

ESSEX BUS NEWS

**No. 558
October 2010**



ESSEX BUS ENTHUSIASTS GROUP
www.essexbus.org.uk



Network Colchester 190 (KN52 NDX) on route 1 at Colchester, East Gates on 2nd October, the first of three ex Armchair/Metroline Alexander-bodied Tridents to enter service.

Russell Young

Ensignbus's former demonstrator Enviro 400 121 (SN56 AWW) illustrates the revised fleetname, contrasting with the Volvo B9TL behind. Lakeside; 13th October. *David Harman*



Essex Bus News

Magazine Editor

Eastern National Enthusiasts Guild

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Your reports and observations

Members reports, quality photos (prints, slides or JPGs) and original articles are always welcome.

The Editors exercise the normal discretion to publish contributions in full, in part or not at all and cannot guarantee 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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From the Editor

This EBN is unfortunately very late, due to editorial computer problems. These have been resolved but there will now have to be some changes to email arrangements. Please note the new email address: **essexbusnews@casuarina.org.uk**, which should be used in place of the former one. Also, please note that automatic email filtering has had to be set up to prevent spam and malicious emails from being downloaded.

All emails are acknowledged, if not immediately. If you do not receive an acknowledgement within a reasonable time, it may mean your email has been filtered out. Please let me know by other means if this is the case and I will try to resolve the issue.

David Harman

Front cover:

Carters Coach Services MCV bodied DAF SB180 AY60 BVD on route 96 in Manningtree, Station Road (passing under the Great Eastern Railway Harwich branch) on 2 October 2010. The chassis/body combination is thought to be unique.

Russell Young

Dates for your diary

■ PRESS DATES

<i>EBN dated</i>	<i>reports to Editors by</i>
November	30th October
December	27th November

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 be obtained from the Membership Secretary (see Group Directory).

■ SOUTH ESSEX MEETINGS

Venue: **Wickford Cricket Club, off Swan Lane, Wickford** - five minutes walk from Wickford Station and five minutes drive from the A130 and A127. 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

- ▶ **Monday November 8th** - slide show "**The Modern Scene**" by *Russell Young*
- ▶ **Monday December 13th** - slide show by *Richard Delahoy* "**20 years ago**" and Christmas social.

The 2011 programme will be announced next month

■ 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

Winter 2010 programme ~ slide shows by:

- ▶ **Friday November 12th** - *Gary Sharpe*
- ▶ **Friday December 10th** - *Dave Arnold / Gary Sharpe*

The 2011 programme will be announced next month

■ EVENTS

- ▶ **Friday/Saturday October 29th/30th:** Guided Tours at Acton Depot. LT Museum.
- ▶ **Sunday October 31st:** St.Albans Country Bus Running Weekend, St.Albans.
- ▶ **Sunday November 7th:** LOTS Autumn Transport Spectacular Sale, Harrow Leisure Centre, Wealdstone. Note this is held this year on a Sunday, not Saturday.
- ▶ **Friday/Saturday November 26-27th:** Guided Tours at Acton Depot. LT Museum.
- ▶ **Saturday December 4th:** Ensignbus Vintage Bus Christmas Specials X55 (Upminster - Lakeside - Grays) and X80 (Grays -Lakeside - Bluewater - Gravesend). Full details next month.
- ▶ **Saturday December 4th:** "Christmas Cracker", Fayre with bus and fire engine rides, Ipswich Transport Museum.

Information is published in good faith and members are strongly advised to check details with the organisers, as the Group can accept no liability if events are cancelled or altered.

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 £12 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
Willow Tree Cottage, 11 Roman Bank,
Gedney Dyke, Lincolnshire, PE12 0AR

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

lynw@barrons-bds.com

Welcome to new member

We extend a warm welcome to new member:

David Southwood of Chelmsford - 1016

Richard Delahoy

2011 Renewals

The Committee is pleased to advise that subscriptions are being held at £20 for 2011. We hope that you continue to enjoy Essex Bus News and the other benefits of Group membership, and we believe it continues to offer excellent value. Most subscriptions expire with the December issue and if so, you will find a renewal notice loose inside this month's magazine. Please complete the form and return it with your subscription, either by post or it can be handed in at the Wickford or Colchester meetings in November or December.

Publicity News

Harlow update ...

Centrebus have an undated colour card promoting the Lea Valley Weekly Ticket, valid on routes C2-3-4 and 313.

Gemma Smith have a monochrome A5 leaflet for the 555, dated 1st September 2010. This still refers to TWH Bus & Coach.

Network Harlow: The new website www.tgmharlow.com/ has been joined by www.harlowbus.com/, with identical content. Visitors are directed to the Arriva main site and to existing Arriva map and timetables. The more obvious website address, www.networkharlow.com has already been registered by ... SM Coaches.

Roadrunner have a slimline colour brochure dated 6 September 2010 for the R3.

Townlink (SM Coaches) have issued A5 colour timetable leaflets for the 1/31, 19/20 and 524, dated 16th August 2010. All feature the (unbranded) Enviro 200s. The leaflets are colour-coded as per the bus branding, although few buses seem to stick to their branded routes.

David Harman

555
HARLOW - WALTHAM CROSS - LOUGHTON
YOUR NEW TIMETABLE FROM 1st September 2010
Operated by TWH Bus & Coach Service

Centrebus your local bus service provider
Lea Valley Weekly Ticket
One Week
One Ticket
Unlimited Travel
One Price... £10
Valid on Centrebus Services C2, C3, C4 and 311

R3
Roadrunner Buses
NEW R3 Service from Waltham Abbey to Harlow Bus Terminal
Commencing 6th September 2010
"Perfect for student types"
And all other regular travellers...

townlink
Bus Times
From 16th August 2010
Routes 1 31
Monday-Saturdays

Sumners & Katherines
Milwards
Staple Tye
Town Centre
UP TO EVERY 12 MINS

Service changes

Arriva East Herts & Essex

1 Nov 10	4	M-S	Harlow to Latton Bush Circular: service withdrawn
	6	M-S	Harlow to Brays Grove Circular: service withdrawn.
	7	M-S	Churchgate Street to Harlow Sumners Circular: service withdrawn.
	8	M-S	Harlow to Old Harlow Circular: service withdrawn.
	10	M-S	Harlow to Church Langley Circular: service withdrawn.
	522	S&BH	Harlow to North Weald Market: service withdrawn.

Centrebus

25 Oct 10	C3X	M-F	Harlow to Waltham Cross: new service.
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Constable Coaches

1 Sept 10	236	M-S	Sudbury to Haverhill: revised timetable.
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Ensign Bus

4 Oct 10	20	M-F	Grays to Orsett Hospital: new service
	44	M-S	Lakeside to Orsett Hospital: service to operate between Grays and Lakeside Tescos with revised timetable.
	73	D	Lakeside to Tilbury: minor timetable revisions.

First

3 Oct 10	100	D	Lakeside to Chelmsford: revised Monday to Friday evening timetable.
	200	M-S	Basildon to Lakeside: revised Monday to Friday Evening timetable.
25 Oct 10	306	M-F	Bishop Stortford to Wicken Bonhunt: minor revision to Timetable and to operate Schooldays only.
1 Nov 10	X32	M-F	Braintree to Stansted Airport: new service one journey at peaks times only.

Roadrunner

1 Nov 10	R3	M-S	Harlow to Waltham Abbey: revised route and timetable.
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SM Coaches

30 Oct 10	1/31	M-F	Harlow to Katherines Circular: service withdrawn.
	5	M-F	Harlow to Old Harlow: service withdrawn.
	9/16	M-F	Harlow to Templefields/Pinnacles Circulars: services withdrawn.
	14	M-S	Harlow to Church Langley: revisions to timetable.
	19/20	M-S	Harlow to Ongar: revised route and timetable.

Stagecoach East

31 Oct 10	7	M-S	Cambridge to Saffron Walden: revised route and timetable.
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Stephensons

10 Sept 10	800	M-F	Southend to Thurrock College: revisions to timetable.
	803	M-F	Romford to Thurrock College: revisions to timetable.
4 Nov 10	509/60	Sch	Southend to St Thomas Moore School: revised route and timetable.



Imperial Bus Co started a new commercial 339 service from Blackmore to Warley via Ongar and Brentwood on 20th September, running in competition with TGM's 501. On the first day of operation, Marshall Dart **D710** (R710 MEW) is seen at Pilgrim's Hatch and Northern Counties Dart **D107** (L107 HHV) in Blackmore. The service has been de-registered from 10th December.



TGM Group (Network Colchester, Network Harlow & TGM Stansted)

1 Nov 10	1	M-S	Harlow to Katherines Circular: revised route and timetable. Some journeys re-numbered 1A.
	2/3	M-S	Harlow to Staple Tye Circular: revised timetable.
	4	M-S	Harlow to Latton Bush Circular: new service
	6	M-S	Harlow to Latton Bush Circular: new service
	7	M-S	Harlow to Sumners Farm: new service
	8	M-S	Harlow to Old Harlow Circular: new service
	10	M-S	Harlow to Church Langley Circular: new service
	522	S&BH	Harlow to North Weald Market: new service.

Paul Harvey

(acknowledgements to LOTS, Essex &

Hertfordshire County Councils, Richard Delahoy, Harlowwide & First)



On 1st October an Olympian was noted on the 339, bringing back memories of earlier double deckers during the LT/London Country era. Hired Southend PD3 MHJ 345F was photographed at Warley (Fords) on 2nd September 1976.

All photos Chris Stewart

■ FIRST ESSEX BUSES LTD

Acquired vehicles

from First London

33002 LK51UZP Dennis Trident SFD339BR21GX21617 Plaxton 7484 9/01
New to First Capital as TNL1002, later renumbered to TNL33002.

from First Eastern Counties

42551 S551WAT Dennis Dart SLF SFD612BR1WGW12818 Plaxton 988.8GKB8910 B29F
1/99

65534 R134GSF Scania L113CRL 1830242 Wright Axxess Y155 B40F 11/97

65553 R553CNG Scania L113CRL 1831246 Wright Axxess Y202 B40F 5/98

42551 was originally a Plaxton demonstrator and 65534 was new to Strathclyde Buses. 33002 had not been reported seen in Essex at the time of writing (2nd October).

With reference to EBN557, 41730/2 are understood to be officially on loan to FEC, while 41647 was also only a loan between the two companies - it was noted back at CN on 30th. 20102 went back to FEC at the beginning of the new school term.

It has been pointed out that 32905 should have an UW of 12080kg and presumably displays 11670 kg in error.

Allocation changes

End of Period 6: list dated 26th September 2010

These are, and always have been, taken from the Company's allocation sheet. For operational reasons there may sometimes be discrepancies with the actual situation on the ground.

FGC=First Group cascade, i.e. transfer to/from another First company (including FEC)

(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; PH=Private Hire Fleet; PS=Paint Spare

20500 RES-PH; 20501 RES-PH; 33002 FGC-RES; 41735 RES-BN; 41736 RES-BN; 41737 RES-HH; 41741 RES-HH; 41761 RES-HH; 41762 RES-HH; 42551 FGC-BN; 46154 HH-D/L(D); 46183 HH-D/L(D); 46184 BN-sold; 46187 BN-sold; 46827 BN-D/L(D); 47102 D/L(D)-sold; 56005 D/L(S)-PH; 56006 D/L(S)-PH; 56009 D/L(S)-PH; 65534 FGC-CR; 65553 FGC-CR

Disposals:

46184 46187 47102 to Erith Commercial (along with loaned FEC Volvo B6 48090)

Repaints and modifications

No repaints during Period 6

Area News - workings and sightings

[x] indicates route branding

Clacton (CN) & Harwich (DT)

Bluebird School Bus 68000 (Q275LBA), modified internally as a display unit, arrived at CN for storage on 15th September having been stored previously at Southampton. CR34309 was on loan to DT during the month. On 29th September, Trident DT32809 left the road whilst working the 104 but fortunately remained upright (against a hedge) and passengers were evacuated through the emergency exit. It subsequently moved to CN for repairs.

Colchester (CR)

There were severe delays to X22, 70 and 71 on 8th September owing to the A12 Colchester Northern by-pass being closed.

From 20th September until 31st March 2011 Swan Street at Chappel is closed for major road works; service 83 is diverted between Great Tey and Chappel to run via Aldham Village.

The Mon-Fri pm CR-Tiptree 75 shorts now appear to be worked by CR rather than CN.

September

- 1st CR30560 on 70.
- 6th CR67003 on 71.
- 7th CR67010 on 65.
- 8th CR34308 on 64A.
- 16th CR30558 was in collision with a *Network Colchester* vehicle and was taken away to a North Essex contractor for repair on 22nd.
- 17th Considerable disruption from Cycle Race - plus CR34304 on 64A and CR65692 on 70X (normally an Olympian).
- 20th CR67007 on 65.
- 21st 65553 [overground] on 65.
- 23rd CR34013 on 65.
- 25th 65553 on 63, CR65690 on 72, CR66815 on 66.
- 28th VR 38790 on CR football specials (assisted by *Fourways* G981FVX, H691PTW and E852/6DPN).

Chelmsford (CF) & Braintree (BE)

Building work at the new Braintree depot site started on 27th September and is due to be completed by 1st November. This involves widening two door openings, testing of all equipment and internal work including foundations for a commercial brake tester. A bus wash, fuel tanks and other fittings will be brought in from elsewhere and IT requirements are currently being checked. From 7th November five Volvo B7RLE are due to move from CF to cover duties on the 70 and the vehicle parking area is expected to come into use on that date. Other operations will continue to transfer over Winter 2010/11 after staff consultation.

September

- 2nd CF34355 on 542.
- 4th CF66797 on 36X.
- 6th CF53131 on 42/42A.
- 7th CF34818 on 42, 47104 on 42A.
- 9th CF53137 on 36 (17.44 ex SW).
- 13th BE43802 on 132.
- 17th 47101 on 42.
- 22nd BE43802 on 36X (07.27 ex SW).
- 23rd BE43360 on 36X (07.27 ex SW), CF53113 on 31X, CF34355 and CF53132 on 351.
- 28th CF31198 on 351.
- 30th CF34818 on 351 (late running 07.40 ex CF).

October

- 1st CF34818 on 351 all day.

Basildon (BN) & Hadleigh (HH)

BN takes over Monday to Saturday running of the 351 from 5th October, combining operation with the 551. There have been timetable changes to both services.

September

- 2nd BN65669 on 100.



As Chelmsford prepares to hand over running of the 351 to Basildon with effect from 5th October and 34818 hangs on past its intended retirement date, ECW bodies and Gardner engines will very soon be a thing of the past on a route which has seen them since the 1930s. **34818** is seen at Mountnessing (George and Dragon) on Friday 1st October while Alexander-bodied **31198** leaves the Brentwood High Street stop three days earlier.



10th HH41737 and HH46145 on 24.
 13th HH32857 and HH46157/64 on 21, HH32886 on 15.
 15th HH41741 on 15A, HH46169 on 21.
 17th BN42551 on 73.
 20th BN43846 on evening 100 (roadworks in Stock Road Billericay meant diversions for about five nights via Ramsden Heath, requiring a smaller vehicle).
 22nd HH32882 on 822, HH46180 on 22, BN46153 on 25B, BN46827 on 551, BN41736 in use.
 27th HH41762 on 24, BN46828 on 25, BN41653 on 5.
 30th HH32863 on 21, HH32860/2, 32877/82/6/7 all on 27, HH41761/2 on 24, HH46145 on 20/21.

October

1st HH46168 on 21, BN41651 on 100 and BN46185 & BN46827 on 551.

Other News

Olympian 34814 (C414HJN) is reported as having been withdrawn from service at Weymouth, outlived by 34818 (see earlier).

Sources: Own observations, with many thanks to *First Essex* and to A Bird, N Clark, T Clark, D Edwards, M Farmer, D Flatman, J Long, J Podgorski, D Pretty, I Ransom, J Salmon, S Simister, 'Solo', TBL177M, L813OPU, R Wansbury, R West, the *Essex, East Anglia, South West and British Buses Abroad in North America* yahoo! groups, *Essex and East Anglia Google groups*, www.bustlistsontheweb.co.uk, *Real Bus News*, LOTS, PSV Circle, 'Terminus' and *Bristol VR South West Bus News* (<http://ndl642m.blogspot.com>).

Reports relating to First Group may be sent by text on 07973 509459, by e-mail to shenfield252@gmail.com or by conventional post. Many thanks to all who do so.

Chris Stewart

Basildon Dart 46827, seen in Brentwood on the 551 on 1st October, is also listed for disposal shortly. all photos: Chris Stewart



Arriva

■ ARRIVA SOUTHEND LIMITED

Multiple roadworks across various sites in Southend are causing significant disruption to Arriva (and First and Stephenson's) services in Southend, particularly with the reconstruction of the road layout outside Southend Victoria Station, road works on the seafront, at Cuckoo Corner, Eastern Avenue, Warners Bridge, Crown Hill Rayleigh and elsewhere.

From about September 13th, through buses towards Shoebury on the 7, 8 & 9 have diverted inbound via East Street and Sutton Road on Mondays to Fridays between 0930 & 1600, and other buses have been noted diverting that way at times of heavy congestion. Problems were exacerbated by accidents (not involving buses), including at Shoebury The Renown on September 8th and the closure of Victoria Avenue at the Blue Boar on the 15th for around 6 hours in the afternoon. The latter saw some creative diversions, such as the 7, 8 and 29 running outward via West Street, West Road and Hainault Avenue and inbound via Glenwood Avenue, The Plough and London Road.

Peter Mansbridge with thanks to Richard Delahoy

TGM Group

Management changes: we are pleased to welcome Bob Dorr back to Essex, as Regional Director - East for TGM, giving him responsibility for the operations at Colchester, Stansted and Harlow. He was formerly Managing Director of First Essex, before he transferred to become MD of First Aberdeen in June 2009, a post he left earlier this year. Matt Clayson, currently Regional Director - East, moves on within TGM to become RD - South.

■ NETWORK COLCHESTER

Vehicles in

185 KN52NCD
190 KN52NDX
191 KN52NEF

The gaps in the numbers are for similar vehicles allocated elsewhere in the TGM Group. All are Dennis Trident/Alexander. These were originally Armchair DT1/14/17 and hence subsequently with Metroline Travel. They have been supplied by Dawson Rentals, rebuilt to single door layout and repainted into TGM livery. We will report the revised seating capacity once it has been checked. 185/90 were delivered to Colchester on September 28th with 191 due in early October after rectification work.

Scania 113L/East Lancs 870 (N170 PUT) was operating from Colchester during September.

A lack of suitable vehicles for operation of Essex County Council contracts has seen the vehicle allocation for service 1 (Scania Olympus and Dart SLF) redeployed onto contract routes in recent weeks to meet contract compliance rules with many unusual vehicle workings on service 1 as a result.

Scania/Northern Counties 237 (G37 HKY) has been sold for scrap.

A much earlier Colchester vehicle, Colchester Borough Transport Lynx 40 (G40 YHJ), latterly no.240 with Tanat Valley Coaches of Llanrhaeadr-ym-Mochnant in mid-Wales, was withdrawn in July upon MOT expiry, and passed to GHA Coaches, Ruabon for spares.

Peter Mansbridge with thanks to Richard Delahoy, John Podgorski, Keith Sadler and the Crosville Enthusiasts Club (1967) CEC Review

■ NETWORK HARLOW

To clarify the report in EBN557, Arriva fleetnames have been removed from some vehicles used on town services, mainly the Solos. Others, used on the 'country' routes retain Arriva fleetnames and livery at the time of writing, with the exception of 411-3, the former London Dart/Plaxtons, transferred from Network Colchester/Excel. These are still in the white/blue/yellow scheme, but without fleetnames.

Volvo B6s 3250/1 have been repainted in new **Blue Route 2** (Staple Tye via Gt Parndon) branding. As the 2 interworks with the 3 (Staple Tye via Passmores), the branding has since been amended to 2+3.

Courtesy of LOTS, the Harlow Arriva East Herts & Essex allocation is as follows. Arriva liveries (various versions) are carried except where noted:

Versa	2406/7	branded for route 59
Solo	2453-60/65-67/73/74/88	
Dart/Plaxton Pointer 10.7m	3229-30*/31	* branded for Metro 10
Volvo B6RLE/Wright Crusader	3241/9/50-1*/53-57	* Blue Route 2/3 livery
Dart/Plaxton Pointer 8.8m	3295	
Dart 9.8SDL/Plaxton Pointer	3371*, 3414	* Cool Bus livery
Dart/Wright Crusader	3416/17*/35/39*/40*	* Red Route 1 livery
Dart SLF/Plaxton Pointer 8.8m	3483, 3828	
Volvo B7RLE/Wright Eclipse	3856-60/73-4	branded for route 510
Citaro	3907-10	Green Line 724 livery

The other Green Line 724 Citaros, 3901-6 are based at Ware.

■ TGM STANSTED

Ex-Brighton & Hove Scania/East Lancs 275-9 (G725-9 RYJ) have been sold.

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

Ensignbus

■ DEALER STOCK MOVEMENTS

Vehicles in

from

	Abellio London:	Dart BU05 HDX
Bellamy's Coaches, Nottingham:	RM758, RML2336, RML2651	
	Lothian Buses:	Olympians E313/5 MSG
	Stagecoach East Kent:	Olympians M491/2 ASW
	Stagecoach East Midlands:	Olympians M226 SVN, K106 JWJ
	Stagecoach East Scotland:	Volvo B10Ms K573/6 LTS

Stagecoach North West: Darts T602/3 JBA
Stagecoach (Preston Bus): Olympians G34-7 OCK, J113/4 KCW
Stagecoach Yorkshire: Olympian G415 OKY
Transdev London: Trident LG02 FEV
Thamesdown Transport: Darts R314/5/7 NGM, T163 -5 RMR
Travelmasters: Volvo D10Ms XIL 3492, XIL 5260
Veolia Transport: Scania YR52 VFC
Wilts and Dorset: Spectras L122/30 ELJ

Vehicles out

Dart 02-D-18250 now EK51 XXA with **Ace Travel**, Liverpool
 Volvo B10M: E158 XHS: **ASD Coaches**, Strood, Kent
 Olympian L941 SNO: **Bear Buses**, Slough, Bucks.
 Volvo B10Ms L81 YBB, M533/34/41 RSO,
 Olympians L605 NOS, L649 MYG, P426/9 KSX, J642 CEV, K140 KNO:
Bellamy's Coaches, Nottingham
 Volvo B10M W386 PRC: **Carman Coaches**, Gravesend, Kent
 Trident LG02 FEV: **Carters Coaches**, Ipswich, Suffolk
 Darts R314/5/7 NGM, T163-5 RMR: **Centrebus Group**, Leicester
 Dart 02-D-18252: **Compass Travel**, Worthing, West Sussex
 Olympians E301/2 MSG: **Discover Dorset**, Bournemouth
 Volvo B10M T39 CNN: **Farleigh Coaches**, Hoo, Kent
 Olympian P418 KSX: **Flagfinders**, Braintree, Essex
 Dart T604 JBA: **Glamorgan Bus Co**, Aberaman, Wales
 Bluebird R513 SCH: **Tony Glew**, Colchester
 Volvo B6BLE 99-D-60001/8 now V736/5 PHJ with **Harpurs Coaches**, Leicester
 Dart BU05 HDX and Trident V191 MEV: **Hornsby Coaches**, Scunthorpe, Lincs.
 Bluebirds R514/8 SCH: **New Adventure Travel**, Pontypridd
 Dart 00-D-89235 now W943 ETW with **Pennine Motors**, Skipton
 Dart 02-C-16547/20217 now EG02 NZE/D with **Souls Coaches**, Olney
 Darts 02-D-18251/3/4/57/61: **Strawberry**, St Helens
 Dart 02-C-16536 now EG02 NZC with **Tates Travel**, Barnsley
 Trident V131 MEV: **Thamesdown Transport**
 Olympian M492 ASW: **Tiger European**, Nottingham
 Tridents T685/97 KPU: **Travelmasters**, Sheerness, Kent
 Dart N978 RCD: **Turners Coaches**, Halstead, Essex
 Olympians E313/5 MSG: **York Pullman**
 Bristol VR MRJ 8W: **The Chocolate Box**, Bungay, Suffolk, for preservation
 Metrobus ULS 615X: **George Gray**, Glasgow, for preservation
 Volvo D10Ms E320/1/3 BVO: **Nottingham Heritage Vehicle Society**, Mansfield
 Volvo B10B: M563 WTJ: **Geoff Ripley** for scrap

■ ENSIGNBUS LTD

EBN557: Olympian 156 (S126 RLE) went to Roselyn, Par, not 136 (which has been with Rambler, Hastings since 2009).

General

The Underground strike was of course on September 7th, not August 7th. Ensignbus worked shorts as follows: Trident 106 and B9TL 114 on the 25 (Stratford - Holborn Circus), red Tridents V901 FEC, V903 FEC, X608 EGK and blue Trident 101 on the 158 (Leyton - Stratford), and later on the 257 (Stratford - Leytonstone).

David Harman, with thanks to Ross Newman of Ensign Bus Co. Ltd. and LOTS

Hedingham Omnibuses

Depot Allocations - September 2010

<i>Depot</i>		<i>Saloon</i>	<i>Dart/B6</i>	<i>SLF/DDA</i>	<i>Coaches</i>	<i>Double-deckers</i>	<i>Total</i>
Hedingham HD		L206		L211 L326 L212 L328 L301 L340 L325		L337 L374 L355 L386 L358	13
Sudbury SY		L148	L243 L296	L334 L339	L242 L298 L282 L291	L359 L362 L360 L363 L361 L366	15
Kelvedon KN		L200	L198 L208 L344	L335	L281	L300 L364 L373 L305 L365 L375 L307 L367 L379 L310 L372	17
Tollesbury TY		L354	L207 L297 L342	L343 L370 L349 L385 L350	L309	L160 L317 L384 L315 L368 L316 L369	17
Clacton CN		L196	L210 L241 L258	L312 L380 L338 L381 L346 L382 L348 L383 L351 L356	L244 L347 L285 L286 L290 L295 L299	L313 L336 L371 L314 L341 L376 L330 L345 L377 L331 L352 L378 L332 L353 L333 L357	37
Reserve		L150					1
<i>total</i>		6	11	25	13	45	100

with thanks to D R MacNgregor of Hedingham Omnibuses

Imperial

Fleet numbers noted include:

D107 K107 HHV
D526 S526 KFL
D710 R710 MEW
D874 R874 MCE

Dart / Northern Counties
Dart / Marshall
Dart / Marshall
Dart / Marshall

David Harman

National Express

EBN 557: the 090 is Peter Godward Coaches' first daily service, but they have worked weekend (Friday, Saturday, Sunday) diagrams, London <> Newquay (505), Manchester (505), Liverpool (550) and Leeds (561) since at least June 2007.

Ian Ransom

NIBS

When checked on 10th August, H237LOM was still owned and on site (in the top yard), but minus engine and a number of seats. The latest VED on display was 2008. Dominator 258 was still licenced as at 10th August and has been seen in use during September. 264 and 269 remained on site unlicensed as at 10th August.

Olympian 51 was still licenced on 10th August (with 70 still on site unlicensed) and 51 has been seen in use since.

A Wright StreetLite demonstrator paid a brief visit to NIBS during week commencing 27th September but was not used in service.

Chris Stewart

Olympus / Roadrunner / SM Travel

Further Scania N113/Wright acquired are RDZ 1709/12, which have arrived from Dunn Motor Traction (Your Bus), Hucknall. Volvo B10M/Plaxton N66 BUS (new as A18 XEL) has arrived from Irvine, Law. LV02 LLJ an Iveco/Beulas is also acquired.

Dennis Dart SLF/Caetano KU02 YBF is now with Go Ahead North East.

The other three Volvo B7TL/Plaxtons in the Roadrunner fleet are W461/62/73 BCW, all in red.

Fleet numbers noted:

SM Coaches

all white/blue except where noted

101	EU08 FHB	Enviro 200
102	EU08 FHC	Enviro 200
103	EU08 FHD	Enviro 200
201	R677 RWU	Dart / Plaxton
202	P678 RWU	Dart / Plaxton
203	R681 RWU	Dart / Plaxton
204	R684 RWU	Dart / Plaxton
205	R685 RWU	Dart / Plaxton
206	R741 RYL	Dart / Plaxton
207	P830 PUD	Dart / Marshall

Line 18 (green) branding
Line 18 (green) branding

208	P831 PUD	Dart / Marshall	
209	R476 LGH	Dart / Marshall	Line 1/31 (red) branding
210	R481 LGH	Dart / Plaxton	Line 1/31 (red) branding
211	R485 LGH	Dart / Plaxton	Line 1/31 (red) branding
301	OY53 RDU	Irisbus Agora Line	yellow
302	OY53 RDX	Irisbus Agora Line	yellow
303	OY53 RFE	Irisbus Agora Line	yellow
304	EU06 KHK	Irisbus Agora Line	
401	EU07 XGK	Irisbus LoGo / Unvi	white
402	EU07 XGL	Irisbus LoGo / Unvi	white
403	EU07 XGM	Irisbus LoGo / Unvi	silver
501	M223 AKB	Dart / East Lancs	
502	N602 KGF	Dart / Alexander	
503	N606 KGF	Dart / Alexander	
504	N607 KGF	Dart / Alexander	
696	R396 XDA	DAF / Plaxton Prestige	
697	R397 XDA	DAF / Plaxton Prestige	

Road Runner

3101-6 RDZ 1708-12/4 Volvo / Wright - all white/blue with R3 branding

Ian Ransom with thanks to David Harman and Harlowride

Stephensons of Essex

Apologies for the lack of coverage last month, the notes disappeared in cyberspace when an e-mail failed to get delivered to the sub-editor. So here is a round up of the past 2 months' news.

New vehicles

422, EU60 CAV ADL Enviro 200, B29F

461, EU60 CBF ADL Enviro 200, B37F

422 is for service 14 (Southend to Foulness/Wakering) and 461 is for the 32 (Chelmsford-Ongar). They are ADL stock vehicles, rather than to Stephensons own specification.

Withdrawn

114 N70 SLK Volvo B10M/Plaxton coach has been withdrawn and sold to Bishops Travel, Downham Market, Norfolk.

Long SLF Dart 449 (P749 HND) is now withdrawn and sold to Centrebus.

851, E851DPN (Olympian/Northern Counties) has been sold to Fourways, Chelmsford, where it joins sister E852/6DPN.

The final tri-axle Olympian (and the last bus acquired with the Fargo business), 998 (L808 SNO) has been withdrawn and sold to Fords of Althorne.

The solitary Trident, 815 (V415KMY) has been sold to Coachmasters of Rochdale.



Blackwater Link launch

Fran Garthwaite, Passenger Transport Manager at Essex County Council, cuts the ceremonial ribbon on August 25th, whilst Stephenson's of Essex Inspector Matt Willis looks on.



Operations

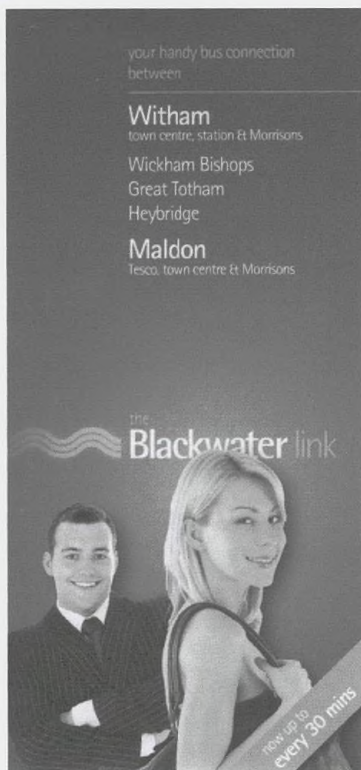
Service 90 upgrade: from August 31st the service was been increased to half-hourly and is normally operated by the four 10-plate Enviros recently delivered, 431-434 and illustrated inside the cover of last month's magazine. They are to Stephenson's own specification with Lazzerini seats and tinted windows and feature an updated route branding designed by Best Impressions.

A launch event took place at the Museum of Power, Langford, on August 25th, featuring all four buses, as illustrated last month, which were officially launched by Fran Garthwaite, Passenger Transport Manager at Essex CC, as possibly her last official duty before retiring at the end of August. The 90, which Stephenson's took over seven years ago, is now operated commercially but with some de-minimis support from ECC.



Stephenson's MD, Bill Hiron at the launch, with the Mayor of Witham, Cllr Mrs Patricia Lee and Cllr Mrs Penny Channer of Maldon District Council.

all photos: Richard Delahoy



The contract for free buses to Asda at Tilbury was reduced after August 27 and now only runs on Thursdays with two routes. Free buses continue to run for Asda Shoeburyness and Tesco Pitsea & Maldon (timetables for all of these are available at www.stephensonsofessex.com/pages/shopper-buses.php). In addition, a new free service numbered 289 ran to Tesco Maldon from Heybridge (Bentalls Centre) on Mondays to Saturdays from June 21st, but from August 31st this was replaced by a scheme (possibly unique?) whereby Tesco Clubcard holders can travel free from Heybridge (Bentalls Centre only) to/from Tesco on service 90.

A further new Essex CC contract from August 31st sees Stephenson's providing part of the late evening service on Arriva 7 on Mondays to Saturdays. From c.1930 to 2200, one bus shuttles between Rayleigh Station and Hockley Spa, where it connects with Arriva 7 to/from Southend and Shoebury (with through fares available), then from 2200 onwards there are through trips between Rayleigh and Southend using two buses. Stephenson's times appear in the Arriva timetable leaflet. Roadworks in Rayleigh town centre on the second evening, September 1st, saw buses towards Rayleigh following a very unusual diversion via Hambro Hill with its 12' railway bridge which has scalped a few double deckers in past times (including Eastern National FLF 1648 illustrated in our June 2009 edition) - no such worries with an ADL Enviro!

Finally, Stephenson's and MD Bill Hiron were featured in a four-page article in Coach & Bus Week's August 11th edition.

Ian Ransom with thanks to Lyn Watson

Other operators

ACCESS ANYONE, Leigh-on-Sea Recently acquired from private owners are VW LT46 S238 SKM and LV52 KUD, the latter non-PSV and Renault Master RL02 FOH and RY02 WUJ.

AMBER, Rayleigh Acquired from Lawmans, Kettering is T640 JWB a Volvo B7R/Plaxton and BX06 NZU, an Autosan A1012T from Rennie's, Dunfermline.

APT COACHES, Rayleigh Acquired from Clarke, London is YN07 LGJ a Scania K340/Irizar, it has been re-registered PT07 APT. Dennis Javelin/Wadham Stringer LUI 5601 (new as 74 KK 99) has been sold.

CEDRIC, Ardleigh Leyland Olympian/Alexander K360 DWJ has been withdrawn.

CEEFA COACHES, Basildon Acquired from O'Toole, Wattons Green is Iveco/Beulas FG03 JCX, now registered C3 CFA. Volvo B10M/Jonckheere SDZ 9026 (G174 RBD) has been sold to P&M Coaches, Crays Hill.

CHARIOTS, Stanford-le-Hope Acquired from Stagecoach Busways is K566 GSA a Volvo B10M/Plaxton.

DAVES MINIBUSES, Dovercourt Ford Transit LN52 LFW has been re-registered H7 GUV.

ENIGMA TRAVEL, Colchester Mercedes Benz 609D/Frank Guy M11 WFB (M901 LTT) has been sold.

FOURWAYS, Highwood The third ex Stephenson's Leyland Olympian/Northern Counties acquired is E851 DPN. Dennis Dominator/East Lancs H259 MFX, has been withdrawn and is stored offsite.

FOX CARS, Crays Hill Ford Transit LT04 FRD was reported as being here, in error. In addition, this operator has moved to Wrentham, Suffolk.

HARDY MILES TRAVEL, Rochford Withdrawn MCW Metrobuses sold for scrap are GOG 225W, GOG 249W, MRJ 37W and ANA 154Y.

KLARNERS COACHES, Gt Tey Setra S415HD BX05 UVN has been re-registered T50 KCL.

LODGE, High Easter Currently being restored is BXM 568 a Bedford WTL/Duple, dating from 1935. It was acquired from Priory, Gosport in 2008.

Fleetnumbers (well, letters) applied are Leyland Olympians G294-7/9 UYK are (A,B,C,J and K), Dennis Javelin/Plaxton F883 RFP is E and MAN/Optare M73 WYG is G. Mercedes Benz 0810D/Plaxton R43 GNW has been acquired from MacPherson, Dunisthorpe.

LOGIC, Nazeing MAN 18.310 V327 EAL has been acquired from Holmeswood Coaches, Holmeswood. Volvo B10M/Plaxton N940 RBC has been sold.

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

MILESTONE, Canvey Island Acquired from Karviens Coaches, Walsall is T480 YDC a Scania K124/Irizar, it has been re-registered N100 MSC. Also re-registered are Dennis Javelin/Neoplan T788 JWA now N300 MSC and Mercedes Benz 0404 W358 EOL now N200 MSC.

MINIBUS SERVICES, Chigwell

Here, but not previously reported is Renault Trafic BV56 FEF.

P&M, Crays Hill

Volvo B12B/Jonckheere MNZ 9303 (HF03 HOF) has been sold to Hunter, Sauchie.

RICHARDS, Galleywood Acquired from Thandi Executive, Smethwick is P214

RUU a Setra S250. Neoplan N516SHD YN03 AVF has been sold to Generation Travel, Guisborough.

STUARTS MINIBUSES, Wickford

Acquired from Mortlock, East Tilbury is Mercedes Benz 811D/Optare MJZ 3812 (E402 YNT).

TALISMAN, Gt Bromley

DAF DB250/ Optare L959 WGK has been sold to Courtesy Coaches, Chadderton. Scania/ Irizar YT10 WLH has been acquired, it was last with On a Mission, Soulbury, who have ceased trading.

TERRAVISION, Stansted

Scania/Irizar YT10 OAX is not here and was reported in error.

TONY GLEW, Gt Tey

Recent additions are former Staffordshire County Council Bluebird schoolbus R513 SCH and V208 EAL an Iveco/Mellor, from an unknown source.

VICEROY, Saffron Walden Mercedes Benz 709D/Mellor R111 WCS has been sold

*Ian Ransom, with thanks
to the PSV Circle and Colin Sigston*

Florida Taxis & Coaches recently acquired two Darts for their Halstead Hoppa town service. Alexander Dash-bodied P391 LPS was new to Stagecoach (Western Buses). This and East Lancs-bodied M446 LLJ, ex-Transdev Yellow Buses were at Showbus on September 26th, where the weather was anything but Floridian.

David Harman





Hedingham contrasts

Two Alexander bodied Olympians: **First 34288** (P188 TGO) and **Hedingham L366** (S127 RLE) in Colchester bus station in September. *A D Nugent*

Although members of the Hedingham bus fleet are frequently shown in EBN, the many coaches rarely appear in print. Here, one-time National Holidays Volvo B10M L347 (W649 GUM) is seen on Angel Hill, Bury St Edmunds in July. *Keith Woods*



EASTERN NATIONAL

Enthusiasts Guild

THE 1000TH LODEKKA

(EBN556, 558)

Further thoughts on the line-up in front of 1515 at ECW, Lowestoft in 1957:

Maurice Doggett thought no.7 was AW Hallpike, Director & General Manager, Bristol Commercial Vehicles, and no.8 as Stanley Kennedy, Chairman of the Tilling Group Management Board.

However, *Mr D R MacGregor* has written to say that Stanley Kennedy was no.7, whilst no.8 was James Scott Gavin, who was General Manager at Eastern National prior to Mr. LE Richards.

Jim Gavin came to New Writtle Street from the Caledonian Omnibus Company in the early 1940s. He was appointed an Executive Director of the Tilling Association, with an office in Fleet Street, in the early 1950s. Upon retirement, he moved to Aldborough on the Suffolk coast.

Mike Grant points to a BTC official photo in Martin Curtis's recent book, *Bristol Lodekka* (Ian Allan, 2009), which supports Mr MacGregor on this.

Thus ...

1-2 ?

3 John Ross, Chief Designer, ECW

4 Clem Woodburn, Secretary, ECW

5 ?

6 Ralph Sugden, General Manager, ECW

7 Stanley Kennedy, Chairman, Tilling Group Management Board

8 JS Gavin, Executive Director, Tilling Association

9 LE Richards, General Manager, EN

10 T Skinner, Chief Engineer, EN

11-15 ?

David Harman

Now, *Chris Stewart* raises the intriguing question as to whether 1515 *really* was the 1000th Lodekka ...

"... I have an ECW photograph (S J Butler collection) showing 297 JHK with its "1000th Lodekka" display, parked on the right hand end of a line of eleven Lodekkas outside the main ECW works. Visible on the next bus is fleet number plate 1381 which was Hants & Dorset SRU 994, the chassis number after 297 JHK. There are three unidentifiable LDs and then Southern National 1914, one more, two WN/SN buses and three more. None of the route number displays is visible and indeed they may not have been set for that photo.

However, in a totally different set-up photographed in another part of the ECW works and with a whole bank of staff in front (published in Alan Townsin's *The Bristol Story: part 2*) route number '999' is displayed on a United Lodekka (the closest chassis numbers being BL16/7: 116/7 BHN) but Alan suggests that Western SMT JSD 923, one of two for that operator visible in that photo, should really have been the 1000th Lodekka. I recall counting through the LD chassis lists on one occasion and concluding that 297 JHK wasn't the 1000th by chassis number (with or without the two prototypes) and certainly not by body number.

It may of course have been expedient to use an Eastern National example simply because they had 10, 11 and 12 on the first number track for Clacton area use, and '999' was just wound to that to suit the photo, rather than being strictly accurate."

Tales from the cab - and the platform : Part 1



Doug Brown, driver N36705 (note Metropolitan Traffic Area badge number – most EN crews had “FF” Eastern Traffic Area ones),* in 1965, aged 30.

Doug Brown collection

Doug Brown recalls some eventful trips that did not go quite according to the rule book!

I was a bus driver for Eastern National during the Conductor era:

Two bells to start the bus;
One ring to stop at the next stop;
Three rings, bus full, don't stop to pick up passengers until you get the stop signal;
Four bells or more, Emergency, cut out the engine, hand brake on and run round to the platform to find the conductor and sort out problem, which could be an ill passenger or a stropky one who did not want to pay his fare. In any event, we do not move until the problem is sorted.

My first day as a driver at Brentwood was

* Brentwood and Wood Green crews generally had N (Metropolitan TA) badges. I think this was determined by the geographic location (BD being just in the Met TA area), as licences were normally applied for via the depot.

David Harman (N90734)

the 262 town service which ran to and from the Bishops Hall Estate in the north to the East Ham Estate (Hornbeam Close) to the south. We took the bus over a short walk from the depot at the North Road lay-by in Ongar Road, which has a pub and various shops including a pet shop. My conductor for that day was a grumpy old so-and-so and a proper company man. I got in the cab, started up, but did not get two bells to go. Then I looked in the nearside mirror and noticed the conductor coming to the cab. “Have you got my transfer waybill?” he asked. Now this is a piece of paper which a conductor leaves for the next one when handing over part way through a journey. Obviously as it was my first day I did not know what a waybill was, so I thought for a moment and decided it must be some type of tropical bird he had lost, like a parrot. So I suggested he call in the pet shop to see if anyone had handed it in. “Are you being ****ing funny”, he said. He was a grumpy old so-and-so for the rest of the day and told the manager he did not want to work with me again!

My regular conductor Jim was very different. He had three pleasures in life: women, horse racing and beer - in that order! Our favourite route was the 40, Chelmsford to Tilbury Ferry via Brentwood and Ockendon. We often changed shifts with other crews to get on that route. One day during the summer we had a very bad storm which made us run late. As I had a Leyland decker which was much faster than the old Bristols, I decided to push it to make up time. After leaving Widford on the dual carriageway A12, I noticed a motorcyclist trying to overtake, so I decided to give him a burn up (ie, a race). We were neck and neck until we came to a hill and then he went past after I thought I had given him a good soaking. Then as he passed I noticed he had a pillion passenger. I thought to myself, that looks like my conductor on the back of that motorbike. Then he stuck two fingers up. It was my conductor!! What the hell is he doing on the back of a motorbike when he is supposed to be on the back of this bus? As

he went into the distance I pulled into the next lay-by and got out to tell my passengers that I was now without a conductor.

One lady passenger said "I saw your conductor, driver, on the back of a motorbike and he stuck two fingers up to you. Your conductor is a very rude man". "Quite, madam. Now as I have no conductor, I may have to terminate this bus at Brentwood. I will drive to the Spread Eagle pub where there is a phone box and contact the bus company". I got back in the cab and carried on to the Spread Eagle, where among the passengers waiting was a very wet and dirty conductor! He was very angry and called me some obscene names and said that I had thrown him off the bus. I said I never did, I have been sitting in the cab all the time. He then explained that when I went round Widford roundabout very fast on two wheels he was thrown off. The bloke on the motorbike was following the bus, saw what happened and gave him a pillion ride.

I got out of the cab and went with him to the platform. In his cubby hole where the waybill was kept, I noticed his racing paper was missing so I asked him where it was. "On the Widford Roundabout", he said. I replied "So that's it, you were not holding on 'very tight please' like you tell your passengers to, you had your head in that paper". He did not reply, but as he went round the bus to collect the fares he told the passengers, "I hope you all have your life insurance paid up, as we have a madman driving this bus". Then my lady passenger piped up "I saw you on the back of a motor bike and you stuck two fingers up to your driver. You are a very rude man, conductor". Of course, I agreed with her! So Jim told me to get back in that cab. I said "Alright darling" to him; "Don't darling me" he replied. So I put my arms round him and gave him a peck on the cheek and said "darling, promise me you will never leave me again like that".



Continuing with our occasional theme of buses in trouble, Doug was the driver of a 261 in the winter of 1965 when a Ford Consul came round on the wrong side of the road and hit his Bristol LS **BD392** (YPU 139) head on. The bus will only need minor repairs but the car is seriously damaged and has ended up over a 6' drop. The unconscious driver is still inside, awaiting medical attention. The picture was taken by a newspaper photographer, Len Weal, who was a passenger on the bus. *Doug Brown collection*



Doug pauses in Romford Market Place en route to Wood Green with 806 WVV, a dual-purpose Bristol MW then numbered **BD539**, in the summer of 1966 – note the open windscreen. The picture was taken by Doug's conductor Brian Barrett, one of the founding members of ENEG (membership number 2). *Brian Barrett, Doug Brown collection*

That did it! He picked up a passenger's umbrella with a spike on, hit me across the head with it and then put the point somewhere in my anatomy it was never intended to go! He chased me off the bus and pointing with the umbrella said "Get in that ****ing cab!" By now I was in danger of dying through laughing, I had to hold on to the headlights to stop myself falling on the floor. He then rang the bell like a fire alarm. I got in the cab and drove off still laughing. He kept hitting the destination box with a coin and jumping on the floor above my head, which made me laugh even more. By now Jim had become the greatest showman and I could hear passengers laughing at his antics. At Brentwood many passengers came up to my cab and said we should be on TV as we were better than Blakey or Butler from *On The Buses*.

We were nearly 30 minutes down (late) and from now on speeding would not be enough to make up time, we needed low flying! I looked round to see where Jim was as I didn't want to lose him for a second time. He was sitting down in the saloon reading a

newspaper - the crafty so-and-so had scrounged it from one of the passengers and was at the racing pages again. After having my foot in the bucket until we got to South Ockendon, I noticed the 370 (London Transport) ahead of us. Now he went the same route as us, so he would be picking up any passengers for Grays and Tilbury, and this gave me an idea. I stopped at the next bus stop and flashed the saloon lights to get Jim to come round to the front. I told him to find out if we had any punters on for Grays and to find out where they want to get off. One wanted Cuckoo Corner, the rest the Tilbury Ferry terminus. So after dropping off at Cuckoo Corner, it was saloon lights off, head down the A13 to Daneholes roundabout at Socketts Heath, then through Chadwell St Mary to pick up our route again at Tilbury Iron Bridge, missing out Grays completely! We arrived at the Ferry five minutes early, so Jim was delighted. This meant we could get a couple of pints in at the Railway Club on the station before going back - we were scheduled a 15 minute layover there. As we were leaving, the 370 was just coming in. The driver said "Where

did you pass me, I never saw you?" I said that we overfly!!

We had a steady run back but we were aware that due to strict licencing hours, all the pubs would be shut when we got to Brentwood. So when we got to the Thatcher's Arms at Warley at 10.10 pm, Jim advised our passengers that we would have a 20 minute refreshment break there. So it was lights out again, while we all adjourned to the pub. One of our lady passengers said she thought it was very kind of us to think of the passengers like this and said we must be

the most efficient crew on Eastern National. "We are madam, without a shadow of doubt" Jim replied!

Next month we'll see where else Doug can leave his hapless conductor behind.

Edited by Richard Delahoy, who adds that Doug was the regular driver for our tours in the early days of the Eastern National Enthusiasts Group (as EBEG was then known), as some current EBEG members may recall.

Transports of Delight ~ Memoirs of a Bus Anorak : 1940 to 2010

by the Revd. Terry Challis

Following on from Chapter 8 (EBN 556, August 2010), Terry and wife June set off for a temporary new life in Kenya, from September 1972 to December 1975. His recollections of bus journeys there are a bit too far removed from the Essex scene which we cover and with pressure of space in each issue, we simply don't have room for them. However, we are making them available online – along with the rest of Terry's articles – at www.workingonthebuses.co.uk, a site dedicated to collecting stories from the human side of the bus industry.

The site includes various stories, links to material to be found elsewhere on the web, and an index to relevant books and magazine articles. Essex interest includes

stories from Ian Banks, John Bashford, Richard Delahoy, Gareth Morgan and James Sadd (all SCT) and Ted Miles, Terry Challis, Doug Brown & Mick Parsons (all ENOC), all of these on the "In words" page. Also highly recommended are the series of over 20 short stories from Burnham-on-Crouch enthusiast Alan Watkins, including war-time memories of City Coach Company.

And on the subject of Terry's last article, a couple of readers have pointed out that there is no record of Osbornes of Tollesbury having operated the ex Silver Star Atlantean that Terry hired - and which broke down. It is more likely that it was TMW 853 of Midas of Brentwood.

Richard Delahoy

Preservation Notebook



SOUTHEND CORPORATION IN THAILAND

What is thought to be former Southend Corporation Transport Leyland PD2 312 (PHJ 951) is now a working exhibit at the **Jesada Technik Museum** in Nakhon Chaisri, Nakhon Pathom Province, in Thailand, 56km from Bangkok. The museum is basically the private collection of one man, Mr. Jedsada Dejsakulrit, to which admission is free.

312 appears in good condition, albeit repainted inevitably in London Transport red, with suitable legend (doh!) on the nearside. It now bears registration NML 622E which has come from RML2622, also thought to be in Thailand. It shares the museum with numerous other transport exhibits, including a vast collection of cars, scooters, motorcycles, boats, aircraft, and a submarine (!) Other bus/coach exhibits include a rather tatty RML2707 ex-London United, a Bedford VAS/Plaxton, 884 GFU, and an American yellow school bus.



with thanks to John G Lidstone

rear cover

Lodge's school bus line-up: the quintet of ex-Armchair Olympians plus the ex-Hong Kong six-wheeler.

Lodge's classic Bedford OB/Duple TMY 700.

all Ian Banks

Lodge's 90th Anniversary Open Day



Duple Vega contrasts: Crimson Tours of St Ives, Cornwall Bedford SB / Duple Super Vega 675 OCV and Lodge's Bedford SB / Duple Vega MJB 481.

Lodge's signwriting skills displayed on one of their modern coaches. *Ian Banks*



