ESSEX BUS NEWS

Issue 540
April 2009



ESSEX BUS ENTHUSIASTS GROUP
www.essexbus.org.uk



*New **First Essex** "bowl" Wright Eclipse-bodied Volvo B7RLE **69434** departs from Chelmsford on 14 March.*
Russell Young



***Ensignbus** now have a former Dublin Olympian - **195** (P495SWC), seen here at the Purfleet base.*
John G Lidstone



***Stephensons'** second Scania/Optare Olympus is seen in "as delivered" condition on Saturday March 28. It has now been registered as EU09 AUK and is expected to be numbered 502. Of interest is that it carries an Optare badge on the front, in contrast to Stephensons' earlier one and those delivered to Nelsons and Network Colchester.*
Richard Delahoy

Essex Bus News

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Your reports and observations
Members reports, quality photos (prints, slides or JPGs) and original articles are always welcome. Please send them direct to the relevant Sub-Editor.

The Editors exercise the normal discretion to publish contributions in full, in part or not at all and cannot publication in any particular month.

Every effort is made to ensure accuracy but the Group cannot accept responsibility for any errors published.

Views expressed in EBN do not necessarily reflect the opinions of the Group.

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Front cover: *after many years of operating minibuses/coaches only,* ***Clintona*** *now have their first full-sized vehicles - two Mini-Pointer Darts. The younger of the two,* ***SN51 SXV,*** *new to London United, was seen at Grays Bus Station on the 374 (Grays - West Horndon) on 19 March.*

David Harman

Dates for your diary

■ PRESS DATES

For inclusion in EBN dated	*reports should reach Editors by*	*planned despatch date*
May	**2 May**	**21 May**
June	**6 June**	**18 June**

Please note that the planned despatch date may change for all sorts of reasons. The actual despatch day is posted to the website as soon as it is known. Please allow reasonable time for postal delays (at least seven working days) before claiming non-receipt. Replacements can only be obtained from the Membership Secretary (see Group Directory).

■ SOUTH ESSEX MEETINGS

Venue: **Wickford Cricket Club, off Swan Lane, Wickford** - 5 minutes walk from Wickford Station and 5 minutes drive from the A130 and A127. In Wickford town centre, turn into Swan Lane from Runwell Road (Swans pub is on the corner); then turn right into the entrance about 100' up on the right - marked Wickford Tennis Club. This is an unmade road, so beware of potholes. Go straight ahead towards the tennis courts and then left at the end - you will see the cricket clubhouse in front of you. Car parking available on site.

Doors open at **1930** for an informal chat, with the main talk or show from **2000** to **2145/2200**; a cash bar is available. Members and guests welcome. £1 donation please towards the hire of the room. *Richard Delahoy*

2009 programme

- **Monday May 11** - at Freight House (the Committee Room), Rochford (our former venue) - modelling evening. Bring along your model buses to display.
- **Monday June 8** - evening visit to Stephensons of Rochford and local study tour. Further details nearer the time but please note we will meet off-site, not at the depot as there are no parking facilities there.
- **TUESDAY July 14** - evening visit to the Castle Point Transport Museum (jointly with the Omnibus Society). Arrive from 1900 onwards.
- no meeting in **August**
- **Monday September 14** - "Bristol REs home and away", slide show by *Chris Stewart*
- **Monday October 12** - to be advised
- **Monday November 9** - "Essex buses from the 1960s, 70s and 80's, part 2 - F onwards", slide show by *Martin Weyell*
- **Monday December 14** - Christmas Social and "20 years ago" slide show by *Richard Delahoy*

■ NORTH ESSEX MEETINGS

Venue: downstairs room at the **Friends Meeting House, Church Street, Colchester**, just south of "Jumbo" (the water tower) and behind the Mercury Theatre. Town centre bus stops and parking are nearby. Doors open at **1930** for an informal chat, with the main talk or show from **2000** to **2200**. £1.50 donation towards room hire, please. Slides/digital photos are preferred, but prints can also be shown. Members and guests welcome. *Dave Arnold*

2009 programme

- **Friday April 17** [note: 3rd Friday **not** the 2nd] - *Robin Jenkinson:* Talk: "My Experiences in the Bus Industry in Essex in the 70's".
- **Friday May 8** - *Richard Delahoy:* "20 years ago - part 2".
- **Friday June 12** - *Dave Mitchell:* "Hong Kong in the 80's"
- **Tuesday June 23 - Evening visit to Talisman** - pick up at Colchester North Station at 19.00. Phone **01621 857509** to book. £5 donation to charity please.
- **Friday July 10** - *Dave Arnold:* "Channel Islands & Plopsaland @ De panne"
- **Friday August 14** - tba
- **Friday September 11** - *Russell Young:* "Around the UK and Ireland in 200 operators"
- **Fridays October 9, November 13,** and **December 11:** tba

■ EVENTS

- **Sunday April 18 - Transport in Miniature**, Ipswich Transport Museum, Suffolk.
- **Saturday/Sunday 24-25 April - London Transport Museum, Guided Tours at Acton Depot.**
- **Sunday June 7 - Clacton Running Day** - Clacton Factory Outlet, vintage bus display (entrants welcome), enthusiast stalls (it is hoped that the Group stall will be present), vintage bus service from Clacton town, rail station and Jaywick. See advertisement on page 7. *www.envoc.org.uk*
- *Please note: details of rallies etc. are published in good faith, and we rely on information supplied by the organisers or others at the time of going to press. Members are strongly advised to check details with the organisers/website nearer the date; the Group can accept no liability if events are cancelled or altered.*

■ VISITS, TRIPS and TOURS

- **Sunday June 23: Evening visit to Talisman** - See under North Essex Meetings.

From the Editor ...

News is in short supply this month. No Arriva news at all because no reports have been received by the respective editors. First news is brief as Chris Stewart is in Barbados for two weeks (it's a tough life!). To compensate, we have the next part of Terry Challis' excellent memoirs, and the opportunity has been taken to include some extra photos.

However, to repeat an old plea: the editors DO need your reports. We receive official information from some of the operators which is is very welcome, but we cannot rely on it every month. After all, they have businesses to run, and providing us with information is not a top priority. So, please let the editors have your reports - new, withdrawn, transferred vehicles, other news, etc. Just jot down what you see; avoid speculation, and send it in (addresses are on page 1). Don't worry if you only have partial details; the editors may have other reports on the same subject which complete the picture.

Photos: we welcome topical and historical prints, slides and digital. Topical ones should ideally be of vehicles or types not previously published. We receive very few from north or west Essex and few coaches, so suitable contributions are especially welcome. Scenic shots illustrating bus *routes* make a change from 3/4 views illustrating *vehicles*. Digital images should be **postcard size; 150dpi** in JPG format. The ideal shots are sharp, in focus, and taken in reasonable light. Dull, heavily overcast shots simply do not reproduce well. Please provide basic details to accompany these: date taken; location etc.

David Harman

Group Directory

SUBSCRIPTIONS

A calendar year subscription is **£20**, renewable in January.

New members may join from any month during the year, but subscriptions will always run to December, from whichever month the member chooses. Those joining from February to December inclusive will pay a pro-rata subscription calculated at **£1.70** per month. E.g., a member joining in March would pay 10 x £1.70; i.e. £17.

Data Protection Act: Members' details are held on computer for the purpose of administration. If you object to your information being held in this way, please write to:

Richard Delahoy, 272 Shoebury Road
Southend-on-Sea SS1 3TT
richard@signal-training.com

Replacements for missing or defective EBNs are available from Richard.

TIMETABLE SUBSCRIPTIONS

Join this scheme to receive the Essex County Council timetable book and bus map. Send your details and a cheque for £10 to

Richard Delahoy, 272 Shoebury Road,
Southend on Sea SS1 3TT.

Subscriptions can start with any issue of the book (usually three a year) and will be renewable annually at the same time as your Group membership subscription is due.

PUBLICATION SALES

Send orders for publications to:

Owen Woodliffe, 196 Sinclair Road,
Chingford, London E4 8PT

Owen also stocks a wide range of colour photos - send SAE with your requirements.

BLACK & WHITE PHOTO SALES

Lyn Watson
c/o Barrons Chartered Accountants
Monometer House, Rectory Grove,
Leigh-on-Sea, SS9 2HN

Prints of specific EN (and predecessor) vehicles can be supplied; email with requirements:

lyn@barrons-bds.com

Timetable Subscription Service

Existing subscribers should have received the latest Essex book within the last month, and, separately, the latest Thurrock map.

Essex CC have now released the timetable book on a CD ROM and this costs £1, the same as the book, but would be significantly cheaper to post out to subscribers, and less bulky to store! If there are enough members interested, we can obtain bulk supplies of the CD for distribution to subscribers, but realistically we will need at least 8-10 people interested.

If you are interested in receiving the CD version, either as an existing TTSS member or as a new subscriber, please let **Richard Delahoy** know at **richard@signal-training.com** or by post to **272 Shoebury Road, Southend on Sea, SS1 3TT.**

South Essex Rapid Transit ~ consultation begins

Residents and businesses in Essex are being asked for their views on plans to build a bus rapid transit network that could be operational by the end of 2012. The basic idea is similar to the Kent **Fastrack** Gravesend - Dartford scheme.

sert "opening the thames gateway"

South Essex Rapid Transit would serve Thurrock, Basildon and Southend. Promoted by Essex County Council, Southend-on-Sea Borough Council and Thurrock Council on behalf of the Thames Gateway South Essex Partnership, the project would be funded by £53m of government money that has been allocated to develop a network of high quality public transport corridors serving Southend, Basildon and Thurrock.

The first stage in the process of the government formally handing over the money for the project is a series of public exhibitions. These are being held in Thurrock, Southend and Basildon.

Consultations started in Thurrock in March, with further consultations to follow for in Southend and Basildon in April and May.

Current proposals include creating two bus corridors linking Shoeburyness with London Southend Airport via employment and retail areas to the north of Southend, and the town centre and seafront with the hospital and schools towards Progress Road and Rayleigh. Park and ride sites are also proposed.

In Thurrock a corridor is planned to provide a link from Basildon University Hospital via the A13 and Grays Town Centre to Lakeside shopping centre. A second corridor would link Lakeside to new residential areas in Purfleet. In Basildon a route to extend the Thurrock corridor into Basildon town centre is proposed in the first instance. In the longer term, this corridor may be extended to other parts of the District.

Background, plans, maps, a video and answers to common questions may be found on **www.sert.org.uk/**

David Harman

New regulations limit concessionary pass use

Details of some marginal changes to validity of English concessionary travel passes were announced by the Government in mid March, to start on April 1st (yes, really!), following a consultation exercise. The full text is at *www.opsi.gov.uk/si/si2009/uksi_20090575_en_1* for those interested in reading the detailed regulations.



Essentially, the changes are to remove certain services which do not meet the spirit of the local service concept of a bus service - for example, longer distance coach services that are registered as bus routes (usually for BSOG purposes), sightseeing tours, special heritage services, etc.

Passes will no longer be valid in the following cases:

(a) where more than half of the accommodation on the vehicle by means of which the service is provided can be reserved by members of the general public in advance of travel;
(b) where the service is intended to operate for less than six consecutive weeks;
(c) where the service is operated primarily for the purposes of tourism or because of the historical interest of the vehicle;
(d) it is a bus substitution (rail replacement) service; or
(e) the fare for the service includes a "special amenity element". This could include, for example, admission to a venue or a sightseeing tour commentary and may catch certain park and ride operations as well.

It is however still possible for the relevant Travel Concession Authority to agree to reimburse operators for pass use on a discretionary basis, ie the authorities could "buy back" pass acceptance.

So far, the impact on services in Essex appears to be quite limited. Perhaps the biggest casualty, so far as passengers are concerned, is **Excel**'s Ipswich airdirect service X5 (Stansted Airport - Braintree - Marks Tey - Ipswich). As pre-booking is permitted for more than 50% of the seats, the service ceased to accept passes after March 31st. As we went to press, Excel had not announced their intentions regarding pass use on the new X3, Grays - Basildon - Brentwood - Ongar - Stansted, due to start on May 1st. In contrast, **First** X22 (which is about to be halved in frequency) and X30 do not offer pre-booking and therefore passes remain valid as before, as we assume they will be on their new competing X40, Basildon - Chelmsford - Stansted, starting on May 3rd. Presumably, the registered sections of **National Express** routes such as the 305 (Southend - Chelmsford and on to Liverpool) will no longer accept passes - can anyone confirm?

Enthusiast heritage operations are also affected, thus we understand that passes will not be accepted on the Easter RT operated 175A, 247 and 339 centred on Brentwood, Romford and Ongar. **Stephensons**' January 1st heritage day services could also be caught, but there have not yet been any discussions with Essex CC to see if they would agree a local dispensation to permit pass use, where the special services are replacing for one day services registered by other operators on which passes would be valid.

Richard Delahoy

East Street, Southend ~ Then and Now

It has been some years since East Street, linking Sutton Road to Victoria Avenue, has seen a bus service, but a recent road closure for gas main works saw Arriva Southend service 13 diverted onto East Street for a week in late March, allowing some "then and now" comparisons with former Southend Transport service 62 at the same location.



*Top: Paul Bateson photographed **288**, LHJ390, a Massey bodied Leyland PD2 at the stop by the Sutton Road roundabout on September 5th, 1970.*



*Middle: at the same spot on April 16, 1983, Richard Delahoy took Daimler Fleetline/Northern Counties **369**, WJN369J, on its last day in service.*



*Lower: Richard returned on March 28, 2009 to capture Arriva Southend **3308**, R308CMV, a Plaxton bodied Dennis Dart SLF. 3308 and sister 3307 are specifically allocated to the 13, not just through their route branding but more importantly as they have been fitted with special drivers seats to cushion the impact of going over no less than eleven speed tables in four minutes in each direction through the Temple Sutton estate. Ouch!*



More East Street contrasts:

Southend Transport were not averse to using open top Fleetlines on routes away from the seafront, and not always in as pleasant weather as seen here! ***371****, WJN371J drops passengers off en route to Westcliff, Plough Hotel, the traditional terminus of the 62, on September 11, 1981. Frankly, by then loadings on 62 usually only justified a single decker.*



Hired from Colchester for the London X1 group of services and painted in the yellow London Coachlinks livery but not yet signwritten, ***446****, F246MTW, a Leyland bodied Olympian fitted with DP seats substitutes for a Leyland National on March 26, 1994, by then the usual fare on the extended 62 - note the destination is now Southend General Hospital.*



Further extended on to Belgrave Road via Blenheim Chase, a later bus on the 62A acts as a reminder of the Arriva minibus years. ***2193****, R193DNM, a Mercedes Vario formerly with Arriva The Shires was seen on March 11th, 2001.*

All: Richard Delahoy

Service Changes

Arriva East Herts & Essex

12 Apr 09	**251**	M-S	Upshire to Hammond Street revised timetable to operate every 20 mins instead of 15 mins.

Arriva London

20 Apr 09	**397**	D	South Chingford to Debden schoolday journeys operate 30 minutes earlier.

Ensign

28 Mar 09	**22**	D	Grays to Aveley minor timing adjustments to early morning journeys Mon to Fri (updated information).
	73	D	Lakeside to Tilbury minor timing adjustments to early morning journeys Mon to Sat (updated information).
	83	M-S	Lakeside to Chadwell St Mary minor timing adjustments to early morning journeys on Saturdays (updated information).

Excel

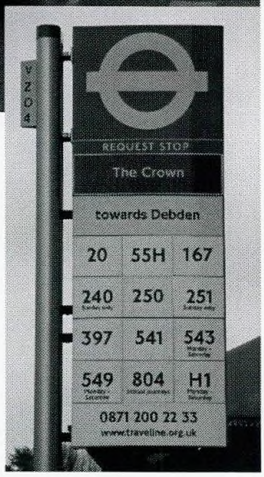
1 May 09	**X3**	D	Grays to Stansted Airport new service operating every two hours.
31 Jul 09	**809**	Sch	Sheering to Sawbridgeworth service withdrawn.

First Essex

16 Feb 09	**21**	D	Black Notley to Halstead amendment to route due to closure of Rose Hill Braintree for 6 weeks (updated information).
9 Mar 09	**36**	D	Chelmsford to South Woodham revised route and timetable due to roadworks.
5 Apr 09	**54/56**	D	North Melbourne to Beaulieu Park increase frequency Mon to Sat until mid evening.
	62/A	D	Colchester to Wivenhoe service 62A rerouted in Wivenhoe to serve rail station.
6 Apr 09	**11**	M-F	Highwoods to Colchester North Station revised timetable.
	15	M-F	Shrub End to Colchester North Station revised timetable.
	21	D	Southend to Canvey revised timetable Mon to Fri with some additional journeys via Elmsleigh Drive and Blenheim Chase Southend (updated information).
	70	D	Colchester to Chelmsford via Braintree minor timing changes to 1755 and 1855 from Colchester.
	71	M-S	Colchester to Chelmsford revised timetable.
	72	M-S	Chelmsford to Witham revised timetable.
	83	M-S	Colchester to Mount Bures/Colne Engaine amendment to timetable.
3 May 09	**1/1A**	M-S	Basildon to Pitsea service withdrawn
	2	D	Southend to Basildon, 2A Deanes School journey withdrawn.
	351	D	Chelmsford to Brentwood minor timetable changes.
	507	Sch	South Woodham to Chelmsford Broomfield Road new schoolday service.
	508	Sch	Great Dunmow to Colchester Norman Way new schoolday service.
	520	Sch	Boreham to Colchester High School new schoolday service.
	525	Sch	Chelmsford to Colchester High School new schoolday service.
	552	M-F	Basildon to Ramsden Heath service withdrawn.
	618	Sch	Loughton to Ingatestone Ango European School new

			schoolday service.
	619	Sch	Debden Station to Ingatestone new schoolday service.
	620	Sch	Epping to Ingatestone new schoolday service.
	X22	D	Colchester to Stansted Airport revised timetable with reduced frequency.
	X30	D	Southend to Stansted Airport revised timetable with reduced service during peak hours.
	X40	D	Basildon to Stansted Airport new service every two hours.
5 May 09	**25A/B**	M-S	Langdon Hills to Runwell/Shotgate minor timetable adjustments.
	100	D	Chelmsford to Lakeside minor timetable adjustments.
	200	D	Basildon to Lakeside minor timetable adjustments.
National Express			
2 Mar 09	**717**	D	Cambridge to Brighton service curtailed at Gatwick.
	727	D	Norwich to Gatwick revised timetable.
	737	D	Wolverhampton to Stansted Airport revised timetable.





Travel with Hunny 55

TWH's Dart/Marshall **N762SAV** in Loughton on the now-withdrawn 55 on 2nd January 2009. A curiosity is that *Transport for London* chose to identify the route as 55H on their bus stops and they produced a panel timetable with this number (showing the L55 and N55 variants too). The *TfL* stop at The Crown in Loughton shows the 55H tile. An additional curiosity is that the TWH N55 came within a couple of miles of meeting the similarly-numbered *TfL* night service at Woodford Wells.

Andrew Colebourne

	767	D	Nottingham to Stansted Airport early morning service re-routed to serve Hitchin and Stevenage.
	797	D	Cambridge to Brighton revised timetable.
NIBS			
6 Apr 09	**237**	M-S	Basildon to South Woodham revised route and timetable.
11 May 09	**67**	Sch	Ostend to Ingatestone revised route.
Olympian Bus & Coach			
2 Mar 09	**742**	M-F	Harlow to London Canary Wharf stop removed and timetable revised.
Regal Busways			
2 May 09	**1**	M-S	Canvey to Oxney Green amendments to timetable.
5 May 09	**3**	M-F	Southend to Oxney Green amendments to timetable.
Stephensons			
6 Apr 09	**38**	M-S	Witham Town Service schoolday only journeys to operate Mon to Fri all year.
Travel with Hunny			
9 Mar 09	**303**	Sch	Brockford to Debenham new schoolday service.
1 May 09	**L55**	Sat	Harlow to Lakeside service withdrawn.
Viceroy			
20 Apr 09	**59**	M-F	Saffron Walden to Audley End revised timetable.

Paul Harvey
(acknowledgements to LOTS, Essex & Hertfordshire County Council, Richard Delahoy, Harlowride and First)

First

■ FIRST ESSEX BUSES LTD

Management changes
Alan Pilbeam is taking over as managing director of its newly-merged Essex and Eastern Counties businesses. He had been MD of First Eastern Counties. The new larger business will be known as **First East England**.

The Board includes Jacky Cato, finance director (formerly First Essex finance director); Steve Little, engineering director (formerly First Essex engineering director); and Steve Wickers, commercial and customer service director (formerly First Eastern Counties finance director). The executive management team will also include Bob Taylor (formerly Eastern Counties engineering director) as area engineering director (Essex) and Colin Booth (formerly Eastern Counties operations director) as service delivery director (Norfolk).

Former First Essex managing director, Bob Dorr, has moved to UK Bus' central commercial team, where he will manage a number of major projects - both nationally and internationally. Former First Essex operations director, Duncan Cameron, was recently appointed operations director with First Aberdeen.

First Essex Buses Limited and First Eastern Counties Limited will be retained as legal entities and operators' licence holders.

Transit ~ 4 April 2009

New and acquired vehicles *from First Hampshire & Dorset*

43845	SN55CXH	Dennis Dart SLF	SFD6BACR45GW88397	Alexander 5210/4	B29F 9/2005
43846	SN55CXF	Dennis Dart SLF	SFD6BACR45GW88398	Alexander 5210/2	B29F 9/2005
43847	SN55CXJ	Dennis Dart SLF	SFD6BACR45GW88396	Alexander 5210/3	B29F 9/2005
43848	SN55CXE	Dennis Dart SLF	SFD6BACR45GW88399	Alexander 5210/1	B29F 9/2005

These were delivered from Southampton (Portswood) to Basildon on 25th/26th March (at least 43847/8 were seen at BN on 25th), with 52584/5 due to move the other way. The Darts were noted at Portswood depot having their branding removed on 18th.

from First Manchester
60304 M509 PNA Volvo B10B-58 / Wright Endurance DP50F new 1994.

This is for the driver training fleet, as a Lance replacement.

69434 is confirmed as being Wright Eclipse B44F. UW 11160kg, DVLA date first licensed 16.2.2009.

Allocation changes
Period 12 (see EBN539): 1st March to 28th March 2009
FGC=First Group cascade, i.e. transfer to/from another First fleet
(A)=acquired, including vehicles on loan; Anc=Ancillary fleet; RES=reserve (spare/retained, licensed); D/L(S)=spare/retained (delicensed); D/L(D)=delicensed for disposal; DS=Driving School; PS=Paint Spare
46109 HH-D/L(D); 46122 D/L(D)-sold; 46138 D/L(D)-sold; 46140 D/L(D)-HH; 46142 D/L(D)-sold; 46150 HH-sold; 46173 D/L(D)-sold; 46186 HH-CN*; 46815 BN-D/L(D); 47219 D/L(D)-sold; 47220 CN-sold;
**in practice 46186 never left CN*

Disposals (period 12):
46122 46138 46142 46150 46173 47219 47220 (all believed to have gone to Erith Commercials for scrap, to be confirmed)

Repaints (period 12):
Details to follow next month

Allover rear adverts - 43743/4, 66814 for ECC cycle accident prevention campaign

Area News - workings and sightings *(all dates are March 2009)*:
Clacton & Harwich (DT)
23rd 46109 on 76 – transferred from HH on 19th until MOT expiry on 24th

Colchester
4th CR65673 on 71
23rd CR60755 on 70

Chelmsford & Braintree
Branding has been removed from all route 42 Darts. Volvos and Scanias are now fairly commonplace on the 42, with Solos frequently on the 48.

8th CF34815 on NXEA rail replacement (with FEC Volvo 20123)
9th CF69434 on 33
10th CF31198, CF34807/15 and 46132 all on 351, 46826 on Chelmsford town work (and 11th), CF69434 on 42
11th CF31198 on peak hour 55, CF34818 on a.m. 351, 46132 on 51
13th CF65682 on X30 (10.00 ex SD)
17th 46132 on 351 (and 16th), CF53131 on 31, CF66799 on 42
19th CF42919 on 21, CF42921 on 351, BE47101 on 351, CF47252 on 48, CF65680 on 42
20th CF42918 (unbranded) on 42, CF47228 and CF56009 (06.30 ex CF) on 351
22nd CF31198, CF34815 on NXEA rail replacement
23rd BE47101 and CF47228 on 351

24th CF42921 (06.30 ex CF), CF31198 (10.55 ex BD Stn) and CF47252 (09.55 and 11.55 ex BD Stn) on 351
25th CF56006 (06.30 ex CF) and CF31198 (17.05 ex CF) on 351
26th CF69434 on 42

Basildon & Hadleigh
Campion School contract C25, previously the haunt of Lances, is often now a Volvo/Wright or sometimes Scania/Wright.

2nd BN65628 on 100 (12.40 ex CF)
6th BN43744 on 100 (believed first day)
7th HH46109 and HH46120 on 24, HH46140 still in service, HH46176 on 26
9th BN43800 on 73 (first reported sighting), BN46145 on 100 (13.40 ex CF), HH46168 on 21, HH46815 on 24
10th BN66806 at rear of yard (convoy including 66801/4 seen on A12 1st March), First Eastern Counties 43465 receiving MOT, HH46151 and HH43730 on 22, BN43742/3/4 on 25B (seemingly now settled on this), BN53115 on 1 (usually Merc BN51803), BN66824 on 8A
11th BN51803 on early 73s but on 1A by 13.00, BN41640 later on 73, BN46172 on 100 (12.40 ex CF)
12th BN41637 on 5 (and 11th), BN41644 on 100, BN43743/4 on 25B, BN43800 ex 200, BN46171 on 5, 46827 on 551, BN46828 and BN53113 (out at 12.45) on 25
13th BN41644 on 100 (13.40 to Lakeside)
14th BN34012 and one other provided the previously-rare sight of a First DD in Southend on a Saturday, following transfer of the 25 from HH to BN
16th HH46120 still in use (on 26)
17th Newly repainted and transferred 60103 awaiting entry to service at BN
18th BN41642 on 8, BN46184 on 25, BN67012 on 8A
19th BN46811 on 73, 46826 and BN46828 on 551
20th BN43800, BN46171, BN46811 and BN53115 on 73, BN46145 on 82, BN46828 on 551
23rd 46132 (10.15 BD Stn to BN) and BN46145 on 551, BN46811 on 73, 46826 on 82
24th BN41644 on 5, BN41653 on 8A
25th 46132 on 551 (14.10 ex BD Stn), BN43800 on 200

Other News
Former ENOC/First Essex vehicles
Mercedes 709D 51459 (M659VJN) is the only one of four transferred to First Hampshire & Dorset to remain in use.

In Bristol, Abus XHK221X (former 3116) has suffered a head gasket failure and must wait its turn for repair. The Tuesday only 683 (Keynsham to Wells), however, will continue to be run by Abus following an arrangement between them and Bugler's, who recently won the new contract for it. After two and a half years off the road, Abus XHK222X (3117) has been stripped for spares, including the engine (for export to Italy, to a buyer of several other VRs).

Sources: Own observations, with many thanks to *First Essex* and to P Ashton, A Bird, T Clark, D Edwards, M Farmer, D Flatman, A R MacFarlane, N Mansfield, J R May, A Nugent, J Podgorski, D Pretty, I Ransom, J Salmon, C Sigston, 'Solo', A Timms, A Toms, TBL177M, R Webb, R West, R Whitley, the *Essex Bus, South West, First Group Fans* and *British Buses Abroad in North America* y-groups, www.buslistsontheweb.co.uk, *Real Bus News*, LOTS, PSV Circle, *Bristol VR South West Bus News* (http://www.geocities.com/ndl642m).

Reports relating to First Group may be sent by text on 07973 509459, by e-mail or by conventional post. Many thanks to all who do so. *Chris Stewart*

Network Colchester

Vehicles News
Dennis Dart/East Lancs 806 (M526 MPM) sustained major accident damage on Friday 13th March. A decision has yet to be made on whether it is to be withdrawn or repaired. This is the last step-entrance Dart in the fleet.

Vehicle Workings
On the morning of 11th March services 2 and 8/8a were delayed due to a fire on Mill Road in Colchester.

Dart SLF 529 was used on emergency rail replacement between Ipswich and Felixstowe on 17th March between 06.15 and midday. On 25th March Solo 300 and Dart SLF 360 were used on emergency rail replacement between Witham and Braintree between 16.00 and 17.00.

Service 175 (Colchester - Abberton) is generally Optare Solo worked but one journey on a Saturday is scheduled to use a Volvo B10BLE.

Unusual Workings

March 14th	Solo 307 on 8
29th	Dart SLF 364 (1 branded) on 88.

Corrections to EBN539
A full service operated during the snow on 2nd February not "a limited service until lunchtime" as stated last month.

The Grampian Country Foods contract now requires two double-deckers and one Volvo saloon, not as stated.

Peter Mansbridge with thanks to Richard Delahoy, John Podgorski and Keith Sadler

Excel Passenger Logistics

Outside our area, but a new **Airdirect** service is due to begin on 22 May between the Medway Towns and Gatwick. *www.airportbycoachmedway.co.uk/*

Even further afield, Excel subsidiary, **Flight Delay Services** is to provide a replacement for Arriva North West's 700 (Manchester - Liverpool John Lennon Airport) service which ceases at the end of April. From 1 May, the new X2 will run from Manchester, Piccadilly Station to Liverpool, Lime Street Station via Manchester Airport, Warrington, Widnes and Liverpool John Lennon Airport, hourly every day except Christmas Day.

David Harman



Excel 333

Since Arriva curtailed their 333 at Thorley Park on 9 March, Excel alone work this back road route into Bishops Stortford. Excel's allocation on their 333 is rather diverse. An ex BH&D Scania/East Lancs emerges from Thorley Bus Link, whilst the next arrival in Stortford was this manual box Mercedes still in Stagecoach livery. Owen Woodliffe



■ DEALER STOCK MOVEMENTS

Vehicles in *from*

Arriva the Shires: Darts K448 XPA, M10 CLA, Olympian WLT 918, Delta K760 JVX.
Arriva Midlands: Olympians R642/3 MNU, Scania 113 M169 GRY.
Decker Bus: Metrobuses GYE 534W, BYX 274V, C365 BUV, B153WUL, B821 AOP.
Dublin Bus: Olympians 97-D335/337/339/344/345/358/362/365, 98-D-20390/392/397/398/401/413/417/419.
Ipswich Buses: Excels P191/2 SGV, R197 DDX
Lothian Buses: RML2266/2343
Rotala Group: Scania Omnicities YN05 HGC, YN55 RCF.
Uni-Link: Darts HX51 LPJ/K/L/O/U/V/Y/Z.
Stagecoach Bluebird: Olympians G807/18 GSX.
Stagecoach South: Darts N412/3/4 MBW.
Stagecoach Wales: BMC Falcons CN53 GWO/P, CN04 RFL/XCL/XCK, Volvo B10M's M750/1/2/5/6/67 LAX, M913/4/5/7/8 WJK, PSU788, Darts N51/2KBW, N612LGC.
Stagecoach West: Olympians G102/5 AAD, Volvo B10M L167 JNH.

Vehicles out *to:*

Dart N52 KBW: **ACL Travel**, Hewish, Somerset.
Volvo B10M M917 WJK}
Dublin Olympian 98-D-20426} now S191YOO with **Aintree Coachlines**, Merseyside.
Olympian G234 VWL: **Alpine Coaches**, Llandudno.
Scania Omnicities YN55 RCF, YN05 HGC: **Arriva Midlands**.
Tridents V906/7 FEC: **Atbus**, Ashford, Middx.
Dart MPD X668 LLX: **Beestons Coaches**, Hadleigh, Suffolk.
Metrobus EWF 452V: **Big Blue Bus Co**, Coggleshall, Essex.
Darts R164/174 VLA: **City Direct**, Galway, Eire.
Scanias F112 HNC, G115 SBA: **Decker Bus**, Peterborough.
Scania M951 DRG: **Harrogate Coach Travel**.
Olympian R643 MNU: **Hedingham Omnibuses**, Essex.
Olympians G804 SMV H807 XMY: **Johnsons Coaches**, Hodthorpe.
Olympians B898 UAS A978 OST WLT 918 (plate to be retained by Ensign), Metrobuses C365 BUV, BYX 274V, B821 AOP, GYE 534W: **On-A-Mission Coaches**, Letchworth, Herts.
Volvo B10Ms M915/918 WJK: **Perry's Coaches**, Blackwood, Gwent.
Dart M93 WBW: **Regal Busways**, Chelmsford, Essex.
Darts R125/130/2/4/5/8/9/49/150 RLY, R155/165/166 RLA,
Trident PO51 UMX: **Rotala Group** , Birmingham.
Volvo B10B's M104/5 UKX: **Stephensons Coaches**, Easingwold, East Yorks
Tridents EY03 FNK/L: **Sullivan Bus**, South Mimms.
Dart K448 XPA: **Swallow Coaches**, Rainham, Essex.
Routemaster NMY 646E: **Timebus**, South Mimms.
Dublin Olympians 98-D-20396/20412 now R977, R974 KAR with **TM Travel**, Sheffield.



Sightseeing tour contrasts

Bath Bus Company ex-Reading Buses Optare Spectra ***303*** *(K703 BBL).*

A reminder of a past era on the London sightseeing circuit - an ex-LT DMS, now in the Heritage fleet: ***111*** *(EGP 33J), seen at Purfleet in March. both: John G Lidstone*



Delta K760 JVX: **Direct Location Services**, Chertsey, Surrey.
Metrobus POG 582Y: 24/7 **Location Facilities**, West Drayton, Middx.

Metrobuses WYW 88T, KYV 799X, WYW 51T, BYX 219V,
EYE 325V, GYE 392W: **City Sightseeing** Washington DC as full open tops.
Metrobus BYX 157V: **Danny Chabaud**, Romagne, France.

M1019: **Erith Commercials** for scrap.

■ **ENSIGNBUS LTD.**
Fire victim Spectra 104 has been sold to MASS, Sheffield.

■ **HERITAGE FLEET**
RMC1485 has been repainted red and transferred into the heritage fleet. It has now regained original registration 485 CLT, and made its maiden appearance at Cobham on April 4th.

RF603 (NLE 603) has been sold to RH Transport, Finstock, Oxon.

David Harman with thanks to Ross Newman of Ensignbus. LOTS and Ian Ransom

Stephensons of Essex

A second Scania Olympus has arrived (see inside front cover), registered EU09 AUK, and expected to be numbered 502. It is identical to 501 (EU58 BRX), except that it has the Optare badge on the front.

Acquired for private hire work is X400 MTT, a Volvo B10M/Plaxton Paragon. It is currently away for refurbishment.

Nine former Lothian Olympians have arrived: K872-4/6/8/80/81/85/90 CSF. Some will be converted to single door to replace the remaining former London Olympians (C62/77/81/82/92 CHM) and the one remaining Y reg Olympian (UAR 219Y), with the balance as dealer stock.

Vehicles sold for scrap are Olympians C106 CHM and ex Fargo C651 LJR, the latter not having been used.

Ian Ransom with thanks to Lyn Watson of Stephenson

Regal Busways

Acquired from Ensign is former Stagecoach South East (and new to Thames Transit), Dennis Dart/Plaxton M91 WBW. Also acquired is N159 MTG a Mercedes Benz 609D/UVG CitiStar (new to Rhondda Buses).

Dennis Dart/Plaxton 507 (K877 UDB) was an unusual visitor to service 14 (Wickford - Chelmsford) on 23rd March.

Ian Ransom



Imperial 269

*Dart/Marshall **S520 KFL** heads off to Grays amongst the multiple signage of Brentwood as one of their MPD Darts loads in the background for the 261 to Blackmore. 25 March. Chris Stewart*

*At t'other end, Dart **R874 MCE** loads at Grays Bus Station six days earlier. Here the backdrop is the c2c line 25Kw AC overhead 'knitting'. David Harman*



Other operators

A C ROSS, Witham A further LDV Convoy here is Y198 JPM.

ALLERTON, Southend Acquired is Ford Transit W986 XOG.

AMBER, Rayleigh Bova Futura's N71 EAK and Y642 HWY have been sold.

APT COACHES, Rayleigh Dennis Javelin/Neoplan M429 TWF has been sold to Cowell, Prudhoe. Acquired are Volvo B10M/Jonckheere Y717 HWT from Coach Services, Thetford and Scania K114/Irizar YR02 ZVY from Chambers, Moneymore.

CRUSADER HOLIDAYS, Clacton-on-Sea New for shuttle/ferry work is Vauxhall Vivaro DV58 HXE.

DELUX, Rochford LDV Convoy T287 WWY is here, ex Cooks Rochford.

EASIBUS, Benfleet Acquired is N554 DKO an Iveco minibus.

ESSEX LIMOUSINES, Hadleigh This operator now has a licence under a new name, so Optare Metrorider party buses K351 SCN and M809 WWR, are back in use as PSVs.

FARGOLINK, Rayne Acquired are Ford Transits NJ04 SUA and EJ54 ADO. Ford Transit/Chassis Developments W887 SCL has been acquired from Norfolk County Council.

FLORIDA, Halstead New here is Renault Master CN58 EDU.

GENIAL TRAVEL, Great Tey Those of you that travelled on Group tours a few years ago, will recognise this name. Proprietor, Trevor Brookes has surrendered his operating licence and the only vehicle DAF MB230/Van Hool H140 AFV has been sold.

HARDY MILES, Rochford MCW Metrobus LOA 413X has been sold.

HAWAII FIVE O, Colchester Ford Transit P724 KNB has been withdrawn. Similar NJ54 JCO and SA07 HPX have been sold.

JOHN JAMES, Coxtie Green This new operator has Ford Transit DU07 BKL.

KEANE, Canvey Island Ford Transit SD51 FHC has been acquired.

KNIGHTS, Gt Braxted Ford Transit EA54 BUO has been acquired.

LODGE, High Easter Scania K114/Van Hool EX52 TJV has been sold to Bliss Travel, Vauxhall. Acquired from Pink Elephant, Stansted are Optare Excels V936 VUB and W428 CWX.

MICKS MINIBUSES, Canvey Island Ford Transit YM07 ERV has been acquired.

NCS, Widdington Renault Trafic M607 NPH has been sold.

NEW HORIZON, Frating Ford Transit LR05 LWU has been acquired from Purple Parking, Southall.

RONDA, Rochford Acquired from Epsom Coaches is W813 AAY an Iveco CC80/Indcar. It was re-registered TAZ 5286 on arrival.

SOUTHEND RADIO CARS, Southend Iveco N963 ABU has been withdrawn.

SUPREME, Southend Acquired from Master Travel, South Ockendon is FLZ 6855 (F204 PNR) a Volvo B10M/Caetano. MCW Metrobus C361 BUV has been sold.

TWH, Noak Hill Dennis Dart/Marshall M459 LLJ is not owned and is/was on loan.

TURNERS, Little Maplestead Mercedes Benz 609D/Carlyle G855 KKY has been sold for export. Acquired is Peugeot Boxer R715 GFW.

WARD, Alresford Ford Transit NA54 YUR has been acquired.

Ian Ransom with thanks to the PSV Circle

From the archives

For the convenience of the general public ~ Southend trolleybus 116

This picture by an unknown photographer, shows **116** (JN 2086) at the Nelson Road, Chalkwell terminus, the extension to which had opened in June 1935. It is decorated with bunting to celebrate the Silver Jubilee of King George V and Queen Mary in July 1935.

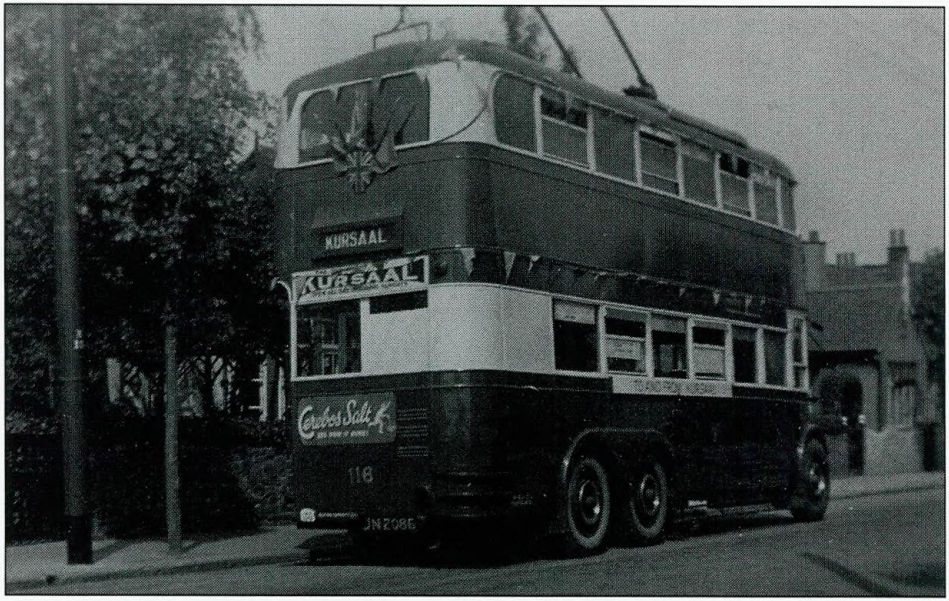
116 was another of the 'one-offs' in the Southend trolley fleet - the first AEC 663T to be built, the 3-axle version of the 661T. It had originally been a demonstrator, fitted with a lowbridge body, and registered HX 1460. It was subsequently rebodied with an English Electric highbridge body and was demonstrated to Nottingham City Transport and London United Tramways. (The latter went on to order 60 663T's - the famous 'Diddlers'). Having been exhibited at the Commercial Motor Show in November 1931, it was sold to Southend in 1932.

As received, and as pictured here, 116 had a dummy radiator and a motor bus style half cab, front and rear entrances and twin staircases. The top-deck front window was used as an emergency exit. A photo showing the front is in Richard Delahoy's *Southend Corporation Transport* (Yarnacott Publications, 1986) on page 19. It was later rebuilt with a full front, without the 'radiator', and the front stairs and entrance were removed.

The rear displays advertisements for the *Kursaal*, and for *Cerebos Salt ~ See how it runs* (sodium silicoaluminate or magnesium carbonate is commonly added to table salt to stop it caking; this was still apparently a novelty in 1935). At the bottom of the rear panel is the Southend hackney license plate (130) and "SEATING CAPACITY : 53".

116 was withdrawn in July 1950 and converted to a municipal mobile ladies toilet (fleet no.1) in 1951. This and no.2 (another 663T, but ex- Bournemouth) were towed to events like the annual carnival in Chalkwell Park. From memory (which may be suspect), they were stored at the bus garage in between lavatorial duties. Both went for scrap in 1967.

David Harman



Still in Southend, but 14 years later, and we need to be at the Pier Hill Coach Station at 7.20 am (not Sundays), 6.00 pm or 7.30 pm, to catch this AEC Regal coach to London. Timings seemed aimed mainly at day-trippers from London, with departures ex-Victoria Coach Station at 8.45 am, 10.00 am and 8.30 pm. Pick-up points from the London end were at Islington, The Green (opposite Collin's Music Hall), Dalston (157/159, Balls Pond Road) and Walthamstow (Hoe Street Station), after which it was 'set-down' only.

In the opposite direction, coaches picked up in London Road (opposite the Mascot Cinema), Leigh, Broadway West and Hadleigh Church, after which, again, it was set-down only.

With the war over, people once more had leisure time to enjoy, and the private motor-car and TV set had not yet taken hold. Public transport enjoyed an indian summer.



A day in Southend filled the bill (the Kursaal was advertised as "London's playground"). Apart from the Westcliff Regal, you could get there from London by the "City" (Leyland Gnu or six-wheel Tiger - four coaches an hour from Wood Green), and by rail from Liverpool Street or Fenchurch Street. (Steam train; the new 1500v DC electric trains did not begin running until 26th September 1949, and even then, only as far as Shenfield).

Westcliff fares were 3/9d single, 4/6d day and 7/- period return, but on Saturdays, Sundays and Bank Holidays, these rose to 4/6d, 6/3d and 8/9d respectively. Passengers were advised to make bookings in advance "... as accommodation for this Season will be strictly limited ...". These were days when bus and coach operators had to turn away prospective customers for want of anything to convey them in. How times have changed!

David Harman

Transports of Delight ~ Memoirs of a Bus Anorak: 1940 to 2008

by the Revd. Terry Challis

Chapter 3 : part 1 : The Eastern National Years (1951 to 1956)

(The previous part of this story was in Essex Bus News issue 539, March 2009)

In the last term of my fifth year at Westcliff High School, I had the usual interview with the careers' master, Mr Harden, who also happened to be my Latin master. Interestingly, I cannot remember ever being told that if you stayed on to the sixth form there was the possibility of going to university. Anyway, I was determined to leave school and, if possible, work in the transport industry, preferably with Eastern National. As a result, Mr Harden arranged for me to have an interview with Mr. Frank Bryan, the Traffic Manager of Eastern National. This interview duly took place at the Southend Offices of Eastern National. Mr Bryan was, of course, based at the New Writtle Street Head Office of Eastern National, in Chelmsford.

I cannot remember exactly what I said at this interview but I must have said something about an interest in schedules and timetables. (Incidentally in my high school years I had 'run' an imaginary bus called 'South Essex' complete with timetables for local and long-distance services. I had worked out the vehicle workings and so on, and also had a fleet list! I did not tell Mr Bryan about this!). Anyway, at the beginning of September 1956 I reported to the Eastern National Head Office at New Writtle Street, Chelmsford.

The journey to Chelmsford involved two buses. The No. 1 from Hadleigh to Rayleigh, worked by Southend Corporation, and then a No.11, worked by Southend Garage, or 11A (the Direct Service), worked by Chelmsford Garage, from Rayleigh to Chelmsford. I travelled on the 7.21am from Hadleigh and caught the 7.55am (11) or the 8am (11A) from Rayleigh. Fortunately on the first day that I started work, I was given a Privilege Ticket which gave me free travel to and from work and half-fare at other times. During holidays we were given free Privilege Tickets for the duration of the holiday. It all seems a bit mean compared with the concessions that bus company employees receive these days!

Bus-wise the journey from Hadleigh to Rayleigh was usually by an AEC Regent III, although on occasions it was an AEC Regent I or a Daimler CVA6 or CVD6. A year or so later, Leyland PD2s from the second batch (287 - 298) appeared on the No. 1 service as they had slightly lower bodies than the first batch and were thus able to work under Hockley Railway Bridge on Service 7 to which the No 1 vehicles changed at Rayleigh. All, of course, had the standard (for Southend Corporation) Massey low-bridge body. (Although a batch of PD2/20s with Weymann Orion bodies - 299-304 - appeared later on this route). The journey from Rayleigh to Chelmsford was, invariably, by Bristol KSW5G. Lodekkas had not yet graduated to these workings. The Chelmsford buses always seemed to be better turned out than the Southend ones: no doubt it had something to do with being nearer Head Office. However the Southend buses always seemed faster than buses at most EN Garages except Hadleigh! The Chief Engineer probably kept a close eye on how well the engines of the Chelmsford vehicles were governed. And the Southend vehicles probably had a harder life than those at most other garages.

On the first day at work I soon discovered that there were a number of other young people employed at EN Head Office who travelled on the Service 11/11A from Battlesbridge and Rettendon and we travelled together on the 11A service.

In the evenings there were buses from Chelmsford to Rayleigh (and onwards to Southend) at 5.35pm (11A), worked by Southend Garage, and 5.40pm (11), worked by Chelmsford Garage. Perhaps I should explain that the normal service, No.11, travelled via East Hanningfield and usually

left Chelmsford at forty minutes past each hour whereas the 11A travelled direct via the Main Road from Howe Green to Rettendon "Bell". At that time, the Service 11A was a relatively new innovation and there were only two or three journeys each day. Service 11 was hourly.

I reported for work on my first day at New Writtle Street and was given my pay-roll number which was T49: 'T' stood for traffic. All office staff had to sign in everyday at a machine. I cannot remember if we had to sign out. My starting pay at the age of sixteen was £3.10s.0d (£3.50p) for a five and a half day week. The Traffic Department was under the immediate control of the Traffic Assistant Mr. Hanley. His own section seemed to deal with policy matters and fares. There was also the licensing section under Mr. Farage and the Publicity Section under Mr. Spindler.

I was introduced to the Schedules Section in the Traffic Office. My interest in Schedules must have been apparent to Mr. Bryan the Traffic Manager. The head of the Schedules Section was Charlie English and there were six other members of the section each of whom had responsibilities for one garage or a group of garages: Ron Holmes for Chelmsford, Chris Gibbs for Clacton, Dovercourt and Walton, Stan Chamberlain for Colchester and West Mersea, Geoff Goodwin for Braintree and Halstead, Ray Hodges for the 251 and John Hales for Brentwood Locals. I cannot remember who was responsible for Maldon and Bishops Stortford. Sometime later we were joined by Ken Branch who lived in Basildon and after a while took charge of the, at that time, rapidly expanding Basildon Garage.

My first job was to assist Ray Hodges and copy Service 251 car (vehicle) and crew "horizontal" graphs. I soon got the hang of how to read them and found them very interesting. The journeys that each car and crew worked could be clearly seen and it was also possible to see where there were

Terry's daily journey to work at Head Office featured Bristol KSWs on service 11/11A; here is SHK528, carrying its original fleetnumber 4146; it was renumbered 1359 by the time that Terry started work for EN. It is seen on the forecourt of Southend Victoria Station in the company of Bristol L type KNO620, looking as if it is about to duplicate the KSW as far as Rettendon.
Richard Delahoy collection, photographer not recorded.





Typifying the allocation of the more powerful Bristol LD Lodekkas with 6 cylinder Bristol engines to the trunk Southend to London 251 service is 817HNO, 1501, a 1956 delivery seen here at Tylers Avenue when almost brand new. The route ran via Battlesbridge at this stage, until the road under the low bridge at Shotgate was lowered as described last month. Tylers Avenue was the former City Coach Company depot in Southend, not far off the High Street and next door to the fire station. Frank Church, EBEG collection

gaps into which extra journeys could be fitted. I later worked with vertical, or "up and down", graphs as a timing clerk at British Railways.

Service 251 was treated as an entity in itself. The "cars" used to work it were divided between the three garages involved: that is Southend Tylers Avenue, Brentwood and Wood Green. This meant that some vehicles did not return to their own garage each night and that crews worked vehicles from other garages. I cannot remember how many vehicles were allocated to this long (47 miles) and intense (every 15 minutes) service but the service vehicles alone must have accounted for 24.

There were also many duplicate vehicles scheduled. And there were some not shown on the main graphs: my eldest brother, who was at Hadleigh Garage by this time, told me of a 251 duplicate that he had worked from Wickford to Rayleigh with a Bedford/Beadle chassis-less single-decker. His main comment was that the cab was very hot on a summer's day! I also remember overhearing some of the hierarchy in the Traffic and Schedules Section discussing workings on which these vehicles could be used as the Chief Engineer had pointed out that they were more economical fuel-wise - they had by now been fitted with Gardner 4LK engines. This may have been during the Suez Crisis when oil supplies were disrupted.

Back to the 251, I am not sure which vehicles were working this service at the time but I do know that some of the "City" Leyland PD1s had been moved to Hadleigh Garage as I had travelled on a Roberts-bodied one on Service 3. Bristol Lodekkas were introduced in large numbers commencing with the DHK (suffix) LD5Gs in 1955. After a relatively short time, it became clear that these 5LW engined vehicles were not suitable for this long and demanding route and Bristol engined LD6Bs were introduced as



The former Westcliff Motor Services BHJ532, a 1939 built Bristol K5G with classic pre-war style ECW body, was photographed by Terry inside Hadleigh garage c. 1957. It was withdrawn in 1959. It is by now carrying its EN fleetnumber of 1272. The white circle over the fleetnumber plate (above the offside headlight) was the garage allocation marker - a white circle denoting Hadleigh and Canvey garages. Terry Challis

Sharing duties on the 251 with the early Bristol Lodekkas were the half-dozen Leyland bodied PD2/12s ordered by City but delivered to Westcliff. Seen here as EN 1139 is FJN205, just arriving at Wood Green. Richard Delahoy collection, photographer unknown



they became available. However the six Leyland bodied PD2/12s which had been ordered by "City" remained on the 251 taking their turn alongside the Lodekkas.

After some months it must have become clear that I had an aptitude for schedules and I was allowed to do the schedules for some small garages for Bank Holiday workings. Besides drawing the graphs and planning the car and crew workings, the schedules clerks also had to write up the crew workings so that the crews could take them on the road and work the relevant journeys. They were a bit like this: if my memory serves me right! :-

another garage on services 19/19A it was shown as SD Car (Southend), CN Car (Clacton) or CO Car (Colchester). Maldon Garage itself put out one car onto the 19/19A Services and worked Maldon to Southend and Maldon to Colchester. Southend crews usually worked Southend to Colchester and back. Colchester crews worked Colchester to Southend and back and also Colchester to Clacton and return. Thus, Colchester crews were the only ones that worked the whole length of the routes. The Southend crews had a 12 minute turn-round at Colchester having worked from Southend for 2 hours and 23minutes and Colchester had 4(!) minutes at Southend after

Maldon Garage: Tuesdays and Fridays

Car no.	Time	From	To	Service	Running time mins	Stand time mins
	7.00 am	Sign on			10	
MN3	7.10 am	Car to Stand				
	7.15 am	Maldon	Chelmsford	31	43	2
	8.00 am	Chelmsford	Maldon	31	43	2
	8.45 am	Maldon	Chelmsford	31	43	2
	9.30 am	Chelmsford	Maldon	31	43	2
	10.13 am	Park bus for 10.15 am service		31		
	10.15 am	Off duty				
	11.10 am	On duty, take over bus				
MN5	11.15 am	Maldon	Burnham on Crouch	91	48	7
	12.10 pm	Burnham on Crouch	Maldon	91	48	
	12.58 pm	Car to Garage				2
	1.00 pm	Spare duty				35
SD12	1.35 pm	Car to Stand				
	1.40 pm	Maldon	Goldhanger	95	19	1
	2.00 pm	Goldhanger	Maldon via Heybridge Basin	94	24	
	2.24 pm	Park bus				
	2.45 pm	Maldon	Heybridge Basin	94	12	3
	3.00 pm	Heybridge Basin	Maldon	94	12	
	3.12 pm	Park bus for service 96 to Woodham Ferrers				
	3.12 pm	Sign off				10
	3.22 pm	Off duty.				

This is as near as my memory will allow me to replicate a typical duty. These duties were written up on "Banda" spirit duplicator ink-sheets. It was a messy process. The permanent duties were typed for longevity and clarity. There was also a column on each duty which showed the mileage covered by each journey. At the bottom of the duty sheet there was a summary of the hours worked, spread-over and total mileage. When a Maldon crew took over a car from a journey of the same length. Clacton crews only worked the 19and 19A between Clacton and Colchester. All four garages put out cars on these routes.

The reason that I have given an example from Maldon Garage is because after a year or so I was given responsibility for Maldon and Bishops Stortford Garages under the supervision of Charlie English. Both were interesting in their own way. Both had

SERVICE 37

CHELMSFORD — LITTLE BADDOW — WOODHAM WALTER — MALDON

SERVICE 37

Light figures denote A.M. times — Dark figures denote P.M. times

	Wednesdays	Fridays	Saturdays	Thro Fare
Chelmsford, Omnibus Station dep.	.....	9 10 4 40	1 50 4 40 7 10	
Gt. Baddow, Blue Lion ..... ,,	.....	9 22 4 52	2 2 4 52 7 22	4d.
Hammonds Farm ..... ,,	.....	9 31 5 1	2 11 5 1 7 31	7d.
Lt. Baddow, Church ..... ,,	.....	9 35 5 5	2 15 5 5 7 35	9d
Lt. Baddow, Boreham Turn ... ,,	.....	9 38 5 8	2 18 5 8 7 38	1/-
Woodham Walter, Spring Elms ,,	9 30 1155	9 50 5 20	2 30 5 20 7 50 8 35	1/-
Woodham Walter, The Bell ... ,,	9 34 1159	9 54 5 24	2 34 5 24 7 54 8 39	1/-
Curling Tye Green ..... ,,	9 43 12 8	10 3 5 33	2 43 5 33 8 3 8 48	1/2
Beeleigh Corner ..... ,,	9 48 1213	10 8 5 38	2 48 5 38 8 8 8 53	1/3
Maldon, Omnibus Station ..... arr.	9 50 1215	1010 5 40	2 50 5 40 8 10 8 55	1/3

				Thro' Fare
Maldon, Omnibus Station ..... dep.	1130	1245	1245 3 15 5 45 8 15	
Beeleigh Corner ..... ,,	1132	1247	1247 3 17 5 47 8 17	2d.
Curling Tye Green ..... ,,	1137	1252	1252 3 22 5 52 8 22	5d.
Woodham Walter, The Bell ... ,,	1146	1 1	1 13 31 6 18 31	7d.
Woodham Walter, Spring Elms ,,	1150	1 5	1 53 35 6 58 35	8d.
Lt. Baddow, Boreham Turn ... ,,	.....	1 17	1 17 3 47 6 17	10d.
Lt. Baddow Church ..... ,,	.....	1 20	1 20 3 50 6 20	1/-
Hammonds Farm ..... ,,	.....	1 24	1 24 3 54 6 24	1/-
Gt. Baddow, Blue Lion ..... ,,	.....	1 33	1 33 4 3 6 33	1/-
Chelmsford, Omnibus Station arr.	.....	1 45	1 45 4 15 6 45	1/3

Return Fares :

Chelmsford, Omnibus Station—Woodham Walter, The Bell 1/9
Chelmsford, Omnibus Station—Maldon, Omnibus Station 2/3

FOR OTHER SERVICES between Chelmsford and Great Baddow, see Services 11, 31, 31a, 31b, 35, 36, 39, 42, 54 ; between Chelmsford and Little Baddow, see Service 31b ; between Chelmsford and Woodham Walter see Service 31a ; between Chelmsford and Maldon, see Service 31.

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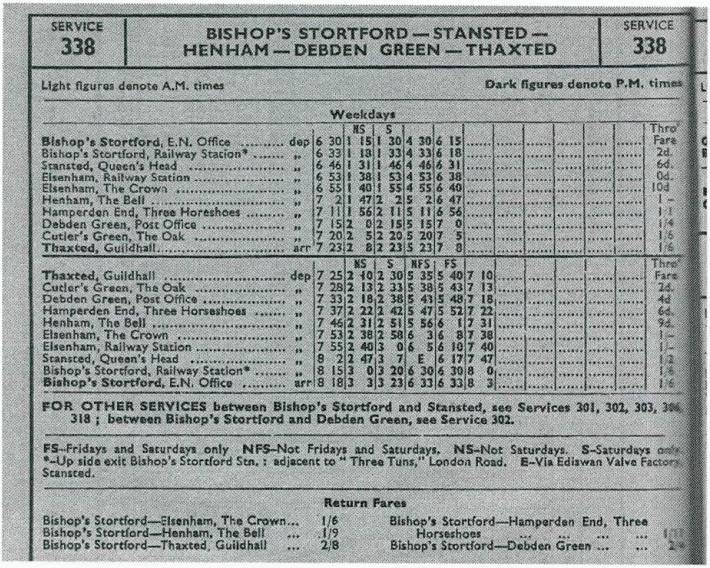
services that worked into Chelmsford: Maldon on the 31 and the 37 (via Woodham Walter) and Bishops Stortford on the 58. Maldon usually put out a Lodekka and two Bristol KSWs on the 31 and an L5G on the 37 (which only ran on Wednesdays, Fridays & Saturdays). Maldon also worked routes to Braintree (335) and Bradwell-on-Sea and Burnham -on -Crouch.

It was at the time that the Bradwell Nuclear Power Station was being built and on Saturdays the Maldon Bradwell (92) late night service was duplicated by a double-decker: the service car was a Bristol SC one-person operated vehicle. We found out this piece of interesting information purely by chance. The duplicate car was never officially scheduled. This is a good example of the relationship between the schedules section at Chelmsford. Almost all communication was by company post, the relevant District Traffic Superintendent or an occasional telephone call. The District Traffic Superintendents jealously guarded their kingdoms. There were four District Traffic Superintendents at that time: one at Chelmsford, Clacton who covered Dovercourt, Colchester and Halstead as well, Southend with whom we had little to do, and one who had responsibility for the rest of the garages which were mainly in the rural area (such as Maldon and Bishops Stortford).

The impression that I got was that it would not be appropriate for a lowly schedules clerk to be involved too closely with the garage for which he prepared the schedules. I do not think that it would have been considered a good use of manpower and company resources to allow us to spend a day visiting the garages with which we were concerned and, perhaps, riding on some of the routes involved. In other organisations it would probably be regarded as of good educational value and an encouragement to the workers.

The fact is that most of the schedules clerks only saw the garages with which they were concerned in their own time when passing through the town concerned. While I knew Maldon and its environs, I never visited



SERVICE 338

BISHOP'S STORTFORD — STANSTED — HENHAM — DEBDEN GREEN — THAXTED

SERVICE 338

Light figures denote A.M. times — Dark figures denote P.M. times

Weekdays

			NS	S					Thro' Fare
Bishop's Stortford, E.N. Office	dep	6 30	1 15	1 30	4 30	6 15			
Bishop's Stortford, Railway Station*	,,	6 33	1 18	1 33	4 33	6 18			2d.
Stansted, Queen's Head	,,	6 46	1 31	1 46	4 46	6 31			6d.
Elsenham, Railway Station	,,	6 53	1 38	1 53	4 53	6 38			0d.
Elsenham, The Crown	,,	6 55	1 40	1 55	4 55	6 40			10d
Henham, The Bell	,,	7 2	1 47	2 5	5 2	6 47			1/-
Hamperden End, Three Horseshoes	,,	7 11	1 56	2 11	5 11	6 56			1/1
Debden Green, Post Office	,,	7 15	2 0	2 15	5 15	7 0			1/4
Cutler's Green, The Oak	,,	7 20	2 5	2 20	5 20	7 5			1/6
Thaxted, Guildhall	arr	7 23	2 8	2 23	5 23	7 8			1/6

		NS	S	NFS	FS				Thro' Fare
Thaxted, Guildhall	dep	7 25	2 40	2 30	5 35	5 40	7 10		
Cutler's Green, The Oak	,,	7 28	2 13	2 33	5 38	5 43	7 13		2d.
Debden Green, Post Office	,,	7 33	2 18	2 38	5 43	5 48	7 18		4d
Hamperden End, Three Horseshoes	,,	7 37	2 22	2 42	5 47	5 52	7 22		6d.
Henham, The Bell	,,	7 46	2 31	2 51	5 56	6 1	7 31		9d.
Elsenham, The Crown	,,	7 53	2 38	2 58	6 3	6 8	7 38		1/-
Elsenham, Railway Station	,,	7 55	2 40	3 0	6 5	6 10	7 40		1/-
Stansted, Queen's Head	,,	8 2	2 47	3 7	E	6 17	7 47		1/2
Bishop's Stortford, Railway Station*	,,	8 15	3 0	3 20	6 30	6 30	8 0		1/6
Bishop's Stortford, E.N. Office	arr	8 18	3 3	3 23	6 33	6 33	8 3		1/6

FOR OTHER SERVICES between Bishop's Stortford and Stansted, see Services 301, 302, 303, 306, 318 ; between Bishop's Stortford and Debden Green, see Service 302.

FS—Fridays and Saturdays only NFS—Not Fridays and Saturdays. NS—Not Saturdays. S—Saturdays only. *—Up side exit Bishop's Stortford Stn. : adjacent to "Three Tuns," London Road. E—Via Ediswan Valve Factory, Stansted.

Return Fares

Bishop's Stortford—Elsenham, The Crown...	1/6	Bishop's Stortford—Hamperden End, Three Horseshoes	1/3
Bishop's Stortford—Henham, The Bell ...	1/9		
Bishop's Stortford—Thaxted, Guildhall ...	2/8	Bishop's Stortford—Debden Green	2/-

Bishops Stortford. Looking back with the benefit of hindsight, and a certain amount of maturity and experience, I can see that it would have been all too easy for an outsider from Head Office to upset the delicate balance that existed between the management and the trade unions. However, it would have done no harm if we had been given a pass for the day and told to go and ride on some of the routes worked by the garage for which we were responsible incognito. There is also the fact that Eastern National was run on very frugal lines: operationally and engineering-wise. Having said that, I have no doubt that it made a profit and you rarely saw one its buses a failure on the road!

Bishops Stortford Garage also worked routes some way from home. The main routes were the 58 (to Chelmsford, on which it put out KSWs), the 301 (Bishops Stortford to Saffron Walden) and the 338 (Bishops Stortford to Thaxted). The 338 was a railway replacement service to cover the closure of the Elsenham to Thaxted branch line [it was introduced as the 38 on 15th September 1952 and renumbered to 338 in 1955 and then to 302 in 1968; today, Village Link services 5 and 7 cover the route]. There were also forays to the south and east of Bishops Stortford to places like Dunmow (310 duplicates), to Ongar (33A) and to Harlow on the 46 and 47. The 46 also operated to Chelmsford. Most of these services were operated by one person operators using Bristol SC buses.

I do not feel qualified to write about other garages and so I will conclude this chapter in a subsequent issue with some further reflections and anecdotes which I hope are interesting.

To be continued . . .

Edited by Richard Delahoy, who supplied the photos

Rear cover:
Former Blue Triangle East Lancs-bodied Trident ***V901 FEC*** *is now temporarily in the* ***Ensignbus*** *rail replacement fleet. John G. Lidstone*

Jackson's of Bicknacre *Mercedes-Benz 123L/Ferqui X839HEE loads for a Brentwood School private hire to Stansted Airport on 25 March 2009. Chris Stewart*



Recent additions to the ***Arriva Southend*** *fleet feature contrasting P registered Plaxton bodied Darts, taken in contrasting weather conditions! P330HVX, top, is one of a pair of step entrance short 9m Darts with only 34 seats; 3409/10 are often to be found on the 4 & 4A at present, where their lack of capacity can cause problems at times.* ***3410*** *was caught by Richard Delahoy at Bournes Green on its way in to Southend on March 21st. Both 3409/10 had originated with County Bus in 1996, part of a batch of 11 numbered DP324-334.*



Matthew Evans illustrates low floor Dart P286FPK at Paglesham on March 25 whilst working the very rarely photographed Wednesday only service 10, an Essex County Council contract route to Rayleigh. In the same registration sequence as long term Southend residents 3387-97, this bus is confusingly numbered ***3086****, reflecting the fact that it had originally been DSL86 in the Guildford & West Surrey fleet and had remained there until earlier this year.*



Following the part-repaint of the previous DAF/ Plaxton Prestige into all-Arriva blue with cream, losing the dark blue skirt, now this quite pleasing scheme has returned with smart ***3916*** *(T916 KKM), perhaps the nicest single-decker in the town just now.*

John G. Lidstone





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