MWC	B49F	09/88					
1419	F419 MWC	B49F	09/88					
1420	F420 MJN	B49F	09/88					
1421	F421 MJN	B49F	09/88					
1422	F422 MJN	B49F	09/88					
1423	F423 MJN	B49F	09/88					
1424	F424 MJN	B49F	09/88					

* There are gaps in this series. Eastern National originally had new Leyland Lynxes numbered 1400-1429, the rest of these remained with Eastern National (see above).

Other Notes

1: On loan to Eastern National mid-December 1992 to early January 1993 whilst Eastern National 1130 was on loan to Thamesway for CitySAVER routes. (It was still in Eastern National livery at the time).

2: First Lynx repainted into new Thamesway livery, February 1996.

1709-1922* / 2200 Leyland National

Fleet	Registration	Seating	New	Acq	Sold	Notes		
1709	PJT 256R	B41F	10/76	11/93	09/94	B	J	2, 3
1712	XEU 860T	B44F	07/79	11/93	09/94	C	J	2, 4
1721	NEV 678M	B49F	08/73		07/91		K	
1725	NEV 682M	B49F	12/73		04/91		L	
1738	GJN 998N	B49F	12/74		11/91		M	
1742	HAR 488N	B49F	03/75		07/91		M	
1743	HAR 489N	B49F	03/75		by 08/92		Z	
1744	JNO 193N	B49F	06/75		by 08/92		M	
1745	JNO 194N	B49F	06/75	08/90	01/92	E	M	
1747	JNO 196N	B49F	06/75	08/90	06/91	E	M	
1748	JNO 197N	B49F	06/75		03/92		Z	
1752	LJN 660P	B49F	10/75		06/91		Z	
1753	LJN 661P	B49F	10/75		late 91		M	
1755	LJN 663P	B49F	12/75		08/91		O	
1756	LJN 664P	B49F	10/75		07/91		M	
1757	LJN 665P	B49F	10/75		08/91		Z	
1758	MAR 780P	B49F	04/76		07/91		M	
1761	MAR 783P	B49F	04/76		06/91		M	
1762	MAR 784P	B49F	04/76		06/91		M	
1763	MAR 785P	B49F	04/76		03/92		M	
1765	MAR 787P	B49F	05/76		by 06/93		Z	
1767	MAR 789P	B49F	05/76		03/92		M	

Fleet	Registration	Seating	New	Acq	Sold	Notes		
1770	MAR 792P	B49F	06/76		by 06/93		Z	
1771	MAR 793P	B49F	06/76		late 91		N	
1772	MAR 794P	B49F	06/76		late 91		M	
1773	MAR 795P	B49F	06/76		late 91		N	
1776	PEV 688R	B49F	09/76		by 11/92		M	
1777	PEV 689R	B49F	09/76		late 91		N	
1779	PEV 691R	B49F	09/76		by 07/92		M	
1780	PEV 692R	B49F	10/76		03/92		Z	
1781	PEV 693R	B49F	10/76		12/91		M	
1782	JTH 782P	B52F	06/76	11/93	09/94	D	J	2
1783	JTH 783P	B52F	07/76	11/93	09/94	D	J	2
1784	PEV 696R	B49F	10/76		late 91		M	
1785	PEV 697R	B49F	12/76		08/91		Z	
1786	PEV 698R	B49F	01/77		by 11/92		M	
1787	PEV 699R	B49F	12/76		by 11/92		M	
1788	PEV 700R	B49F	12/76		by 10/92		N	
1789	PEV 701R	B49F	01/77		03/92		M	
1791	PEV 703R	B49F	12/76		12/91		M	
1795	PEV 707R	B49F	01/77		by 12/93		Z	
1796	TJN 495R	B49F	06/77		by 08/92		M	
1797	TJN 496R	B49F	05/77		late 91		M	
1798	TJN 497R	B49F	06/77		late 91		N	
1799	TJN 498R	B49F	06/77		03/92		M	
1800	TJN 499R	B49F	05/77		07/91		M	
1801	TJN 500R	B49F	06/77		by 10/92		N	
1802	TJN 501R	B49F	06/77		07/91		M	
1803	TJN 502R	B49F	06/77					
1808	TJN 507R	B49F	06/77		late 91		N	
1809	TJN 508R	B49F	06/77		08/91		Z	
1810	TJN 509R	B49F	06/77		09/94		J	
1814	VNO 737S	B49F	09/77		12/91		M	
1817	VNO 740S	B49F	09/77		09/94		P	
1818	VNO 741S	B49F	09/77		11/91		O	
1820	VNO 743S	B49F	09/77		by 10/93		Z	
1821	VNO 744S	B49F	09/77		12/95		Q	
1822	VNO 745S	B49F	09/77		by 03/95		Z	
1823	VAR 900S	B49F	11/77		11/95		S	
1825	VAR 902S	B49F	11/77		late 91		N	
1826	VNO 728S	B49F	08/77		by 10/92		N	
1830	VNO 732S	B49F	08/77					
1835	VAR 895S	B49F	08/77		07/95		Q	
1836	VAR 896S	B49F	08/77		09/94		P	
1837	VAR 897S	B49F	08/77		06/95		T	
1838	WJN 558S	B49F	01/78		11/91		O	
1839	WJN 559S	B49F	01/78					
1840	WJN 560S	B49F	01/78					
1845	WJN 565S	B49F	01/78					
1846	WJN 566S	B49F	01/78		(02/96)		X	
1847	YEV 305S	B49F	04/78					
1848	YEV 306S	B49F	04/78		11/91		O	
1849	YEV 307S	B49F	04/78		09/94		P	
1852	YEV 310S	B49F	06/78		09/94		J	
1853	YEV 311S	B49F	04/78		11/95		S	
1854	YEV 312S	B49F	04/78		12/95		Q	

Fleet	Registration	Seating	New	Acq	Sold	Notes		
1857	YEV 315S	B49F	04/78		11/95		S	
1859	YEV 317S	B49F	05/78		02/95		U	
1864	YEV 322S	B49F	05/78		11/95		S	
1866	YEV 324S	B49F	05/78		02/95		U	
1868	YEV 326S	B49F	07/78					
1869	YEV 327S	B49F	05/78		02/96		J	
1871	YEV 329S	B49F	05/78					
1875	BNO 665T	B49F	07/78		02/95		R	
1876	BNO 666T	B49F	07/78		02/96		Q	
1877	BNO 667T	B49F	07/78		by 07/92		M	
1878	BNO 668T	B49F	07/78					
1879	BNO 669T	B49F	07/78		04/95		T	
1880	BNO 670T	B49F	07/78		06/95		Y	
1881	BNO 671T	B49F	08/78		11/95		S	
1882	BNO 672T	B49F	08/78					
1883	BNO 673T	B49F	08/78		03/93		V	
1884	BNO 674T	B49F	09/78		11/95		S	
1886	BNO 676T	B49F	08/78					
1887	BNO 677T	B49F	08/78		11/95		S	
1888	BNO 678T	B49F	09/78		06/95		T	
1889	BNO 679T	B49F	10/78					
1891	BNO 681T	B49F	10/78		02/96		J	
1893	BNO 683T	B49F	11/78		03/95		W	
1894	BNO 684T	B49F	11/78					
1895	BNO 685T	B49F	12/78		11/95		S	
1896	DAR 118T	B49F	02/79					
1897	DAR 119T	B49F	02/79		11/95		S	
1898	DAR 120T	B49F	02/79					
1900	DAR 122T	B49F	02/79		09/94		J	
1902	DAR 124T	B49F	03/79		03/92		M	
1903	DAR 125T	B49F	03/79		02/96		Q	
1904	DAR 126T	B49F	03/79		07/95		Q	
1905	DAR 127T	B49F	03/79		03/93		V	
1906	DAR 128T	B49F	03/79		02/96		Q	
1907	DAR 129T	B49F	03/79					
1908	DAR 130T	B49F	03/79					
1909	DAR 131T	B49F	04/79	05/95	11/95	E	S	5
1911	DAR 133T	B49F	05/79					
1912	DAR 134T	B49F	05/79					
1913	JHJ 139V	B49F	07/79					
1915	JHJ 141V	B49F	07/79		09/94		J	
1918	JHJ 144V	B49F	10/79					
1919	JHJ 145V	B49F	10/79		02/96		Q	
1920	JHJ 146V	B49F	10/79					
1922	JHJ 148V	B49F	11/79		01/95		W	
2200	UCO 46L	See Note 1	05/73	04/82	(03/95)	A	X	1

1709 was type 10351A/1R, 1712 was type 10351B/1R, 1721 & 1725 were type 1151/1R/0402, 1738-1763 were type 11351/1R, 2200 was type 1151/2R/0401, the rest were type 11351A/1R.

* There are gaps in this series. Eastern National originally had new Leyland Nationals numbered 1700-1939, some of these were sold before July 1990 and some stayed with Eastern National (see above). Full details of those sold prior to July 1990 are in Volume 1. Note: 1709, 1712, 1782 and 1783 were different vehicles from the original Eastern National ones with these fleet numbers.

Acquisitions

- A: New to and acquired from Plymouth City Transport.
- B: New to Hants & Dorset. Acquired from Brewers.
- C: New to Bristol Omnibus Company. Acquired from Brewers.
- D: New to South Wales Transport. Acquired from Brewers.
- E: New to and acquired from Eastern National.

Disposals

Sold dates in italics in the table are the earliest possible sale date, the exact date is not known and it is possible they were sold later than the dates shown. More details below.

- J: To Lister (dealer), Bolton (1709, 1782, 1783, 1810 then on to Midland Choice Travel, Willenhall, 1712, 1852, 1900, 1915 to MTL for use in Manchester, 1869 & 1891 for scrap after being stripped for spares).
- K: To Fords, Althorne.
- L: To Paterson, Bannockburn.
- M: To Wigley (dealer), Carlton for scrap.
- N: To PVS (dealer), Carlton.
- O: To Sovereign Bus & Coach Company, Stevenage.
- P: To Bristol Bus & Coach (dealer and refurbisher), Bristol (1849 on to Yeates (dealer), Loughborough, fitted with a Volvo engine and became a Volvo demonstrator. Incidentally, two of the three vehicles that went to BB&C, 1817 and 1849, later returned to Essex in preservation).
- Q: To Hardwick (dealer), Carlton (1835 on to Classic, Annfield Plain, 1876, 1903, 1906 & 1919 to John Powell Travel, Wickersly).
- R: To AJS (dealer), Carlton for scrap.
- S: To South Wales Transport, but not operated.
- T: To Pilkington, Accrington (1837 & 1888 for spares only).
- U: To Blackburn Borough Transport, converted to National Greenway.
- V: To Crown (dealer), Bristol (1883 then on to Hardwick (dealer) Carlton for scrap. 1905 was sold after sustaining accident damage).
- W: To Classic Coaches, Annfield Plain for service, but scrapped by October that year.
- X: Converted to driver trainers: 2200 renumbered 9002 in March 1995; 1846 converted and renumbered 9018 in February 1996.
- Y: To Shoreys Travel, Flitwick, Bedfordshire.
- Z: Unknown (see below for more information).

Exact Disposal dates not known

The following were sold in "late 1991", exact date not known, after being Delicensed for Disposal in July 1991 (1753, 1773, 1784 & 1798), September 1991 (1771, 1772, 1777, 1808 & 1825) and October 1991 (1797).

The following have "sold by" dates rather than actual sale dates as actual sale date not known. In all cases, they had been Delicensed for Disposal (DD) for a few months before the sold by date (and not been relicensed later), and so may have been sold at any time between the initial DD date and the sold by date. First date given is initial DD date, second is sold by date: 1743 03/91, 08/92; 1744 07/91, 08/92; 1765 07/91, 06/93; 1770 07/91, 06/93; 1776 03/92, 11/92; 1779 03/92, 07/92; 1786 07/91, 11/92; 1787 03/92, 11/92; 1788 07/92, 10/92; 1795 07/91, 12/93; 1796 02/92, 08/92; 1801 07/92, 10/92; 1826 03/92, 10/92; 1877 04/92, 07/92.

1748 was Delicensed for Disposal in July 1991 and was seen in store at Basildon in February 1992, but no further mention in EBN and not traced by the PSV Circle.

1752 was Delicensed for Disposal in January 1991 and was being stripped for spares at Basildon in April 1991, but no further mention in EBN.

1757, 1785 & 1809 were Delicensed for Disposal in July 1991, but no further mention in EBN and not traced by the PSV Circle.

1763 was Delicensed for Disposal in July 1991 and was seen in store at Brentwood in February 1992 and at Wigleys alongside 1799 by July 1992, so assumed went at the same time as 1799.

1780 was Delicensed for Disposal in July 1991 and was seen in store at Brentwood in February 1992, but no further mention in EBN. It was later reported by the PSV Circle as going to AJS, Carlton for scrap by 10/94, although it was probably sold long before this.

1820 was Delicensed for Disposal in October 1992 and was stripped for spares at Brentwood depot with remains being sold for scrap.

1822 was Delicensed for Disposal in November 1994 and had been sold by March 1995, exact date not known. Not traced by the PSV Circle.

Other Notes

1: New as B46D. Had been converted to a Wheelchair Passenger Vehicle by Eastern National as DP20D + 8 wheelchairs. In March 1990, seats had been fitted in the front section and 2200 was used on normal stage work (usually routes 233/234/242 from Basildon). In December 1991, it was used briefly as a Driver Trainer before being converted into a Hospitality Vehicle and repainted into Thamesway livery, with the addition of white and red diagonal lines, and with the maroon at the front being extended up to the windscreen (it had previously been in Eastern National dual purpose livery). It was named "Expo Bus" (the "Expo Bus" name was also carried on the panelled over destination box). In April 1993, it was in use as a driver trainer once more and in March 1995 it was renumbered 9002.

2: Had been on loan from November 1993 before being formally acquired in January 1994. In all white livery with black skirt & bumpers and Thamesway fleet names (1712, at least, received yellow doors). The Thamesway fleet numbers were the Brewers fleet numbers with a leading 1 added.

3: Had previously been Eastern National 1501 (see above).

4: 1712 was the only Series B type (pod-less) Leyland National operated by either Thamesway or Eastern National. (Eastern National's 1940 also did not have a pod but was a Leyland National 2).

5: From Eastern National in exchange for Leyland Olympian 4010. 1844 was originally received but was soon returned and replaced by 1909, it is not known if 1844 was used by Thamesway.

3065-3129* / 3205-3209 / 3211-3217 Bristol VR / ECW

Fleet	Registration	Seating	New	Acq	Sold	Notes	
3065	UVX 2S	H39/31F	07/77		02/91	J	
3067	KOO 785V	H39/31F	11/79		02/91	L	
3068	KOO 786V	H39/31F	11/79		12/90	O	
3071	KOO 789V	H39/31F	11/79		12/90	O	
3072	KOO 790V	H39/31F	03/80		12/90	O	
3073	KOO 791V	H39/31F	03/80		02/91	J	
3074	KOO 792V	H39/31F	04/80		02/91	J	
3075	KOO 793V	H39/31F	04/80		02/91	J	
3076	KOO 794V	H39/31F	04/80		12/90	O	
3080	STW 24W	H39/31F	11/80		04/91	P	
3081	STW 25W	H39/31F	11/80		08/91	Q	
3082	STW 26W	H39/31F	11/80		02/91	J	
3085	STW 29W	H39/31F	11/80		04/92	J	
3086	STW 30W	H39/31F	02/81		04/91	P	
3087	STW 31W	H39/31F	02/81		04/92	J	
3088	STW 32W	H39/31F	02/81		02/92	M	
3089	STW 33W	H39/31F	02/81		04/92	J	
3090	STW 34W	H39/31F	02/81		04/92	J	
3096	UAR 586W	H43/31F	05/81		05/92	M	
3097	UAR 587W	H43/31F	05/81		01/92	R	
3098	UAR 588W	H43/31F	05/81		01/92	R	
3099	UAR 589W	H43/31F	05/81		05/92	M	
3100	UAR 590W	H43/31F	05/81		08/92	M	
3101	UAR 591W	H43/31F	05/81		(03/95)	S	

Fleet	Registration	Seating	New	Acq	Sold	Notes		
3102	UAR 592W	H43/31F	06/81		by 10/94		T	
3104	UAR 594W	H43/31F	06/81		05/92		M	
3105	UAR 595W	H43/31F	06/81		06/92		M	
3107	UAR 597W	H43/31F	06/81		05/92		M	
3108	UAR 598W	H43/31F	06/81		04/92		R	
3110	XHK 215X	H43/31F	08/81					1, 2
3113	XHK 218X	H43/31F	07/81					1
3115	XHK 220X	H43/31F	08/81		08/92		M	
3116	XHK 221X	H43/31F	09/81		04/92		J	
3117	XHK 222X	H43/31F	09/81		04/92		J	
3118	XHK 223X	H43/31F	07/81		08/92		M	
3119	XHK 224X	H43/31F	08/81		04/92		J	
3120	XHK 225X	H43/31F	08/81		03/92		M	
3121	XHK 226X	H43/31F	08/81		by 06/92		U	
3122	XHK 227X	H43/31F	09/81		04/92		J	
3123	XHK 228X	H43/31F	09/81		05/92		M	
3124	XHK 229X	H43/31F	09/81		03/92		U	
3125	XHK 230X	H43/31F	09/81		09/92		M	
3126	XHK 231X	H43/31F	09/81		03/92		M	
3129	XHK 234X	H43/31F	09/81		01/92		R	
3205	OBD 841P	H43/31F	07/76	10/86	05/92	A	N	
3206	OBD 843P	H43/31F	07/76	10/86	02/91	A	K	
3207	RRP 857R	H43/31F	01/77	10/86	12/90	A	V	
3208	RRP 859R	H43/31F	01/77	10/86	02/91	A	K	
3209	XNV 882S	H43/31F	02/78	10/86	07/91	A	V	
3211	XNV 884S	H43/31F	02/78	10/86	by 12/91	A	U	
3212	YVV 896S	H43/31F	06/78	10/86	04/91	A	P	
3213	CBD 901T	H43/31F	10/78	10/86	08/91	A	W	
3214	FRP 905T	H43/31F	04/79	10/86	04/91	A	P	
3215	FRP 906T	H43/31F	04/79	10/86	02/91	A	J	
3216	FRP 907T	H43/31F	04/79	10/86	04/92	A	M	
3217	LBD 922V	H43/31F	01/80	10/86	02/91	A	J	

All were VRT/SL3/6LXB, except 3205 & 3206 which were VRT/SL3/501 and 3086 & 3087 which were VRT/SL3/6LXC.

* There are gaps in this series. Eastern National originally had new and acquired Bristol VRs numbered 3000-3129, some of these were sold before July 1990 and some remained with Eastern National (see above). Full details of those sold prior to July 1990 are in Volume 1.

Acquisitions

A: New to United Counties. Acquired from Milton Keynes Citybus.

Disposals

J: To Badgerline.

K: To Badgerline for spares only (3208 on to AJS, Carlton, for scrap, by August 1991).

L: To Badgerline but then almost immediately (same month) on to Western National.

M: To Western National (3088 then on to Badgerline three months later).

N: To Western National for spares only, then to PVS, Carlton for scrap, November 1992.

O: To Eastern National (made surplus by the purchase of 1001-4).

P: To Green, Kirkintilloch, via Lister (dealer), Bolton (then all on to Cambus, Cambridge, November 1991).

Q: To Nelson (NIBS), Wickford.

R: To United Welsh Coaches.

S: Converted to a Driver Trainer, March 1992, then renumbered to 9401, March 1995.

T: To Hardwick (dealer), Carlton for scrap. 3102 had been Delicensed for Disposal in October 1991 so date of sale is likely to have been earlier than October 1994.

U: To Wigley (dealer), Carlton. 3121 & 3211 for scrap, 3124 also likely to have been scrapped. 3121 had been Delicensed for Disposal in February 1992 and sold by June (possibly in March when 3124 was sold), 3211 had been Delicensed for Disposal in January 1991 and sold by December.

V: To Ford Coaches of Althorne.

W: To North (dealer), Sherburn.

Other Notes

1: 3110 & 3113 survived long after the other VRs as they were used on school contract work from Brentwood depot.

2: On loan to Eastern National at Colchester following the Boxing Day 1994 depot fire for a short period from late December 1994 to mid-January 1995.

4000-4019* Leyland Olympian ONLXB/1R / ECW

Fleet	Registration	Seating	New	Acq	Sold	Notes		
4000	XHK 235X	H45/32F	12/81					6
4001	XHK 236X	H45/32F	11/81		01/96		L	6
4002	XHK 237X	H45/32F	11/81		01/96		L	6
4003	B698 BPU	H45/32F	04/85	07/91		A		1, 7
4004	B699 BPU	H45/32F	04/85	05/92		A		3
4005	C711 GEV	H45/32F	07/85	11/91		A		2
4006	C712 GEV	H45/32F	07/85	07/91	10/95	A	K	1
4009	C409 HJN	DPH42/30F	02/86					5
4010	C410 HJN	DPH42/30F	01/86		05/95		J	4
4011	C411 HJN	DPH42/30F	03/86		11/91		J	2
4012	C412 HJN	DPH42/30F	02/86		05/92		J	3
4018	C418 HJN	DPH42/30F	02/86		07/91		J	1
4019	C419 HJN	DPH42/30F	03/86		07/91		J	1

* There are gaps in this series. Eastern National originally had new Leyland Olympians numbered 4000-4021, the rest of these remained with Eastern National (see above).

Acquisitions

A: New to and acquired from Eastern National.

Disposals

J: To Eastern National.

K: Destroyed by fire whilst working LRT route 307 in Enfield, 6th October 1995. Remains sold for scrap.

L: To Eastern Counties, following the loss of LRT tendered route 307 in December 1995.

Other Notes

All of 4003-4021 were delivered with front inverted T electronic destination blinds. These proved troublesome and they were progressively replaced with normal single aperture roller blinds from March 1991. Those done by Thamesway (4003, 4004, 4005, 4006, 4009 & 4010) were placed just above the beading above the windscreen, which was lower down than those done by Eastern National, whose were in the normal position, more centred between the top of the windscreen and the bottom of the top deck windows. Most had the route number on the offside but 4003, 4005 and 4006 had it on the nearside as, when they were converted, they were being used on LRT service. (4004 later worked on LRT service, but this was after it had already been converted). 4000-2 had been delivered with front roller blinds, with the route number on the offside, but during their time with Thamesway these were also changed to the nearside, as they were also used on LRT service.

- 1: 4018/9 exchanged with Eastern National for 4003/6.
- 2: 4011 exchanged with Eastern National for 4005.
- 3: 4012 exchanged with Eastern National for 4004.
- 4: To Eastern National to partially replace Colchester depot fire victims 4011/20. Leyland National 1844 received in exchange, but this was soon returned (not known if it operated with Thamesway) and 1909 was acquired instead.
- 5: 4009 was thus the only Dual Purpose Olympian to remain with Thamesway throughout the period covered by this volume.
- 6: 4000-2 received VR style upper deck front windows in October & November 1984. 4002 was reconverted in October 1987 following accident damage (albeit with plain glass without the original opening vents) but 4000 & 4001 kept the VR style throughout their time with Thamesway.
- 7: By 1994, 4003 unusually received a grey skirt and bumpers, plus part of radiator grille, on its original Thamesway livery.

4500-4508* Leyland Olympian Coach ONTL11/2R / ECW

Fleet	Registration	Seating	New	Acq	Sold	Notes		
4500	B688 BPU	CH54/28F	02/85		05/91		J	
4502	B690 BPU	CH54/28F	02/85		02/91		K	
4504	B692 BPU	CH54/28F	03/85		04/91		L	1
4505	B693 BPU	CH54/28F	03/85		03/91		M	
4506	B694 BPU	CH54/28F	03/85		03/91		M	2
4507	B695 BPU	CH54/24F	03/85		04/91		L	3
4508	B696 BPU	CH54/24F	03/85		02/91		K	3

* There are gaps in this series. Eastern National originally had new Leyland Olympian Coaches numbered 4500-4512, the rest of these remained with Eastern National (see above).

Disposals

J: To Metrobus, Orpington.
K: To South Wales Transport.
L: To Happy Al's, Birkenhead.
M: To Liverbus.

Other Notes

- 1: On loan to Badgerline September 1990 and to South Wales December 1990 - January 1991.
- 2: On loan to South Wales October - November 1990.
- 3: Had been new as CH54/28F. In white London Express livery.

9002 / 9005 / 9013-9018 / 9401 / 9705 / 9712 / 9715 / 9717 / 9719-9720 Driver Training Vehicles

Fleet	Registration	Seating	New	Acq	Sold	Notes		
9002	UCO 46L	-	05/73	(03/95)				1
9005	OWC 295K	H39/31F	10/71	12/90	by 10/94	A	J	2
9013	WSU 452S	B53F	11/77	03/91		B		3
9014	MHS 25P	B53F	04/76	03/91		B		3
9015	MHS 32P	B53F	04/76	03/91		B		3
9016	XYK 761T	C41F	08/78	03/95		C		4, 8
9017	YYL 794T	C41F	05/79	03/95		C		4, 8
9018	WJN 566S	B49F	01/78	(02/96)				5
9401	UAR 591W	H43/31F	05/81	(03/95)				6
9705	C483 BFB	B16F	12/85	(03/95)	12/95		K	

Fleet	Registration	Seating	New	Acq	Sold	Notes		
9712	C491 BFB	B16F	01/86	(03/95)	07/95		K	7
9715	C508 BFB	B16F	01/86	(03/95)				7
9717	C511 BFB	B16F	01/86	(03/95)				7, 9
9719	C450 BHY	B16F	03/86	(03/95)				7
9720	C451 BHY	B16F	01/86	(03/95)	12/95		K	7

9705/12/15/17/19/20 were Driver Familiarisation vehicles. 9705/12/15/20 had very short lives in this new role, being delicensed after only two months.

- 1: Leyland National, renumbered from 2200, details above.
- 2: Bristol VR / ECW, details under Eastern National Driver Trainers above.
- 3: Leyland Leopard PSU3C/3R / Alexander Y Type.
- 4: Bedford YMQ / Duple Dominant II.
- 5: Leyland National, renumbered from 1846.
- 6: Bristol VR / ECW, renumbered from 3101.
- 7: Ford Transit 190D / Dormobile, renumbered from 712, etc.

Acquisitions

- A: New to and acquired from Eastern National.
 B: New to Central SMT, acquired from Kelvin Central.
 C: New to Grey Green, acquired from Belle Coaches, Lowestoft.

Disposals

J: To Hardwick (dealer), Carlton for scrap. Had been Delicensed for Disposal in October 1993, and noted in store at Brentwood depot in June 1994, so sold between June and October 1994, exact date not known.

K: To J N Morgan (dealer), Nantyglo, (9705 then on to North Warwickshire, Birmingham, but not operated, 9712 to Clive's Taxis, Tredgar, 9720 to Fox, Blackwood).

Other Notes

- 8: Repainted c March 1995 to Driver Training version of new livery, with "Thamesway Driver Training" fleet names and the Thamesway logo.
 9: Used as a crew ferry vehicle from Hadleigh to District Bus whilst DB was in operation. Refurbished and repainted (yellow with pink skirt) February 1996.

Other Former PSVs

Fleet	Registration	Seating	New	Acq	Sold	Notes		
0121	B259 CHK	7 seat	05/85	by 03/91	by 03/94	A	J	1
9001	AJN 825	L27/28R	03/39	01/55		B		2
9305	B42 AAF	-	08/84	(07/95)				3

- 1: Peugeot 505 Estate Car.
- 2: Bristol K5G / ECW, heritage / special events vehicle. More details of this vehicle are 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 had previously been numbered 1269 in July 1954 whilst with Westcliff-on-Sea, and kept this number when acquired by Eastern National).
- 3: Mercedes Benz L608D / Reeve Burgess, publicity van, converted from and renumbered from 205.

Acquisitions

- A: New to and acquired from Eastern National. From April 1990, 0121 was used as a staff car at Head Office at New Writtle Street (including being used as a company car by the Chief Engineer).

This short Leyland National had started life with Hants & Dorset and was acquired by EN in 1986 as 1501, moving on to Brewers in 1992, only to return to Essex, this time with Thamesway, in November 1993, becoming 1709. It remained in this white livery as seen in Southend. *Kevin Smith*



This Iveco demonstrator with Marshall body worked for Thamesway from Hadleigh depot for a week in August/September 1992 and is seen in Southend central bus station with a TY Leyland National and Southend Transport Routemasters. *Paul Harvey*



Fourteen Dennis Darts fitted with higher backed seats and branding for Premier 100 route between Lakeside and Chelmsford were delivered in December 1995. 962 departs Basildon Bus Station in April 1996 with a Lynx in the background. *Richard Delahoy*





As the “bus war” in Southend intensified, seven Ford Transits came from Badgerline in 1991 and entered service in their “Mini Link” livery with Thamesway names added. 716 is seen at Warners Bridge in March 1991. All were later repainted into full Thamesway livery.
Richard Delahoy



Four Marshall bodied Dennis Darts were bought in 1995 for LRT Mobility Bus routes in the London Boroughs of Barking & Dagenham, Havering and Redbridge. The step entrance buses had a wheelchair lift fitted. 852 in Romford, February 1996.
Kevin Smith



The Wickford based District Bus business was bought by Thamesway in July 1995 after a short period under British Bus ownership. What was to become Thamesway 30, a Freight-Rover Sherpa, was seen in Basildon before the takeover.
The late Peter Snell

In March 1991, it was being used at Thamesway's Brentwood garage as a crew ferry vehicle for LRT services. (Exact date of acquisition by Thamesway unknown, but between August 1990 and March 1991).

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

Disposal

J: In store at Brentwood, December 1993, following accident damage and sold by March 1994.

Vehicles on Loan / Demonstration

Brief details of vehicles on loan to Thamesway between July 1990 and February 1996 are as follows. Note, exact dates not always available.

From October to November 1990 and again from 2nd December 1990 to January 1991:

RTH 930S, Bristol VR / ECW, CO43/31F (convertible open top), from South Wales (930). Used at Southend, firstly whilst 4506 and secondly whilst 4504 were on loan to South Wales.

From January to March 1991: **E922 KEU & E923 KEU** (1922 & 1923), Fiat 49.10 / Robin Hood, from Midland Red (West) for driver training due to the introduction of the Southend minibuses network from 20th January 1991. These were then replaced in March, until April 1991, by similar **E951 LAE & E952 LAE** (1951 & 1952) from the same source.

During June 1991: **Q130 REU**, Bedford Q / Marshall, from Bristol City Line (T1), for driver training, ex MOD. (This was later on loan to Eastern National, see above).

From 31st August to 5th September 1992: **J228 OKX**, Iveco Turbo / Marshall, B29F. In dealer white, used at Hadleigh, noted on routes 6 and 25.

During October 1992: **E209 BOD, E210 BOD & E211 BOD** (158-160), Fiat 49.10 / Reeve Burgess, B21F, from Western National. Used at Basildon whilst Thamesway's own minibuses covered for late delivery of new Mercedes minibuses (from the batch 805-811) for LRT route D8.

From 26th (F602/24) or 27th November (other two) to by 24th December 1992: **F602 RTC, F621 RTC, F623 RTC & F624 RTC** (1602, etc.), Leyland Lynx, B49F, from Bristol City Line. Used at Hadleigh to cope with extra demand at Christmas time.

During late March 1994: **L469 YVK**, Dennis SLF / Wright Pathfinder, B40F. Inspected and tested on the road at Basildon to assess suitability of this type.

During April 1994: **K930 EWG**, Neoplan N4016, B33D. Also assessed. (Owned by S J Carlton, South Yorkshire, in yellow, grey and white livery for Merseytravel's Smart services on which it had been operating).

From 21st April to 4th May 1995 for two weeks **M426 GCV**, Dennis Dart 9.8SDL / Plaxton Pointer, B37F (426) from Western National. (During the period of the loan Thamesway Dart 926 was at Western National at Camborne in exchange). This bus had 37 high backed seats and was on a successful trial which resulted in similar seated 959-972 being delivered in December 1995.

When District Bus was taken over from London & Country on 23rd July 1995, Metroriders, **E807/811/835/838 BTN** (MR807/811/835/838), 807/811 DP25F, other two B23F, were on loan from L&C to DB and these remained with Thamesway for a short period of time, with at least MR811 being used in service. MR807 & MR838 returned to L&C on 27th July and the other two in early August.

Not loans as such, but from September 1993 a Western National coach (often a Neoplan Skyliner) operated a CitySAVER relief journey Monday to Friday evenings from London Victoria to Hadleigh, returning light, crewed by Western National drivers with a member of office staff from Basildon to collect fares. By November 1994, Western National CitySAVER workings were 0708 Vange Five Bells to Trafalgar Square (M-S) and 1810 Embankment to Hadleigh (M-F). Regular vehicles were **E213/4 BOD** (1400/1), Neoplan Skyliners which had worked up from Penzance. By July 1995, Western National operated the 0612 S4 from Southend to London, normally using a National Expressliner, but they no longer operated an evening journey.

Snapshots in Time

Throughout this book vehicles are listed in fleet number order under their respective operators but that doesn't show the position at any given date. So to conclude, we present listings of the complete Eastern National and Thamesway fleets at some significant dates during the period covered by this volume, together with a list of depots and their total allocations on those dates. Since the split only lasted six years and the fleets were then recombined, we have presented these tables by dates with both operators shown for each date and a combined total.

The tables below do not include non PSVs and vehicles acquired but not used. 1992 & 1994 Thamesway tables do not include Bristol VR 3102, which was out of service from October 1991 and sold by October 1994 but exact date of sale is not known.

July 1990

When the Eastern National fleet was split between EN and Thamesway.

Eastern National:

Type	Make	Fleet Numbers	Sub	Totals
Coaches	Leyland Tiger	1128-30	3	13
	Leyland Leopard	1308-10	3	
	Bristol RELH (disability)	2203	1	
	Leyland Olympian	4501/3/9-12	6	
Dual Purpose	Leyland Tiger	1110-2/4-5/7/9-21/3/5/7	12	21
	Leyland Olympian	4007-8/13-17/20-1	9	
Buses	Peugeot Car	0120-1	2	186
	Mercedes Benz minibus	0200/2-24	24	
	Ford Transit minibus	0750-4	5	
	Leyland Lynx	1401-3/7-8/13-6/25-9	14	
	Leyland National	1500-2, 1737/40-1/5/7/50-1/4/60/4/6/8-9/74-5/8/82/90/2-3, 1804-6/11-3/6/9/24/7-9/31-4/41-4/50-1/5-6/60-3/5/7/70/2-4/85/90/2/9, 1901/9-10/4/6-7/21/3-33/5-9, 2201-2	86	
	Bristol KSW open top	2383-4	2	
	Bristol VR	3033/8/41/8-64/6/9-70/7-9/83-4/91-5, 3103/6/9/11-2/4/27-8, 3200-4/18	47	
	Bristol VR open top	3500-1	2	
	Leyland Olympian	4003-6	4	
Total				220

Depot	Code	Number
Braintree	BE	28
Bishops Stortford	BS	14
Chelmsford	CF	60
Clacton	CN	37
Colchester	CR	29
Dunmow	DW	1

Depot	Code	Number
Harwich	DT	10
Maldon	MN	21
South Woodham	SW	2
Walton	WN	5
Pool		7
Delicensed - Disposal		6
Total		220

Thamesway:

Type	Make	Fleet Numbers	Sub	Totals
Coaches	Leyland Olympian	4500/2/4-8	7	7
Dual Purpose	Leyland Tiger	1113/6/8/22/4/6	6	12
	Leyland Olympian	4009-12/8-9	6	
Buses	Mercedes Benz minibus	0201/25-60, 0800-4	42	234
	Ford Transit minibus	0755-6	2	
	Leyland Lynx	1400/4-6/9-12/17-24	16	
	Leyland National	1721/5/38/42-4/8/52-3/5-8/61-3/5/7/70-3/6-7/9-81/4-9/91/5-99, 1800-3/8-10/4/7-8/20-3/5-6/30/5-40/5-9/52-4/7/9/64/6/8-9/71/5-84/6-9/91/3-8, 1900/2-8/11-3/5/8-20/22, 2200	115	
	Bristol VR	3065/7-8/71-6/80-2/5-90/6-99, 3100-2/4-5/7-8/10/3/5-26/9, 3205-9/11-7	56	
	Leyland Olympian	4000-2	3	
Total				253

Depot	Code	Number
Basildon	BN	58
Brentwood	BD	41
Hadleigh	HH	35
Ponders End	PD	32

Depot	Code	Number
Southend	SD	46
Walthamstow	WW	39
Pool		2
Total		253

July 1990 combined total = 473

August 1992

Eastern National:

Two years in. Fewer Bristol VRs and Leyland Nationals, Leyland Leopard coaches gone, more minibuses, both Mercedes and Ford Transits.

Type	Make	Fleet Numbers	Sub	Totals
Coaches	Leyland Tiger	1128-30	3	8
	Leyland Olympian	4501/3/10-12	5	
Dual Purpose	Leyland Tiger	1110-2/4-5/7/9-21/3/5/7	12	25
	Leyland Olympian	4007-8/11-21	13	
Buses	Peugeot Car	120	1	197
	Mercedes Benz minibus	200/2-24, 601-30	54	
	Ford Transit minibus	700-21/50-4	27	
	Leyland Lynx	1401-3/7-8/13-6/25-9	14	
	Leyland National	1741/50/66/8/92, 1804-6/11/3/9/24/8/31-4/41-4/50-1/5-6/60-3/5/7/70/2-4/85/90/2/9, 1901/9-10/4/6-7/21/3-7/9-33/5-40, 2201	63	
	Bristol KSW open top	2383-4	2	
	Bristol VR	3038/54/60/4/8-72/6-9/83-4/91-5, 3103/6/9/11-2/4/27-8, 3204/18-22	34	
	Bristol VR open top	3500-1	2	
Total				230

Depot	Code	Number
Braintree	BE	18
Bishops Stortford	BS	12
Chelmsford	CF	75
Clacton (inc Walton)	CN	36
Colchester	CR	30

Depot	Code	Number
Dunmow	DW	1
Harwich	DT	13
Maldon	MN	22
Pool		7
Delicensed - Disposal		16
Total		230

Thamesway:

Two years in. Leyland Olympian coaches and Leyland Tiger DP's gone, Bristol VR fleet decimated, withdrawals of Leyland Nationals, nearly a hundred more Mercedes minibuses plus more Ford Transits, first Dennis Darts and first CitySAVER coaches. Southend & Walthamstow depots closed.

Type	Make	Fleet Numbers	Sub	Totals
Coaches	Leyland Tiger	501-10	10	11
	Leyland Leopard	511	1	
Dual Purpose	Leyland Olympian	4009-10	2	2
Buses	Mercedes Benz minibus	201/25-60, 301-395, 800-4	137	278
	Ford Transit minibus	701-22/55-6	24	
	Dennis Dart	901-17	17	
	Leyland Lynx	1400/4-6/9-12/17-24	16	
	Leyland National	1765/70/6/86-8/95, 1801/3/10/7/20-3/6/30/5- 7/9/40/5-7/9/52-4/7/9/64/6/8- 9/71/5-6/8-84/6-9/91/3-8, 1900/3-8/11-3/5/8-20/22	71	
	Bristol VR	3110/3	2	
	Leyland Olympian	1001-4, 4000-6	11	
Total				291

Depot	Code	Number
Basildon	BN	80
Brentwood	BD	46
Hadleigh	HH	107

Depot	Code	Number
Ponders End	PD	48
Pool		1
Delicensed - Disposal		9
Total		291

August 1992 combined total = 521



With Harwich (DT) allocation plates, Olympian 4019 stands outside its home depot on July 11th 1993, nicely displaying the EN livery with badger logo.
Robert Appleton

January 1994

Eastern National:

Number of Mercedes minibuses almost doubled in two years, first two Dennis Darts, Leyland Nationals still in decline. A new Colchester depot at Haven Road, with its own allocation, but Maldon allocation now part of Chelmsford's.

Type	Make	Fleet Numbers	Sub	Totals
Coaches	Leyland Tiger	1128-30	3	8
	Leyland Olympian	4501/3/10-12	5	
Dual Purpose	Leyland Tiger	1110-2/4-5/7/9-21/3/5/7	12	25
	Leyland Olympian	4007-8/11-21	13	
Buses	Peugeot Car	120	1	225
	Mercedes Benz minibus	200/2-46, 601-56	102	
	Ford Transit minibus	700-3/5-21/50-4	26	
	Dennis Dart	801-2	2	
	Leyland Lynx	1401-3/7-8/13-6/25-9	14	
	Leyland National	1806/24/31-4/41/3-4/50-1/5/60-3/5/7/70/2-4/85/90/2/9, 1901/9-10/4/6/21/3-7/30/2-3/5-6/8-40, 2201	46	
	Bristol KSW open top	2383-4	2	
	Bristol VR	3064/8-72/6-9/83-4/91-5, 3103/6/9/11-2/4/27-8, 3218-22	30	
	Bristol VR open top	3500-1	2	
Total				258

Depot	Code	Number
Braintree	BE	18
Bishops Stortford	BS	10
Chelmsford (incl. MN)	CF	93
Clacton (incl. Walton)	CN	38
Colchester	CR	32

Depot	Code	Number
Dunmow	DW	1
Harwich	DT	13
Haven Road	HN	33
Pool		7
Delicensed - Disposal		13
Total		258

Thamesway:

January 1994: After the major changes between 1990 and 1992, a very stable period, more CitySAVER coaches, the one-off Volvo B6 delivered.

Type	Make	Fleet Numbers	Sub	Totals
Coaches	Leyland Tiger	501-10/2-20	19	20
	Leyland Leopard	511	1	
Dual Purpose	Leyland Olympian	4009-10	2	2
Buses	Mercedes Benz minibus	201-2/25-60, 301-398, 800-11	148	
	Volvo B6R	601	1	
	Ford Transit minibus	701-9/11-22	21	
	Dennis Dart	901-17	17	
	Leyland Lynx	1400/4-6/9-12/17-24	16	

	Leyland National	1709/12/82-3/1803/10/7/21-3/30/5-7/9-40/5-7/9/52-4/7/9/64/6/8-9/71/5-6/8-82/4/6-9/91/3-8, 1900/3-4/6-8/11-3/5/8-20/22	63	
	Bristol VR	3110/3	2	
	Leyland Olympian	1001-4, 4000-6	11	279
Total				301

Depot	Code	Number
Basildon	BN	85
Brentwood	BD	49
Hadleigh	HH	98

Depot	Code	Number
Ponders End	PD	56
Pool		3
Delicensed - Disposal		10
Total		301

January 1994 combined total = 559

February 1996

Eastern National:

Closing Fleet. Leyland Tiger / Alexanders gone, partly replaced by Leyland Tiger / Duples, all Leyland Nationals 2s gone, but number of Bristol VRs slightly increased. All Ford Transits gone, Darts on the increase. Haven Road allocation absorbed into main Colchester one.

Type	Make	Fleet Numbers	Sub	Totals
Coaches	Leyland Tiger	1128-31	4	9
	Leyland Olympian	4501/3/10-12	5	
Dual Purpose	Leyland Tiger	1001-7	7	19
	Leyland Olympian	4007-8/10/2-9/21	12	
Buses	Mercedes Benz minibus	2202-7/10/2/5/7/28-33/5-7/40-52, 2601-77	109	209
	Dennis Dart	2801-30	30	
	Leyland Lynx	1401-3/7-8/13-6/25-9	14	
	Leyland National	1832-3/44/50-1/60-3/5/7/70/2/4/85/90/9, 1916/21/4	20	
	Bristol KSW open top	2383-4	2	
	Bristol VR	3069/71-2/6-9/83-4/92-4, 3103/6/9/12/27, 3219-33	32	
	Bristol VR open top	3500-1	2	
Total				237

Depot	Code	Number
Braintree	BE	11
Bishops Stortford	BS	7
Chelmsford (incl. MN)	CF	108
Clacton (incl. Walton)	CN	32
Colchester (incl. HN)	CR	56

Depot	Code	Number
Dunmow	DW	1
Harwich	DT	11
Pool		4
Delicensed - Disposal		7
Total		237

Footnote: The KSW open top, VR open top and Leyland Lynx fleets remained unchanged during the years covered by this volume, the Leyland Tiger coaches almost the same except for the addition of one extra vehicle. The two KSW open toppers were owned at the start of Volume 1 (August 1964, in closed top form) and remained so at the end of Volume 2 (February 1996).

Thamesway:

Closing Fleet. Second hand CitySAVER coaches replaced by new Volvo B10Ms, Ford Transits gone, Leyland Nationals in continual decline, re-introduction of Leyland Tiger DPs, wheelchair accessible and first low floor Darts delivered, large increase in standard Dart fleet and last two Bristol VRs still surviving.

Type	Make	Fleet Numbers	Sub	Totals
Coaches	Volvo B10M	601-19	19	19
Dual Purpose	Leyland Tiger	1112/4-5	3	4
	Leyland Olympian	4009	1	
Buses	Mercedes Benz minibus	31/6-7, 200-1/3-6/8-9/11/25-61, 301-398, 800-11	159	281
	Volvo B6R	1601	1	
	Dennis Dart low floor	701	1	
	Dennis Dart wheelchair	851-4	4	
	Dennis Dart	901-72	72	
	Leyland Lynx	1400/4-6/9-12/17-24	16	
	Leyland National	1803/30/9-40/5/7/68/71/8/82/6/9/94/6/8, 1907-8/11-3/5/8/20	22	
	Bristol VR	3110/3	2	
	Leyland Olympian	4000/3-5	4	281
Total				304

Depot	Code	Number
Basildon	BN	126
Brentwood	BD	9
Hadleigh	HH	90

Depot	Code	Number
Ponders End	PD	65
Pool		2
Delicensed - Disposal		12
Total		304

Footnote: The Leyland Lynx fleet was the only Thamesway class to remain unchanged during the years covered by this volume.

February 1996 combined total = 541

Summary totals

	July 1990	August 1992	January 1994	February 1996
Eastern National	220	230	258	237
Thamesway	253	291	301	304
Total	473	521	559	541

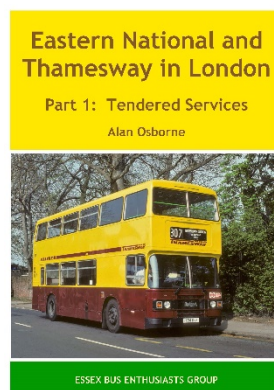
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Order details on page 77.



Volume 1: Additional Information and Corrections

Page 3: Numbering series. The Leyland Nationals were originally to have been numbered in the Leyland single deck series as 1002 upwards (following on from Tiger Cubs 1000/1) but were allocated their own series 17xx before the first was delivered.

Page 7: The fleetname carried by minibuses 0200-0224 was 'CoastLine' not 'Coastliner'.

Page 15: Bristol LS buses 1215-1248 were LS5G not LS6G.

Page 16: There were 20 flat screened REs, not 21, numbered 1500-1519.

Page 22: MCW Metroliner coaches 1600-1603 were originally to have been registered A52-4/6 SEV, but they were delivered late and so received B prefix registrations.

Page 27: Leyland National ORP 462M was acquired 2/88 with the business of Coastal Red and used very briefly on contract work with Eastern National names on its Coastal Red livery.

Page 32: KSWs 2363-2365 are correctly shown as L27/28RD, but 2366-2370 did not have platform doors and should be L27/28R.

Page 42: VRs 3020-3023 were originally to have been numbered 3005-3008 but were displaced by the acquired W. Alexander & Sons (Midland) VRs 3005-3019.

Page 45: The chassis number for 3501 should begin VRT/SL not VRT/ST.

Page 46: The information given on the two Country Cars is correct. However, additional information is that they were delivered for a new network of Country Car services in the Colchester area commencing on 17th June 1985 (sponsored by Essex County Council) and that the original Country Car service had started in the Braintree, Halstead and Witham areas on 3rd November 1981, utilising an earlier Peugeot 504 seven-seat estate car, **RLX 168W**. This car was operated by Eastern National, given fleet number **1150** and based at BE & HD, but was not owned by EN. The services were sponsored by Braintree District Council (who purchased and maintained the car) and Essex County Council. In May 1986, some of the Colchester Country Car services had proven to be too popular and were replaced by bus services, this freed up 0120 to move to Braintree at the end of October that year after 1150 had sustained accident damage and was subsequently withdrawn.

Page 50: Former buses on non-psv duties, three vehicles were omitted:

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

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

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



Omitted from Volume 1 was **0238**, the Bristol L coach converted to a stores lorry, seen here at Central Works, almost certainly taken immediately after its conversion in 1962. *The late Bob Beaumont / EBEG collection.*

Index of Vehicle Registrations

The following tables provide a list in registration order of the vehicles owned by Eastern National and Thamesway during the period covered by this volume. Where a vehicle had more than one fleet number in this period details are provided for both, with subsequent entries in italics to indicate a repetition of the registration number.

Fleet numbers for minibuses that included a leading zero had these dropped towards the end of 1990. A leading 1 was added to Thamesway Volvo B6 601 (L601 MWC) in August 1995 to avoid a clash with new Volvo B10M 601 (N601 APU). A leading 2 was added to some Eastern National fleet numbers in December 1995, when the fleets were re-merged, to avoid clashes of numbers with the Thamesway series. These vehicles, in the 200, 600 and 800 series, **are indicated by an asterisk ***. (As an example, 0202 became 202 towards the end of 1990 and then 2202 in December 1995).

Company:

D - District Bus

E - Eastern National

T - Thamesway

B - owned by both Eastern National and Thamesway, with the same fleet number.

Read down each column per page, starting on the next page.



**Contrasting rear-ends
and livery treatments:**

Eastern National Dennis Dart 812 L812 OPU with Plaxton Pointer body in Bishops Stortford on July 14th, 1994. The rear engine cover and fleetname are in yellow.
Robert Appleton

Thamesway Volvo B6 601 L601 MWC with Northern Counties body, a one-off that didn't stop the huge influx of Dennis Darts into both fleets. Southend, December 11th 1993. The large badger logos also featured on 805-811 & 901-917.

Richard Delahoy



Registration	Fleet	Co
278 TNY	511	T
A660 KUM	1004	E
A663 KUM	1005	E
A665 KUM	1006	E
A668 KUM	1007	E
A691 OHJ	1122	T
A692 OHJ	1123	E
A693 OHJ	1124	T
A694 OHJ	1125	E
A695 OHJ	1126	T
A696 OHJ	1127	E
AJN 825	9001	T
ANA 92Y	1308	E
ANA 93Y	1309	E
ANA 94Y	1310	E
ANO 271S	1872	E
ANO 272S	1873	E
AYG 848S	3224	E
AYG 850S	3225	E
B258 CHK	120	E
B259 CHK	121	B
B336 BGL	512	T
B337 BGL	513	T
B42 AAF	205	T
<i>B42 AAF</i>	<i>9305</i>	<i>T</i>
B444 WTC	711	T
B454 WTC	721	T
<i>B454 WTC</i>	<i>720</i>	<i>E</i>
B461 WTC	700	E
B463 WTC	701	E
B464 WTC	722	T
<i>B464 WTC</i>	<i>721</i>	<i>E</i>
B468 WTC	702	E
B469 WTC	703	E
B471 WTC	704	E
<i>B471 WTC</i>	<i>9005</i>	<i>E</i>
B472 WTC	705	E
B473 WTC	706	E
B688 BPU	4500	T
B689 BPU	4501	E
B690 BPU	4502	T
B691 BPU	4503	E
B692 BPU	4504	T
B693 BPU	4505	T
B694 BPU	4506	T
B695 BPU	4507	T
B696 BPU	4508	T
B696 WAR	1128	E
B697 BPU	4509	E
B697 WAR	1129	E
B698 BPU	4003	B
B699 BPU	4004	B
BEP 963V	3222	E
BNO 664T	1874	E

Registration	Fleet	Co
BNO 665T	1875	T
BNO 666T	1876	T
BNO 667T	1877	T
BNO 668T	1878	T
BNO 669T	1879	T
BNO 670T	1880	T
BNO 671T	1881	T
BNO 672T	1882	T
BNO 673T	1883	T
BNO 674T	1884	T
BNO 675T	1885	E
BNO 676T	1886	T
BNO 677T	1887	T
BNO 678T	1888	T
BNO 679T	1889	T
BNO 680T	1890	E
BNO 681T	1891	T
BNO 682T	1892	E
BNO 683T	1893	T
BNO 684T	1894	T
BNO 685T	1895	T
C107 HGL	248*	E
C130 HJN	1130	E
C200 HJN	200	E
C201 HJN	201	T
C202 HJN	0202*	E
C203 HJN	0203*	E
C204 HJN	0204*	E
C205 HJN	0205*	E
C206 HJN	0206*	E
C207 HJN	0207*	E
C208 HJN	208	E
C209 HJN	209	E
C210 HJN	0210*	E
C211 HJN	211	E
C212 HJN	0212*	E
C213 HJN	213	E
C214 HJN	214	E
C215 HJN	0215*	E
C216 HJN	216	E
C217 HJN	0217*	E
C218 HJN	218	E
C219 HJN	219	E
C220 HJN	220	E
C221 HJN	221	E
C222 HJN	222	E
C223 HJN	223	E
C224 HJN	224	E
C230 HCV	252*	E
C231 HCV	249*	E
C232 HCV	250*	E
C407 HJN	4007	E
C408 HJN	4008	E
C409 HJN	4009	T

Registration	Fleet	Co
C410 HJN	4010	B
C411 HJN	4011	B
C412 HJN	4012	B
C413 HJN	4013	E
C414 HJN	4014	E
C415 HJN	4015	E
C416 HJN	4016	E
C417 HJN	4017	E
C418 HJN	4018	B
C419 HJN	4019	B
C420 HJN	4020	E
C421 HJN	4021	E
C427 AHT	707	E
C429 AHT	708	E
C432 BHY	709	E
C433 BHY	710	E
C436 BHY	711	E
C437 BHY	712	E
C438 BHY	713	E
C439 BHY	701	T
C440 BHY	721	T
C441 BHY	714	E
C443 BHY	715	E
C444 BHY	716	E
C445 BHY	702	T
C446 BHY	703	T
C447 BHY	717	E
C448 BHY	718	E
<i>C448 BHY</i>	<i>9013</i>	<i>E</i>
C449 BHY	718	T
C450 BHY	719	T
<i>C450 BHY</i>	<i>9719</i>	<i>T</i>
C451 BHY	720	T
<i>C451 BHY</i>	<i>9720</i>	<i>T</i>
C457 BHY	719	E
C470 BHY	722	T
C478 BHY	225	E
C480 BHY	226	E
C481 BHY	227	E
C482 BFB	704	T
C482 BHY	228*	E
C483 BFB	705	T
C484 BFB	706	T
C484 BHY	229*	E
C485 BHY	230*	E
C486 BHY	231*	E
C489 BHY	232*	E
C490 BFB	707	T
C491 BFB	712	T
<i>C491 BFB</i>	<i>9712</i>	<i>T</i>
C491 HCV	208	T
C492 BFB	713	T
C493 BHY	233*	E
C494 BHY	234	E

Registration	Fleet	Co
C494 BHY	200	T
C495 BFB	708	T
C495 BHY	235*	E
C496 BHY	236*	E
C497 BFB	709	T
C503 BFB	710	T
C507 BFB	714	T
C508 BFB	715	T
C508 BFB	9715	T
C510 BFB	716	T
C511 BFB	717	T
C511 BFB	9717	T
C678 ECV	237*	E
C684 ECV	238	E
C684 ECV	205	T
C685 ECV	239	E
C685 ECV	211	T
C687 ECV	240*	E
C688 ECV	241*	E
C695 ECV	242*	E
C696 ECV	202	T
C697 ECV	243*	E
C698 ECV	244*	E
C699 ECV	207	T
C700 ECV	245*	E
C711 GEV	4005	B
C712 GEV	4006	B
C957 GAF	206	T
C963 GCV	203	T
C964 GCV	246*	E
C967 GCV	209	T
C978 GCV	204	T
C990 GCV	251*	E
CBD 901T	3213	T
CPU 979G	9000	E
CPU 980G	9001	E
CPU 982G	9003	E
CTN 635V	9014	E
D220 SKD	31	D
D225 PPU	225	T
D226 PPU	226	T
D227 PPU	227	T
D228 PPU	228	T
D229 PPU	229	T
D230 PPU	230	T
D231 PPU	231	T
D232 PPU	232	T
D233 PPU	233	T
D234 PPU	234	T
D235 PPU	235	T
D236 PPU	236	T
D237 PPU	237	T
D238 PPU	238	T
D239 PPU	239	T

Registration	Fleet	Co
D240 PPU	240	T
D241 PPU	241	T
D242 PPU	242	T
D243 PPU	243	T
D244 PPU	244	T
D504 FAE	33	D
D505 FAE	34	D
D506 FAE	35	D
D507 FAE	36	D
D510 PPU	4510	E
D511 FAE	37	D
D511 PPU	4511	E
D512 PPU	4512	E
D534 KGL	247*	E
D588 MVR	501	T
D590 MVR	502	T
D592 MVR	503	T
D596 MVR	504	T
D597 MVR	505	T
D598 MVR	506	T
D601 MVR	507	T
D750 RWC	750	E
D751 RWC	751	E
D752 RWC	752	E
D753 RWC	753	E
D754 RWC	754	E
D755 RWC	755	T
D756 RWC	756	T
D764 KWT	261	T
D873 LWR	30	D
DAR 118T	1896	T
DAR 119T	1897	T
DAR 120T	1898	T
DAR 121T	1899	E
DAR 122T	1900	T
DAR 123T	1901	E
DAR 124T	1902	T
DAR 125T	1903	T
DAR 126T	1904	T
DAR 127T	1905	T
DAR 128T	1906	T
DAR 129T	1907	T
DAR 130T	1908	T
DAR 131T	1909	B
DAR 132T	1910	E
DAR 133T	1911	T
DAR 134T	1912	T
DWU 298T	3226	E
E105 SOG	23	D
E400 HWC	1400	T
E401 HWC	1401	E
E509 TOV	22	D
E675 UNE	514	T
E677 UNE	515	T

Registration	Fleet	Co
E905 EPD	32	D
E962 SVP	21	D
EWB 651Y	1001	E
EWB 652Y	1002	E
EWB 653Y	1003	E
EWB 946Y	1131	E
F245 MVW	245	T
F246 MVW	246	T
F247 NJN	247	T
F248 NJN	248	T
F249 NJN	249	T
F250 NJN	250	T
F251 NJN	251	T
F252 NJN	252	T
F253 RHK	253	T
F254 RHK	254	T
F255 RHK	255	T
F256 RHK	256	T
F257 RHK	257	T
F258 RHK	258	T
F259 RHK	259	T
F260 RHK	260	T
F402 LTW	1402	E
F403 LTW	1403	E
F404 LTW	1404	T
F405 LTW	1405	T
F406 LTW	1406	T
F407 LTW	1407	E
F408 LTW	1408	E
F409 LTW	1409	T
F410 MNO	1410	T
F411 MNO	1411	T
F412 MNO	1412	T
F413 MNO	1413	E
F414 MNO	1414	E
F415 MWC	1415	E
F416 MWC	1416	E
F417 MWC	1417	T
F418 MWC	1418	T
F419 MWC	1419	T
F420 MJN	1420	T
F421 MJN	1421	T
F422 MJN	1422	T
F423 MJN	1423	T
F424 MJN	1424	T
F425 MJN	1425	E
F426 MJN	1426	E
F427 MJN	1427	E
F428 MJN	1428	E
F429 MJN	1429	E
F613 XWY	521	T
F614 XWY	522	T
F771 GNA	516	T
F800 RHK	800	T

Registration	Fleet	Co
F801 RHK	801	T
F802 RHK	802	T
F803 RHK	803	T
F804 RHK	804	T
F892 XOE	24	D
F995 XOV	26	D
F996 XOV	27	D
FDZ 984	2202	T
FRP 905T	3214	T
FRP 906T	3215	T
FRP 907T	3216	T
G145 GOL	29	D
G148 GOL	28	D
GJN 997N	1737	E
GJN 998N	1738	T
H101 KVX	1001	T
H102 KVX	1002	T
H103 KVX	1003	T
H104 KVX	1004	T
H301 LPU	301	T
H302 LPU	302	T
H303 LPU	303	T
H304 LPU	304	T
H305 LPU	305	T
H306 LPU	306	T
H307 LJN	307	T
H308 LJN	308	T
H310 LJN	309	T
H311 LJN	310	T
H312 LJN	311	T
H313 LJN	312	T
H314 LJN	313	T
H315 LJN	314	T
H317 LJN	315	T
H319 LJN	316	T
H321 LJN	317	T
H322 LJN	318	T
H324 LJN	319	T
H326 LJN	320	T
H327 LJN	321	T
H329 LJN	322	T
H330 LJN	323	T
H331 LJN	324	T
H332 LJN	325	T
H334 LJN	326	T
H335 LJN	327	T
H336 LJN	328	T
H337 LJN	329	T
H338 LJN	330	T
H339 LJN	331	T
H341 LJN	332	T
H342 LJN	333	T
H343 LJN	334	T
H344 LJN	335	T

Registration	Fleet	Co
H345 LJN	336	T
H346 LJN	337	T
H347 LJN	338	T
H348 LJN	339	T
H349 LJN	340	T
H351 LJN	341	T
H352 LJN	342	T
H353 LJN	343	T
H354 LJN	344	T
H355 LJN	345	T
H356 LJN	346	T
H357 LJN	347	T
H358 LJN	348	T
H359 LJN	349	T
H361 LJN	350	T
H362 LJN	351	T
H363 LJN	352	T
H364 LJN	353	T
H365 LJN	354	T
H366 LJN	355	T
H367 LJN	356	T
H368 OHK	357	T
H369 OHK	358	T
H370 OHK	359	T
H371 OHK	360	T
H372 OHK	361	T
H373 OHK	362	T
H374 OHK	363	T
H375 OHK	364	T
H376 OHK	365	T
H377 OHK	366	T
H378 OHK	367	T
H379 OHK	368	T
H380 OHK	369	T
H381 OHK	370	T
H382 OHK	371	T
H383 OHK	372	T
H384 OHK	373	T
H385 OHK	374	T
H386 OHK	375	T
H387 OHK	376	T
H388 MAR	500	E
<i>H388 MAR</i>	<i>388</i>	<i>T</i>
H388 OHK	377	T
H389 MAR	501	E
<i>H389 MAR</i>	<i>389</i>	<i>T</i>
H389 OHK	378	T
H390 MAR	502	E
<i>H390 MAR</i>	<i>390</i>	<i>T</i>
H390 OHK	379	T
H391 MAR	503	E
<i>H391 MAR</i>	<i>391</i>	<i>T</i>
H391 OHK	380	T
H392 MAR	504	E

Registration	Fleet	Co
<i>H392 MAR</i>	<i>392</i>	<i>T</i>
H392 OHK	381	T
H393 MAR	505	E
<i>H393 MAR</i>	<i>393</i>	<i>T</i>
H393 OHK	382	T
H394 MAR	506	E
<i>H394 MAR</i>	<i>394</i>	<i>T</i>
H394 OHK	383	T
H395 MAR	507	E
<i>H395 MAR</i>	<i>395</i>	<i>T</i>
H395 OHK	384	T
H396 OHK	385	T
H397 OHK	386	T
H398 OHK	387	T
H601 OVW	601*	E
H602 OVW	602*	E
H603 OVW	603*	E
H604 OVW	604*	E
H605 OVW	605*	E
H606 OVW	606*	E
H607 OVW	607*	E
H608 OVW	608*	E
H609 OVW	609*	E
HAR 486N	1740	E
HAR 487N	1741	E
HAR 488N	1742	T
HAR 489N	1743	T
HBD 163N	3202	E
HHJ 371Y	1110	E
HHJ 372Y	1111	E
HHJ 373Y	1112	B
HHJ 374Y	1113	T
HHJ 375Y	1114	B
HHJ 376Y	1115	B
HHJ 377Y	1116	T
HHJ 378Y	1117	E
HHJ 379Y	1118	T
HHJ 380Y	1119	E
HHJ 381Y	1120	E
HHJ 382Y	1121	E
HRP 671N	3203	E
J45 SNY	517	T
J46 SNY	518	T
J48 SNY	519	T
J54 SNY	520	T
J610 UTW	610*	E
J611 UTW	611*	E
J612 UTW	612*	E
J613 UTW	613*	E
J614 UTW	614*	E
J615 UTW	615*	E
J616 UTW	616*	E
J617 UTW	617*	E
J618 UTW	618*	E

Registration	Fleet	Co
J619 UTW	619*	E
J620 UTW	620*	E
J621 UTW	621*	E
J622 UTW	622*	E
J623 UTW	623*	E
J624 UTW	624*	E
J625 UTW	625*	E
J626 UTW	626*	E
J627 UTW	627*	E
J628 UTW	628*	E
J629 UTW	629*	E
J630 UTW	630*	E
JHJ 139V	1913	T
JHJ 140V	1914	E
JHJ 141V	1915	T
JHJ 142V	1916	E
JHJ 143V	1917	E
JHJ 144V	1918	T
JHJ 145V	1919	T
JHJ 146V	1920	T
JHJ 147V	1921	E
JHJ 148V	1922	T
JHJ 149V	1923	E
JHJ 150V	1924	E
JNO 189N	3048	E
JNO 190N	3049	E
JNO 191N	3050	E
JNO 192N	3051	E
JNO 193N	1744	T
JNO 194N	1745	B
JNO 196N	1747	B
JNO 197N	1748	T
JNO 199N	1750	E
JRP 801L	3200	E
JTH 782P	1782	T
JTH 783P	1783	T
JWT 760V	3232	E
K396 GHJ	396	T
K397 GHJ	397	T
K398 GHJ	398	T
K631 GVX	631*	E
K632 GVX	632*	E
K633 GVX	633*	E
K634 GVX	634*	E
K635 GVX	635*	E
K636 GVX	636*	E
K637 GVX	637*	E
K638 GVX	638*	E
K639 GVX	639*	E
K640 GVX	640*	E
K641 GVX	641*	E
K642 GVX	642*	E
K643 GVX	643*	E
K644 GVX	644*	E

Registration	Fleet	Co
K645 GVX	645*	E
K646 GVX	646*	E
K805 DJN	805	T
K806 DJN	806	T
K807 DJN	807	T
K808 DJN	808	T
K809 DJN	809	T
K810 DJN	810	T
K811 DJN	811	T
K901 CVW	901	T
K902 CVW	902	T
K903 CVW	903	T
K904 CVW	904	T
K905 CVW	905	T
K906 CVW	906	T
K907 CVW	907	T
K908 CVW	908	T
K909 CVW	909	T
K910 CVW	910	T
K911 CVW	911	T
K912 CVW	912	T
K913 CVW	913	T
K914 CVW	914	T
K915 CVW	915	T
K916 CVW	916	T
K917 CVW	917	T
KCG 618L	2201	E
KEP 829X	1940	E
KOO 785V	3067	T
KOO 786V	3068	B
KOO 787V	3069	E
KOO 788V	3070	E
KOO 789V	3071	B
KOO 790V	3072	B
KOO 791V	3073	T
KOO 792V	3074	T
KOO 793V	3075	T
KOO 794V	3076	B
L21 AHA	677*	E
L601 MWC	601	T
L647 MEV	647*	E
L648 MEV	648*	E
L649 MEV	649*	E
L650 MEV	650*	E
L651 MEV	651*	E
L652 MEV	652*	E
L653 MEV	653*	E
L654 MEV	654*	E
L655 MEV	655*	E
L656 MEV	656*	E
L801 MEV	801*	E
L802 MEV	802*	E
L803 OPU	803*	E
L804 OPU	804*	E

Registration	Fleet	Co
L805 OPU	805*	E
L806 OPU	806*	E
L807 OPU	807*	E
L808 OPU	808*	E
L809 OPU	809*	E
L810 OPU	810*	E
L811 OPU	811*	E
L812 OPU	812*	E
L813 OPU	813*	E
L814 OPU	814*	E
L815 OPU	815*	E
L816 OPU	816*	E
L817 OPU	817*	E
L818 OPU	818*	E
L819 OPU	819*	E
L820 OPU	820*	E
L821 OPU	821*	E
L822 OPU	822*	E
LBD 840P	3204	E
LBD 922V	3217	T
LJN 647P	3052	E
LJN 648P	3053	E
LJN 649P	3054	E
LJN 650P	3055	E
<i>LJN 650P</i>	<i>9006</i>	<i>E</i>
LJN 651P	3056	E
LJN 652P	3057	E
LJN 653P	3058	E
LJN 654P	3059	E
LJN 655P	3060	E
LJN 656P	3061	E
LJN 657P	3062	E
LJN 658P	3063	E
LJN 659P	1751	E
LJN 660P	1752	T
LJN 661P	1753	T
LJN 662P	1754	E
LJN 663P	1755	T
LJN 664P	1756	T
LJN 665P	1757	T
LUA 716V	3227	E
LUA 717V	3233	E
LWU 469V	3228	E
M166 VJN	666*	E
M657 VJN	657*	E
M658 VJN	658*	E
M659 VJN	659*	E
M660 VJN	660*	E
M661 VJN	661*	E
M662 VJN	662*	E
M663 VJN	663*	E
M664 VJN	664*	E
M665 VJN	665*	E
M667 VJN	667*	E

Registration	Fleet	Co
M668 VJN	668*	E
M669 VJN	669*	E
M670 VJN	670*	E
M671 VJN	671*	E
M672 VJN	672*	E
M673 VJN	673*	E
M674 VJN	674*	E
M675 VJN	675*	E
M676 VJN	676*	E
M918 TEV	918	T
M919 TEV	919	T
M920 TEV	920	T
M921 TEV	921	T
M922 TEV	922	T
M923 TEV	923	T
M924 TEV	924	T
M925 TEV	925	T
M926 TEV	926	T
M927 TEV	927	T
M928 TEV	928	T
M929 TEV	929	T
M930 TEV	930	T
M931 TEV	931	T
M932 TEV	932	T
M933 TEV	933	T
M934 TEV	934	T
M935 TEV	935	T
M936 TEV	936	T
M937 TEV	937	T
M938 TEV	938	T
M939 TEV	939	T
M940 TEV	940	T
M941 TEV	941	T
M942 TEV	942	T
M943 TEV	943	T
MAR 780P	1758	T
MAR 782P	1760	E
MAR 783P	1761	T
MAR 784P	1762	T
MAR 785P	1763	T
MAR 786P	1764	E
MAR 787P	1765	T
MAR 788P	1766	E
MAR 789P	1767	T
MAR 790P	1768	E
MAR 791P	1769	E
MAR 792P	1770	T
MAR 793P	1771	T
MAR 794P	1772	T
MAR 795P	1773	T
MAR 796P	1774	E
MAR 797P	1775	E
MFA 721V	3223	E
MHJ 721V	1925	E

Registration	Fleet	Co
MHJ 722V	1926	E
MHJ 723V	1927	E
MHJ 724V	1928	E
MHJ 725V	1929	E
MHJ 726V	1930	E
MHJ 727V	1931	E
MHJ 728V	1932	E
MHJ 729V	1933	E
MHJ 731V	1935	E
MHJ 732V	1936	E
MHS 25P	9014	T
MHS 32P	9015	T
MKH 68A	510	T
MKH 893A	509	T
MKH 89A	508	T
N601 APU	601	T
N602 APU	602	T
N603 APU	603	T
N604 APU	604	T
N605 APU	605	T
N606 APU	606	T
N607 APU	607	T
N608 APU	608	T
N609 APU	609	T
N610 APU	610	T
N611 APU	611	T
N612 APU	612	T
N613 APU	613	T
N614 APU	614	T
N615 APU	615	T
N616 APU	616	T
N617 APU	617	T
N618 APU	618	T
N619 APU	619	T
N701 CPU	701	T
N823 APU	823*	E
N824 APU	824*	E
N825 APU	825*	E
N826 APU	826*	E
N827 APU	827*	E
N828 APU	828*	E
N829 APU	829*	E
N830 APU	830*	E
N851 CPU	851	T
N852 CPU	852	T
N853 CPU	853	T
N854 CPU	854	T
N944 CPU	944	T
N945 CPU	945	T
N946 CPU	946	T
N947 CPU	947	T
N948 CPU	948	T
N949 CPU	949	T
N950 CPU	950	T

Registration	Fleet	Co
N951 CPU	951	T
N952 CPU	952	T
N953 CPU	953	T
N954 CPU	954	T
N955 CPU	955	T
N956 CPU	956	T
N957 CPU	957	T
N958 CPU	958	T
N959 CPU	959	T
N960 CPU	960	T
N961 CPU	961	T
N962 CPU	962	T
N963 CPU	963	T
N964 CPU	964	T
N965 CPU	965	T
N966 CPU	966	T
N967 CPU	967	T
N968 CPU	968	T
N969 CPU	969	T
N970 CPU	970	T
N971 CPU	971	T
N972 CPU	972	T
NEV 678M	1721	T
NEV 682M	1725	T
NPU 974M	3501	E
NPU 980M	3033	E
OBD 841P	3205	T
OBD 843P	3206	T
ONH 924V	3218	E
OWC 295K	9005	B
PEV 688R	1776	T
PEV 689R	1777	T
PEV 690R	1778	E
PEV 691R	1779	T
PEV 692R	1780	T
PEV 693R	1781	T
PEV 694R	1782	E
PEV 696R	1784	T
PEV 697R	1785	T
PEV 698R	1786	T
PEV 699R	1787	T
PEV 700R	1788	T
PEV 701R	1789	T
PEV 702R	1790	E
PEV 703R	1791	T
PEV 704R	1792	E
PEV 705R	1793	E
PEV 707R	1795	T
PJT 255R	1500	E
PJT 256R	1501	E
<i>PJT 256R</i>	<i>1709</i>	<i>T</i>
PJT 257R	1502	E
PWC 513M	3038	E
PWC 516M	3041	E

Registration	Fleet	Co
PWY 44W	3229	E
Q328 MNO	9012	E
RNV 810M	3201	E
RRP 857R	3207	T
RRP 859R	3208	T
STW 18W	1937	E
STW 19W	1938	E
STW 20W	1939	E
STW 21W	3077	E
STW 22W	3078	E
STW 23W	3079	E
STW 24W	3080	T
STW 25W	3081	T
STW 26W	3082	T
STW 27W	3083	E
STW 28W	3084	E
STW 29W	3085	T
STW 30W	3086	T
STW 31W	3087	T
STW 32W	3088	T
STW 33W	3089	T
STW 34W	3090	T
STW 35W	3091	E
STW 36W	3092	E
STW 37W	3093	E
STW 38W	3094	E
SUB 789W	3230	E
SWW 302R	3231	E
TJN 495R	1796	T
TJN 496R	1797	T
TJN 497R	1798	T
TJN 498R	1799	T
TJN 499R	1800	T
TJN 500R	1801	T
TJN 501R	1802	T
TJN 502R	1803	T
TJN 503R	1804	E
TJN 504R	1805	E
TJN 505R	1806	E
TJN 507R	1808	T
TJN 508R	1809	T
TJN 509R	1810	T
UAR 585W	3095	E
UAR 586W	3096	T
UAR 587W	3097	T
UAR 588W	3098	T
UAR 589W	3099	T
UAR 590W	3100	T
UAR 591W	3101	T
UAR 591W	9401	T
UAR 592W	3102	T
UAR 593W	3103	E
UAR 594W	3104	T
UAR 595W	3105	T

Registration	Fleet	Co
UAR 596W	3106	E
UAR 597W	3107	T
UAR 598W	3108	T
UAR 599W	3109	E
UCO 46L	2200	T
UCO 46L	9002	T
UVX 1S	3064	E
UVX 2S	3065	T
UVX 3S	3066	E
VAR 894S	1834	E
VAR 895S	1835	T
VAR 896S	1836	T
VAR 897S	1837	T
VAR 898S	1832	E
VAR 899S	1833	E
VAR 900S	1823	T
VAR 901S	1824	E
VAR 902S	1825	T
VNO 728S	1826	T
VNO 729S	1827	E
VNO 730S	1828	E
VNO 731S	1829	E
VNO 732S	1830	T
VNO 733S	1831	E
VNO 734S	1811	E
VNO 735S	1812	E
VNO 736S	1813	E
VNO 737S	1814	T
VNO 739S	1816	E
VNO 740S	1817	T
VNO 741S	1818	T
VNO 742S	1819	E
VNO 743S	1820	T
VNO 744S	1821	T
VNO 745S	1822	T
VTH 941T	3219	E
WJN 558S	1838	T
WJN 559S	1839	T
WJN 560S	1840	T
WJN 561S	1841	E
WJN 562S	1842	E
WJN 563S	1843	E
WJN 564S	1844	E
WJN 565S	1845	T
WJN 566S	1846	T
WJN 566S	9018	T
WNO 479	2383	E
WNO 480	2384	E
WNO 546L	3500	E
WNO 559L	2202	E
WNO 560L	9011	E
WSU 452S	9013	T
WTH 949T	3220	E
WTH 958T	3221	E

Registration	Fleet	Co
XEU 860T	1712	T
XHK 215X	3110	T
XHK 216X	3111	E
XHK 217X	3112	E
XHK 218X	3113	T
XHK 219X	3114	E
XHK 220X	3115	T
XHK 221X	3116	T
XHK 222X	3117	T
XHK 223X	3118	T
XHK 224X	3119	T
XHK 225X	3120	T
XHK 226X	3121	T
XHK 227X	3122	T
XHK 228X	3123	T
XHK 229X	3124	T
XHK 230X	3125	T
XHK 231X	3126	T
XHK 232X	3127	E
XHK 233X	3128	E
XHK 234X	3129	T
XHK 235X	4000	T
XHK 236X	4001	T
XHK 237X	4002	T
XNV 882S	3209	T
XNV 884S	3211	T
XOO 878L	2203	E
XYK 761T	9016	T
YEV 305S	1847	T
YEV 306S	1848	T
YEV 307S	1849	T
YEV 308S	1850	E
YEV 309S	1851	E
YEV 310S	1852	T
YEV 311S	1853	T
YEV 312S	1854	T
YEV 313S	1855	E
YEV 314S	1856	E
YEV 315S	1857	T
YEV 316S	1859	T
YEV 318S	1860	E
YEV 319S	1861	E
YEV 320S	1862	E
YEV 321S	1863	E
YEV 322S	1864	T
YEV 323S	1865	E
YEV 324S	1866	T
YEV 325S	1867	E
YEV 326S	1868	T
YEV 327S	1869	T
YEV 328S	1870	E
YEV 329S	1871	T
YVV 896S	3212	T
YYL 794T	9017	T

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Above: Thamesway 601 (later 1601), a Volvo B6, Southend December 1993.

Richard Delahoy

Below: EN 1123, Tiger/Alexander, in the final EN livery for this type, Harwich, July 1994. *Robert Appleton*



Rear cover upper: Thamesway started the Southend to London CitySAVER service in July 1992 in competition with Southend Transport, initially using eleven second-hand Tiger and Leopard coaches like 501, photographed in Aldgate bus station on the third day of operation. *Richard Delahoy*

Lower: Eastern National acquired seven Duple Dominant DP seated bodied Leyland Tigers in April 1995 for "Venturer" service 33/33X, Southend to Stansted Airport & Bishops Stortford. A gleaming 1007 prepares to leave Southend on the two-hour trip on May 14th 1995. *Richard Delahoy*



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