

Essex Bus News

**No. 598
FEBRUARY
2014**



Essex Bus Enthusiasts Group
www.essexbus.org.uk



Left:

Caption
below

**Richard
Delahoy.**



Bottom picture this page: Taken in Leadenhall Street, between Aldgate and Bank on Wednesday 5 February. Coach 601 on route 25 (normally the province of red, double deck Volvo's) running between Stratford and Holborn Circus. 601 was one of the many vehicles provided by Ensignbus, as extras on TfL contracted services, during the London Underground dispute on 5 and 6 February.

Russell Young.

Front cover and top picture, this page: With two route 91's already operated by Stephenson's, why not go for the hat trick? On Tube strike day Wednesday 5 February, a pair of Scania/Enviro 400s were amongst 100 extra buses deployed by Transport for London to bolster bus routes paralleling the tube. Stephenson's ran on the 91 between Euston and Crouch End, a far cry from Witham to Tollesbury or Saffron Walden to Steeple Bumpstead. Pictures taken at Euston bus station at 1623 in the rapidly fading light. 604, EU13EBL at the set down stop and 603, EU13EBK with 604 behind in the gloom of the covered bus station.

Richard Delahoy.

Essex Bus News 598; February 2014

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Owen Woodliffe as above;
*he also stocks a wide range of colour photos;
Send SAE with your requirements*

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We are sorry that this service is temporarily
suspended until further notice.

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Welcome to new members -

Peter Figg, Harold Wood - 1070
Michael Raker, Leigh on Sea - 1071
David Hawkings, London - 1072

We are sorry to have to report the
death last year of member
Malcolm Hart, Chelmsford.

Subscriptions

A calendar year subscription is £21,
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New members may join from any
month, but subscriptions will always
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Printed by DirectCDs Ltd,
Unit 9 Swaines Mill, Crane Mead,
WARE, Herts SG12 9PY
01920 465023
www.directcds.co.uk

Your reports and observations

Members reports, quality photos, prints,
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300dpi resolution 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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The Running Card (Dates For Your Diary) by Owen Woodliffe.

SOUTH ESSEX MEETINGS. The winter meetings are at **Wickford Cricket Club, off Swan Lane, Wickford**, five minutes walk from Wickford Railway Station and five minutes drive from A130 and A127. In Wickford Town Centre turn right into Swan Lane (pub on corner) and in 100 yards turn right, signed Wickford Tennis Club. This is a private road – but it is now surfaced! Doors open at 1930 for informal chat with main show from 2000 to 2145/2200. A cash bar is available. Members and guests welcome - £1.50 donation towards cost of room, please.

For **2014**, we are experimenting with meetings on **Wednesdays**, not Mondays, viz:

Wednesday 22 January. A Lodekka Evening! Chris Stewart will talk about the long-awaited book "Eastern National's Lodekkas" and we hope to have autographed copies available for sale, followed by a slide show by Richard Delahoy looking at Lodekkas across the UK (and a bit beyond).

Wednesday 19 February. Talk by Jeff Clayton, new General Manager of Hedingham/Chambers.

Wednesday 19 March. AGM, **1945 start!!!!**; followed by slide show by Alan Osborne - 'South'. Can we beat the AGM record of 2 minutes? It's Alan's slides versus governance!!!

The Spring session will move to **Freight House, Rochford** for meetings on

Wednesday 16 April. Nick Blackall will talk about his time with Eastern National and latterly with ECC public transport team.

Wednesday 21 May. To be confirmed.

Wednesday 18 June. Dave Arnold and Richard Delahoy. Jersey and Guernsey 1975 onwards.

There will be an outside visit on **Wednesday 16 July**, no meeting in August.



A Blast from the Past!

Ex Eastern National
1123 A692OHJ
Leyland Tiger
Alexander seen at
North Weald Bus
Rally during 1996
with

Travel deCourcey.

Paul Harvey.

The Running Card (Dates For Your Diary), cont. by Owen Woodliffe.

NORTH ESSEX MEETINGS by Dave Arnold. 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 1915 for an informal chat, with the main talk or show from 1945 to 2145. £1.50 donation towards room hire, please. Slides/digital photos are preferred, but prints can also be shown. Members and guests welcome.

Friday 14 February. Trevor Brookes. The Isle of Man Then and Now.

Friday 14 March. Michael Hunt (former Moore's driver). Moore's of Kelvedon.

Friday 11 April. Owen Woodliffe. Midlands, North-West and Scotland Bus Rallies.

Friday 9 May. Richard Delahoy. 20 years ago, part 2.

Other dates: **Fridays 13 June, 11 July, 8 Aug, 12 Sept, 10 Oct, 14 Nov, 12 Dec.**

GROUP TOURS.

Saturday 24 May 2014. "The Delaine Crusader".

Join us for this day tour visiting some very interesting operators.

Our morning visits will be to Greys of Ely, Emblings/Judds of Guyhirn and Decker Bus of Whittlesey. After a lunch break in Peterborough Town Centre we will spend the afternoon with Delaine at Bourne. Departure from Colchester North Station at 0800/Return 1850 and Dunmow High Street at 0840/Return 1815. Fare £20. To book, please send cheque payable to E.B.E.G. and S.A.E. to Keith Woods, 34 Normandie Way, Bures, Suffolk, CO8 5BE. Please state choice of pick up point.

Tuesday 24 June 2014. Evening tour from Colchester.

Pick up Colchester North Station at 1900.

The cost is £10 (payable on bus) which will be donated to Essex Air Ambulance.

EVENTS.

Saturday 5 April 2014. South East Bus Festival. Kent Showground, Detling. A Talisman vehicle will leave Colchester North Station at 0800 with pick ups at Ingatestone and Thurrock Services (also on line of A12 by arrangement may be possible). Fare is £20, plus £8 admission.

Phone 01621 857509 or e-mail david@arnold1.fsnet.co.uk to book and pay on day.

The Group Stall will be at this event with copies of EN Loddeka book for sale.

Sunday 13 April 2014. Spring Bus Gathering, LBPB Museum, Brooklands

Sunday 4 May 2014. Ipswich to Felixstowe Run.

Sunday 18 May 2014. Yeldham Transport Museum Open Day.

Sunday 1 June 2014. Clacton Bus Rally.

Publicity News by Ian Ransom.

First Essex - Timetable booklets for 20 dated 17.11.13; 21/A/B/C/X dated 17.11.13; 23/A/24/A dated 17.11.13; 25/A/B dated 17.11.13; 26/27 dated 17.11.13; 40 dated 2.2.14; 41/51 dated 2.2.14; 45 dated 2.2.14; 47 dated 2.2.14; 61/A/C/62/A dated 29.9.13; 65 dated 29.9.13; 67/A/B/D/E dated 29.9.13; 71/A/C/72 dated 2.2.14; X30 dated 2.2.14 and Brentwood Area booklet dated 2.2.14.

Trustybus – (from Owen Woodliffe) C3 & C3A bus timetable leaflet w.e.f. 6 Jan 2014.

More on the Bristol Lodekka.

Eastern National and the Aldermaston Marches -

by Philip Wallis

More than half a century ago the Campaign for Nuclear Disarmament (CND) spearheaded a vigorous campaign against the proliferation of Britain's nuclear weapons. CND's protests extended to the Atomic Weapons Research Establishment (AWRE) at Aldermaston in Berkshire where nuclear warheads were manufactured. The first 'Ban the Bomb' march in 1958 was from London to Aldermaston but in subsequent years between 1959 and 1963 the marches' direction was reversed. Protesters assembled at the main gates of AWRE during the morning of Good Friday and set off at around midday on a three day march to London, with overnight stops at Reading and Slough, which culminated with a rally at Trafalgar Square on Easter Sunday.

I lived in the nearby Hampshire village of Tadley at this time and witnessed the start of the marches in 1960 and 1961. Car ownership was not widespread at this time and most protesters reached the assembly point at AWRE Aldermaston by public transport. Chartered buses and coaches from all over the country thronged around the principal de-bussing point along the triangle of roads near the Falcon Inn at Aldermaston, close to the AWRE's main gates, on the Good Friday mornings. I photographed coaches from operators as far away as Scottish Motor Traction and Western National along with diverse coach operators from the Greater London area although London Transport was not involved. Local Tilling company, Thames Valley, ran a special shuttle service, using Bristol K derivative double-deckers, from Reading, the district's principal railhead, to AWRE Aldermaston.



Chelmsford depot's Bristol LD5G 1478 (later renumbered 2447) was seen having unloaded passengers near AWRE Aldermaston on Good Friday 15 April 1960.

Philip Wallis.

EBN598p4



Above: Basildon depot's Bristol LD5G 1559 (later 2528) and another EN Lodekka were seen unloading passengers at AWRE Aldermaston on Good Friday 30 March 1961. This photograph was taken at the same spot as that of Lodekka 1478, but in 1961 the police had directed chartered buses and coaches to pull up against the offside kerb with passengers, under police supervision, then stepping off vehicles onto the highway.

Philip Wallis.

Eastern National was one of the most prolific operators to be encountered on both 'Ban the Bomb' March days that I witnessed. Eastern National's contingent comprised mostly Bristol Lodekkas along with the odd coach or dual-purpose saloon. These events all happened before the days of a full length M4 motorway so the company's buses must have travelled from Essex across or around London and then down the trunk A4 'Bath Road' to reach Reading, whence they would have journeyed across country for a further ten miles to reach Aldermaston. The Marches formed up along the same stretches of road as used for de-bussing so as soon as passengers had alighted empty chartered buses and coaches were despatched by the police.

The Aldermaston Marches were iconic events of their time, which brought together tens of thousands of protesters and attracted extensive media coverage. Eastern National played a part in getting marchers to their start point.

A Dissenting Voice!

Member **Doug Brown**, badge number N36705 of Hutton has objected to me calling Bristol Lodekkas "these magnificent machines"! He said he had a more colourful description, especially after a full shift of being shaken, over-heated and generally abused. As someone who never enjoyed driving the much more modern Routemasters, despite their reputation, I do sympathise! Other views will be appreciated!

Service Changes by Paul Harvey.

Amber Coaches

17 March 14	265	M-S	Brentwood to Lakeside: service to operate from West Horndon to Grays only with a revised timetable.
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Arriva (Southend/Grays Area)

23 Feb 14	4/A	D	Landwick to Southend: Journeys from Landwick at 2005 (M-F) and 1858 (Sats) extend from Southchurch to Southend.
	7/8	D	Shoeburyness to Rayleigh: the 0745 from Shoeburyness service 8 will now operate as service 7.
11 March 14	All bus services re-registered under the Arriva Kent Thameside "O" licence.		
30 March 14	44	Sun	Grays to Lakeside: service withdrawn.
	201	Sun	Lakeside to Basildon: service withdrawn.



This loan Dart entered service mid-afternoon of 31 January at Southend. Immaculately repainted, it is also freshly retrimmed inside - lovely fresh Arriva bright blue moquette. The bus is 3301 (Y301 TKJ) from Sheerness. No Y-prefix Dart has ever worked in Southend before. Seen here on its second trip, the 1620 service 5 to Basildon.

John G. Lidstone.

Ensign Bus

6 Jan 14	27	Sch	Grays Lodge Lane to Stanford-le-Hope: new school service.
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Florida Coaches

21 Feb 14	44	M-F	Halstead Town Service: service withdrawn.
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London Bus Company

15 March 14	339	SSu	Epping to Ongar: revised route and timetable.
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LCB Travel

1 Dec 13	LCB1	M-S	Old Harlow to Staple Tye: it appears this service has ceased operating sometime during December 13.
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National Express

24 Feb 14	350	D	Liverpool to Southend: minor timetable change.
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New Horizon Travel

10 March 14	13	M-S	Walton to Frinton: service withdrawn.
	15	M-S	Walton to Clacton: service withdrawn.

Olympus Bus & Coach

The only registered bus services operated under the Olympus "O" licence from January 2014 is commuter coach 741/741A and school services OC1-3.

Regal Busways

3 March 14	552/3	M-F	Ramsden Heath to Billericay: revision to route and timetable
	B2	M-F	Sutton Cemetery to Basildon: revision to route & timetable with service commencing at Shoeburyness East Beach instead of Sutton Cemetery. Extended to/from Basildon Hospital.



Amber KM51 BFY at the Blackmore terminus of service 261 - 30/12/13.

Peter Mansbridge.

EBN598p7

Service Changes by Paul Harvey, cont.

Roadrunner

3 Jan 14	256	M-S	Harlow to Waltham Cross: it appears this service has ceased operating during December 2013.
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The only registered bus services operated under the Roadrunner "O" licence is 245, 255, 511 & 512 from January 2014 within Essex.

SM Coaches

There are no registered services operated under the SM Coaches "O" Licence from January 2014.



EU07 XGL is an Iveco Daily with Unvi body which was previously owned by SM Coaches. It is seen here making an extremely rare appearance on Route 21 in Brentwood High Street on 3 January 2012.

Adam Kelleher.

Stephensons of Essex

6 April 14	90	M-S	Witham to Maldon: revision to route and timetable.
	814	Sch	Rochford to Westcliff: revision to route and timetable.

TGM Group (Network Harlow)

16 March 14	8/A	M-S	Harlow Town Service: revisions to timetable.
	509/510	D	Harlow to Stansted Airport: revisions to timetable.

Townlink Buses (Previously operated under the SM Coaches O Licence)

The only registered bus services operated under the Townlink Buses "O" licence is 19 to 21, 524 & T15 from December 2013.

3 March 14	524	M-S	Harlow to Hertford: increased service frequency with alternative journeys operating via A414 instead of St Margarets and Stansted Abbots.
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Turners of Essex

13 Feb 14	44	M-F	Halstead Town Service: new service
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TWH

It is understood this operator ceased trading from 31 January 2014. Status of the registered bus services under this operators "O" licence are therefore cancelled.

(acknowledgements to LOTS, Essex, Hertfordshire & Suffolk County Councils, Omnibus Society (Essex Branch), Richard Delahoy & Harlowride).



Another Essex coach operator has become involved with bus services as Swallow of Rainham took over TWH route 555 on 20 January. On the first, and rare, sunny day Plaxton Primo BU58 ACV is at Upshire. Our tour participants may recall this vehicle in 2012 with Carters in their 25th Anniversary livery and last year when awaiting remedial attention by Simmons at Diss.

Owen Woodliffe.

EBN598p9

Southend 598 for EBN 598 by Richard Delahoy.

We rarely feature service vehicles in EBN, but finding a match for this month's issue number of 598 presents a good opportunity to show Southend Transport 598, RVW790W, a Bedford CF which ST converted to a small breakdown truck. Richard Delahoy photographed it outside the London Road garage on 1 August 1987, resplendent in the yellow and blue coach livery and complete with metallic blue paint on the wheels - but he is inevitably drawn to the phrase "you can't make a silk purse out of a sow's ear"!!

Note the crane on the back - it is difficult to imagine something as small and light as this Bedford being able to safely tow, let alone lift, anything else in the ST fleet, except perhaps company cars or other vans. I can only recall seeing it attending to breakdowns at the roadside but never actually towing anything. We believe that the crane was only there to satisfy the regulations of the day on what constituted a "recovery vehicle" for road tax and testing purposes. Posting the picture to a Facebook group for former Southend Transport staff, Roy Tuner commented that the crane "was only bolted on and couldn't lift anything", while Chris Cliff recalled that "it was only ever used to tow cars, but I did tow a DMS once with it on a chain" - hopefully with working brakes on the DMS! Coincidentally, the bus lurking in the background behind 598 is an ex London DMS, one of 11 that ST operated.

And finally, a correction to last month's 597 feature - in the text the registration was shown as JTD387P but as the photo clearly showed, should have read JTD397P. Sorry!



More Lodekka news!

When clearing up at Canvey depot recently, Ian Banks and friends came across this number plate, which is now in the display room. The bus once operated from Canvey. More details in the Lodekka book out soon!

Ian Banks.

EBN598p10

Buses in Felsted – and Guildford! By David Gregory.

Last November, David was able to visit the Alexander Dennis Limited factory in Guildford together with members of the Aldershot & District Bus Interest Group. He wrote about the visit for the Felsted Village Magazine 'Interface'.

"Apart from a number of reports on the reliability of the 314 Service to Braintree via Willows Green everything seems to be operating smoothly. The cloud on the horizon is of course the ECC review of spending on transport that is being carried out at the moment which could seriously affect the future of the 16 and the 314. Recent sightings in Felsted have included both a First Bus Double Decker and one of the yellow First Bus School contract buses. One small good news item is that the timetable on the stop by Felsted Church now includes the Wethersfield bound journeys of the 16 as well as those going towards Chelmsford! We have been asking for this for at least four years!

As I said in my last item, with the help of my son I was able to have an 'anoraks' day out in November in Guildford with fellow members of the Aldershot and District Bus Interest Group. We were collected from the Bus Station by an 1954 AEC Reliance 543 (MOR581) and taken to the Alexander Dennis Limited factory just outside Guildford. There, together with about 70 other 'anoraks' we were given a brief history of Dennis Brothers from the day their first bicycle was made (and sold) through the building of Dennis Cars (one was in the last London to Brighton Veteran Car Rally) through to the whole range of vehicles that have been made over the years. Most of us will have seen the Dennis name on Fire Engines, Dust Carts, Mowers, Ambulances' and of course Buses. During the 14-18 war and the 39-45 war they also carried out work on military vehicles including the assembling of Tanks. One of the speakers was the grandson of one of the founding brothers! Today the Dennis name is mainly associated with Buses, though Dennis Motor Mowers and Fire Engines are still built 'in the Dennis name' by other manufacturers.

The factory is now mainly concerned with the building of bus chassis which are then moved out to other plants for the addition of the bodies. Many of the chassis go to India, China and Hong Kong with the bodies travelling in boxed kit form (eat your heart out IKEA!). I am not a good photographer and surrounded by many snap happy 'anoraks' with far more expensive cameras than mine it was difficult for me to take photographs in the factory.

We then returned into Guildford aboard 357 (SOU465), a 1958 Dennis Loline. We had our lunch in the original factory where the Dennis Cars were made (which is now a J D Wetherspoons) where a feature of the building is the framework of the lift shaft that transported the finished cars from the third floor back to street level.

Now back to the main business! Any comments or grumbles about our village buses please get in touch!



Not quite Felsted but in that sort of direction!

On 1 February, First Essex service 70 seemed to be disrupted due to flooding, but this one got through! Caught just before the Ash Tree Corner stop, it did seem to turn back at Broomfield Hospital. 33088 ADL-Trident Plaxton President from BE depot.

John Salmon.

David Gregory had supplied a very nice picture of a Dennis Loline in the superb A&D livery but I couldn't sort out the copyright!

New Vehicles

20 Wrightbus StreetLite DFs are on order for Hadleigh.

Acquired Vehicles

20128	P768 XHS	Vo B10M-62 469	Pn 9712VUM651	C55F	5/97	Kelvin Central CV7
30887	W742 DWX	Vo B7TL-57 YV3S2C61XYC000443	Ar 0009/29	H49/29F	7/00	Yorkshire Rider 5742
32628	KP54 KAU	Vo B7TL YV3S2G62X5A103515	Wt H669	H45/29F	2/05	F-Northampton 32628
32631	KP54 KBF	Vo B7TL YV3S2G6205A103586	Wt H672	H45/29F	2/05	F-Northampton 32631
32640	KP54 AZB	Vo B7TL YV3S2G6225A103878	Wt H678	H45/29F	2/05	First Leicester 32640
32641	KP54 AZC	Vo B7TL YV3S2G6215A103015	Wt H679	H45/29F	2/05	First Leicester 32641
32642	KP54 AZD	Vo B7TL YV3S2G6235A103016	Wt H680	H45/29F	2/05	First Leicester 32642
41513	LK03 NGF	Tbs Dt SLF SFD2BACR32GW16548	SCC 4418/03	B29D	7/03	F-London DHL513
41538	LK53 FDX	Tbs Dt SLF SFD2BACR33GW17182	SCC 4443/03	B29D	10/03	F-London DHL538
41539	LK53 FDY	Tbs Dt SLF SFD2BACR33GW17183	SCC 4444/03	B29D	10/03	F-London DHL539
42519	LK03 NKN	Tbs Dt SLF SFD2BACR32GW17055	SCC 4424/03	B29D	7/03	F-London DHL519
44003	LK57 EJJ	AD E200 SFD511AR17GY10494	AD 7220/3	B29D	12/07	F-London DML44003
44004	LK57 EJJ	AD E200 SFD511AR17GY10495	AD 7220/4	B29D	12/07	F-London DML44004
44076	YX58 HVF	AD E200 SFD551AR28GY11022	AD 8237/6	B29D	2/09	F-London DML44076
44078	YX58 HVH	AD E200 SFD551AR28GY11024	AD 8237/8	B29D	2/09	F-London DML44078
44080	YX58 HVK	AD E200 SFD551AR28GY11026	AD 8237/10	B29D	2/09	F-London DML44080
68508	KX54 AHU	BMC 1100FE NMC111TKCRD200003	BMC	B60F	9/04	F- Northampton 68508

20128 and 30887 acquired from First Eastern Counties Buses Ltd, 32628/31/40-2 from Leicester Citybus Ltd, 41513/38-9, 42519, 44003/4 and 44076/78/80 from First Capital East Ltd at Dagenham and 68508 from First Midland Red Buses Ltd at Worcester. 20128, a driver trainer in "Barbie 2" bus livery, was previously on loan at First Essex (see EBN596) but "officially" moved from Norwich to Chelmsford on 22 Jan. 30887 (in old livery with dot matrix destination equipment) arrived from Ipswich on 9 Jan and was seen on route 70 on 13th. 32628/31/40-2 are First Essex's first Wrightbus double deckers (they have "Eclipse Gemini" bodies); they are in old livery (32628 has all over side/rear vinyls for First with the legend "We believe that buses are the future") and have LED destination equipment.



John G. Lidstone.

All five arrived at Basildon on 29 Jan and entered service on Friday 31st. Early sightings of them in service were 32628/40 on 25/A on 1 Feb, 32628 on 2nd, 32641 and 32642 on 3rd and 32631 on 25/A on 4th. These vehicles have been replaced at Leicester by ex Dagenham Enviro 400s. The Enviro 200s are from the batches 44001-6 and 44076-81, the rest of these are expected soon. They have operated in Essex before, on TfL route 498 Romford to Brentwood, prior to that route being converted to full double deck operation. During refurbishment they have been converted to single door, fitted with e-leather seats, all round LED blinds and repainted (gaining "Essex" fleet names). They arrived at Hadleigh on 28 Jan (44004/76), 29th (44003) and 30th (44078/80). 44076 was the first noted in service, on route 26 on 5 Feb. 68508 arrived from Worcester on 9 Dec 2013. The Caetano Darts were delivered to Basildon just before this edition of EBN closed for press on 7 Feb, more details next month, but note that 42519 was originally given the Sema number 41519 (which is more logical) but was soon renumbered as it was discovered to clash with Dart / Plaxton 41519, R419 WPX (which was new to First Southampton but was recently seen (January 2014) working for First in Swansea).



Thursday 6 February wasn't the brightest of days, but a short while at Felmores Shopping Centre provided a selection of ex Leicester Volvo B7TL/Wright Gemini (including all-over vinyl wrapped 32628), former London Tridents and Scania & Volvo saloons on service 5 (Basildon Hospital to Pitsea). Here we see Eclipse/Gemini 32642 mentioned above.

Chris

Stewart.

Vehicles on Loan

66168 (W368 EOW), Volvo B10BLE/Wright Renown, from FEC at Great Yarmouth (by 16 Jan). Fitted with LED destination equipment at the front.

66333 (MV02 VBY), Volvo B7L/Wrightbus Eclipse, from FEC at Norwich. This vehicle has dot matrix destination equipment and "Norwich Network" fleet names (plus "Network Norwich" repeated on the cove panels). This is the first B7L (as opposed to B7RLE) to have operated for First Essex.

Both these vehicles are at Braintree where, together with loaned 61533 (see EBN597), they are expected to form an engineering float for about a month. All three have been seen on route 70 during January (66333 first noted on 14th). 20122 (see EBN596) is shown back at Norwich on the company's list.

EBN598p13

Allocation Changes

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.

FEC=First Eastern Counties; FG=to/from another First Group company (both involving change of legal ownership); Acq=acquired from a non First company

The following traditional depot codes are used in EBN, although no longer by the company:

BN-Basildon; BE-Braintree; CF-Chelmsford; CN-Clacton; CR-Colchester; DT-Harwich (outstation of CR); HH-Hadleigh; DS-Driving School; (D)-Disposal, RES=reserve; Sh=shuttle bus (non PCV)

Autumn 2013

65522 CR(stored)-sold

Period 9 (24 November to 28 December) - additional to EBN597:

34304 CR-sold; 34307 CR-sold; 34314 CF-CF(out of use); 41640 BN-sold; 61533 FEC-BE(loan); 65538 CR-CN; 65586 CN-CR; 65587 CN-CR; 68508 FG-CF; 69421 FEC-CR; 69430 FEC-CR

Period 10 (29th December 2013 to 25th January 2014)

20128 FEC(DS)-CF(DS); 30887 FEC-BE; 34018 CR-sold; 43716 HH-HH(out of use); 43730 HH-sold; 65574 CN-CR; 66168 FEC-BE(loan); 66333 FEC-BE(loan); 68508 CF-BE

43716 has chassis corrosion.



On loan from First Eastern Counties to Braintree: 66333 on route 70 at Duke Street Chelmsford, 22 January 2014, clearly showing its "Network Norwich" branding and the different rear end of the B7R compared to First Essex's own B7RLEs.

Adam Kelleher.

Repaints

20500 to new X30 Aircoach livery (first noted 28 December). This vehicle has been off road for over a year after suffering engine failure. 65031 to new livery (first noted thus on 71A on 10 January), but without fleet names. However, 65032 (see EBN597) had received "Chelmsford City" fleet names by 28 January.

EBN598p14

Disposals

To Alpha Recovery, Cramlington for scrap: 65522 (Autumn 2013); 34304, 34307, 41640 (all 20 December 2013); 43730 (10 January 2014); 34018 (23 January 2014).

65537, 65552 and 65553 have been stored at Northampton since June 2013 (noted still there on 4 October). It is assumed that these vehicles will not be returning to Essex so are now shown as disposals.

Other Vehicle News and Workings

General

CF20501 has received a front LED destination screen, first noted with this on 22 January on X30.

BN32905 has a super rear ad for "Big Motoring World Group".

HH66828 has had the "W" indents on its front dash painted magenta.

CR69430 had had its "Ipswich" fleet names removed when seen on 28 January.

Olympians

The sale of 34018 and 34304/7 leaves only two Olympians left in service, 34014 at CR and 34305 at CF. 34314 is also still owned but is unfit at Chelmsford and hasn't seen service since early November. (Coincidentally exactly 10 years ago there were two Bristol VRs - the double deck type immediately preceding the Olympian - still in service, 3072 and 3219). Last reported sightings in service of the three recently sold Olympians were 34304 on 75 and 34307 on 88 both on 17 Dec and 34018 on 75 on 8 Jan. 34018 was then noted at the back of Clacton garage on 19th before its disposal. 34014 has been noted on routes 61/2 (17, 20 and 30 Jan), 63 (16th), 64 (9th), 75 (8th, 10th, 18th and 21st), 88 (13th), both 63 and 88 on 15th and parked at Harwich on 26th. 34305 was seen on 525 on 10 Jan, 42A on 18th, 42 on 29th and 71A on 4 Feb.

Dart Survivors

The sale of 41640 leaves 41644 as the sole remaining original Marshall bodied Dart (416xx series). Together with the only remaining East Lincs bodied Dart (41011), 41644 continues in service from Hadleigh (seen on route 21 on 6 Feb) but both their days are clearly numbered.

Clacton (CN) and Colchester (including Harwich (DT) outstation)

To summarise and clarify recent reports, it seems that normally six buses from Colchester are parked overnight outside Harwich depot (with the main depot itself being shut), five for service on 103/4 and the one journey each way school route 30A, with one spare. Harwich also continues to operate route 3 to Clacton on Sundays. Noted parked at DT or on routes 103/4 at various times between 2nd and 11th Jan were 32476, 32652, 60206, 65538/66/70, 65573/4/86, 65650/3 and 66977. On 7th, Volvo double decker 32652 worked 15.15 Manningtree School-DT 30A, displaying the correct route number and destination. Scania saloons normally display "School Bus" with no route number or destination when they work this route. On the morning of 14th, 65566, 65654/79 and 66977 were seen operating from DT plus 65627 was spare parked outside the depot. 65566 worked 10.53 DT-CR 104. At CR it was replaced by 32477, which worked 12.05 CR-DT 103 and 13.25 DT-CR 103. Outside DT on 12th were 32483, 65566, 65651, 66977 and 66980 with 66983 on route 3. Outside the depot on 19th were 65586/7, 65650/79/82 with 65668 on route 3. Early morning sightings on 22nd were: 65576 on 06.55 DT-CR 103; 65682 on 07.10 DT-CR 104; 65573 on 07.20 DT-CR 103; 65586 on 07.15 CR-DT 104; 65679 on 07.30 DT-Manningtree School 30A with 65676 the spare bus parked outside Harwich depot. CR used 65587 on 07.55 Mistley-CR 103 and 65683 on 08.18 Ardleigh-East Bergholt High School 193. Parked outside DT on 26th were 32476, 34014, 62410, 65587 and one other Scania with 65654 on the 3. Double deck sightings at DT during January had been rare, the fact that two were there on 26th Jan may have been prompted by the issue of overcrowding on school time journeys being raised in the press by the local MP. 42937 was back in service on 3/4 in early January, having been off the road since November. On 14th, the four buses on Clacton-Harwich 3/4 and Harwich local services 20/A and 22A/B were 42937, 43742, 44519 and 44599. Other sightings during the month:

7 Jan	CN44516 on 76	9	CR65586 on 65 (a recent transfer from CN)
11	CR65682 on 71	13	CN42937 on 76X
19	CN65532 on 74A		

Chelmsford (CF) and Braintree (BE)

The 1940 M-F ex CF 31 (return from Maldon at 2020) is normally operated by a Solo.

6 Jan	CF42931 on 70X and on 131/2 on 8th (still on loan to BE). Returned to CF on 10th following the arrival of 30887.
10	CF65028 on 31C, CF65032 on X30 (and again on 28th plus 4 and 7 Feb), on loan 61533 on 70 (and again on 11th, 16th and 20th)
11	CF53137 on 70 (and again on 13th)
12	BE33916 at Broxbourne on Rail Replacement
13	BE33196 seen in Kelvedon High Street at 08.05, possibly on 525. Back on 70s later in the day.
15	BE40008 on 70, BN33424 on evening peak hour Sandon P&R / cont.

19 Jan	CF53138 on 80A/C, CF42931 on Sunday 351 & 73
20	On loan 66163 and 66333 on 70 (and both again on 22nd)
21	CF67904 on 36 22 CF65030 on 42
29	CF65031 on H3 (last week of the H routes)
31	BE30903 on 131/2, CF43360 on 71/A, CF68510 on driver shuttle
4 Feb	60809 on 42A 6 CF68534 on driver shuttle
7	60809 on 31 and Chelmsford driver shuttle, 60810 on 36 (N.B. both these vehicles are allocated to BN but have been in use at CF following displacement by the Geminis.)

Basildon (BN) and Hadleigh (HH)

Following the acquisition of the Geminis, Basildon's single deck route 5 has been operated by a number of double deckers. For example, on 6 Feb 6, Geminis 32628 and 32642 plus Presidents 32855 and 32883 were seen on the route (alongside 66177 and another Volvo saloon).

12 Jan	HH Tridents on Wickford to Southend Rail Replacement
19	HH41011 on 28 21 BN66806 on 100, BN33424 on 512
22	BN41542 on 100
4 Feb	CF(DS)20128 on driver training in Eastwood
6	HH33373 on 25B, HH43732 on 25, BN41525 on 511

Other News Former *Eastern National* Leyland Tiger / Plaxton 1129 (B697 WAR) was still in service with Zoar Garages, St Keverne, Cornwall in December last year, in all over white livery. It operates daily on school services.

Sources: Own observations, and with thanks to R Appleton, S Barham, N Clark, T Clark, L Cornwell, D Flatman, I Hardie, J Lidstone, J Long, D Lund-Conlon, D Moth, C Painter, J Podgorski, D Pretty, I Ransom, J Salmon, K Smith, R West, J Sadd, the Essex yahoo! group, Essex Buses Google group, www.bustlistsontheweb.co.uk, Real Bus News, LOTS, PSV Circle and 'Terminus'. 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 those who do so.



During January double-deckers have made rare appearances at Harwich outstation, often the allocation has been six Scania/Wright single-deckers. One double-decker that did appear on 14 January was 32477, complete with 61/62 route branding, photographed in Dovercourt High Street on the 1323 Harwich - Colchester 103. **Robert Appleton.**

EBN598p16

Boxing Day in South Essex, some thoughts by Richard Delahoy.

Readers might be interested in a bit of historical background to the reference last month to the Southend Transport Boxing Day services, as it is now some 15 years since they last ran. As far back as 1971, Eastern National (as predecessor to First in Essex) decided not to run services on 26 December. At that time, there was a Co-ordination Agreement with Southend Transport and Southend decided to go it alone on the 26th with a skeleton service on key routes within the Co-ordination Area and to run for one day only on some routes extending beyond the boundary. A similar operation was perpetuated in subsequent years, although the "out of area" routes were quickly rationalized to run just to London. From 1976 there was even a solitary return trip to London on Christmas Day itself. Latterly the X1 coach service formed part of the network.

The skeleton Boxing Day service continued into the deregulated era (although there was no service on the 26th in 1993 apart from a solitary London trip) but it was not viable and last ran in 1998. The story is told in a little more detail at <http://www.signal-training.com/ebeg/xmas.htm>.

For completeness, it is also worth noting that in 2013, as well as Ensign's X10 to Lakeside and First's X30 to Stansted, both of which exist primarily to serve those destinations, Stephensons 6 and 61 ran in Southend on 26 December last year, as they do each year (linked to the opening hours of the retail development at Fossetts Park). First ran a limited service on the 100 between Basildon and Lakeside and Ensign ran Thurrock local services 22, 44, 73A & X80. TfL services into Lakeside (370, 372) also ran to a Sunday timetable.



Photo by **Richard Delahoy**.

Richard's first opportunity to drive officially for Southend Transport was on their Boxing Day special services, the only day each year on which the union agreement permitted the use of part timers. The 22 to Hullbridge was normally operated by Eastern National but in 1979 I had Fleetline 223 (XTE223V - new only a few months earlier), seen here ready for the 1533 back to Southend. He worked 14 hours 58 mins that day at time and a half, earning £28.82 before deductions!

Congratulations from ARRIVA ;

Richard Lewis, Regional Publicity Manager, Arriva Southern Counties, Arriva The Shires and TGM Group East has written:

"I have just received my copy of Essex Bus News so am taking the opportunity to offer my congratulations to you and your colleagues past and present who have worked hard over the past fifty years to produce such an informative monthly magazine.

I always look forward to EBN arriving on my desk and find the mix of topical and historical information to be well balanced.

Let's hope it will continue for another fifty years!"

EBN598p17



Arriva at Southend put this loan Dart into service on the afternoon of 31 January. Immaculately repainted, it's also freshly retrimmed inside - lovely fresh Arriva bright blue moquette. The bus is 3301 (Y301 TKJ) from Sheerness. No Y-prefix Dart has ever worked in Southend before, adding interest. It is seen about to start its first service journey at Southend, 1535 29 ex Westcliff High Schools.

John G. Lidstone.

EBN598p18

TGM Essex - Network Colchester by Peter Mansbridge.

Talisman Leyland Olympian H48 MJN (ex Colchester) and former Network Harlow Dennis Dart SLF / Plaxton 3221 (P221 MKL) have both been on loan during January.

with thanks to Richard Delahoy and John Podgorski.

Network Harlow / Stansted by Peter Mansbridge.

Further to the details in EBN596 for Network Colchester, below are the details of the new fleet numbering scheme for Harlow and Stansted.

with thanks to Richard Delahoy, Keith Sadler and LOTS.

Harlow

Old fleet number	New fleet number	Registration number	Year	Type
3250	3250	V250 HBH	1999	Volvo B6BLE / Wright
3251	3251	V251 HBH	1999	Volvo B6BLE / Wright
3254	3254	V254 HBH	1999	Volvo B6BLE / Wright
3255	3255	V255 HBH	1999	Volvo B6BLE / Wright
3256	3256	V256 HBH	1999	Volvo B6BLE / Wright
3257	3257	V257 HBH	1999	Volvo B6BLE / Wright
2406	4198	YJ58 PFY	2008	Optare Versa
2407	4199	YJ58 PFZ	2008	Optare Versa
2453	1453	YJ06 FXS	2006	Optare Solo
2454	1454	YJ06 FXT	2006	Optare Solo
2455	1455	YJ06 FXU	2006	Optare Solo
2456	1456	YJ06 FXV	2006	Optare Solo
2457	1457	KE04 PZF	2004	Optare Solo
2458	1458	KE04 PZG	2004	Optare Solo
2459	1459	KE54 OSU	2004	Optare Solo
2460	1460	KE54 OSV	2004	Optare Solo
2465	1465	KE55 KTJ	2006	Optare Solo
2466	1466	KE55 KTD	2006	Optare Solo
2467	1467	KE55 KTC	2006	Optare Solo
2473	1473	YJ56 ATY	2006	Optare Solo
2474	1475	YJ56 ATZ	2006	Optare Solo
3230	1554	V230 HBH	1999	Dennis Dart SLF / Plaxton
3231	1555	V231 HBH	1999	Dennis Dart SLF / Plaxton
3856	3856	KE54 LNR	2004	Volvo B7RLE / Wright
3857	3857	KE54 LPC	2004	Volvo B7RLE / Wright
3858	3858	KE54 LPF	2004	Volvo B7RLE / Wright
3859	3859	KE54 LPJ	2004	Volvo B7RLE / Wright
3860	3860	KE54 HHF	2004	Volvo B7RLE / Wright
3873	3873	KE57 EPA	2007	Volvo B7RLE / Wright
3874	3874	KE57 EPC	2007	Volvo B7RLE / Wright
3731	3731	GN54MYO	2004	Volvo B7RLE / Wright
3732	3732	GN54MYP	2004	Volvo B7RLE / Wright
3901	3891	BU06 HSD	2006	Mercedes Citaro
3902	3892	BU06 HSE	2006	Mercedes Citaro
3903	3893	BU06 HSF	2006	Mercedes Citaro
3904	3894	BU06 HSG	2006	Mercedes Citaro
3905	3895	BU06 HSJ	2006	Mercedes Citaro
3906	3896	BU06 HSK	2006	Mercedes Citaro
3907	3897	BU06 HSL	2006	Mercedes Citaro
3910	3898	BK58 URL	2008	Mercedes Citaro
322	3319	T829 NMJ	1999	Dennis Dart SLF / Plaxton
496	5944	R614 MNU	1998	Volvo Olympian / NC

Network Harlow / Stansted, cont. by Peter Mansbridge.
Stansted

	New fleet no.	Registration number	Year	Type
365	3417	SN54 HXD	2004	Dart SLF
326	1561	BU51 REG	2002	Dart SLF
327	1560	EU56 FTO	2006	Dart SLF
366	3418	SN54 HXE	2004	Dart SLF
360	3413	SN54 HWY	2004	Dart SLF
528	3421	AY54 FPZ	2004	Dart SLF
530	3422	KP54 BYY	2005	Dart SLF
556	3423	KP54 BYZ	2005	Dart SLF
320	2866	FJ07 DWF	2007	Scania 340 / Caetano
321	2867	FJ07 DWG	2007	Scania 340 / Caetano
462	2821	FJ60 HYH	2010	Volvo B9R / Caetano
464	2822	FJ60 HYM	2010	Volvo B9R / Caetano
463	2823	FJ60 HYK	2010	Volvo B9R / Caetano
464	2824	FJ60HYL	2010	Volvo B9R / Caetano
4106	2864	FJ56 PCZ	2006	Scania 340 / Caetano

PVR 12

Allocation 15



Another loan into Network Colchester is an Arriva liveried Dart. This time from Harlow and with Network Harlow logo's. 3221 in Mile End Road, Colchester on Sat 25 January 2014. **Russell Young.**



More on that c2c Rail Replacement Contract!

Top Picture; On "that" C2C rail job was Stephenson's new 605, one of the latest intake of E40Ds
 Photographed in Ashdon Way, Basildon on Saturday 25 Jan 14, both pictures by **Russell Young**.



Bottom Picture: Ensignbus 401 also on the c2c Pitsea - Upminster rail replacement service on Saturday 25 January. Seen in Laindon Link. This actually entered service two days previously on an emergency Victoria line rail replacement service between Green Park and Brixton, operated on behalf of London Underground.

Amber Coaches by Adam Kelleher.

Vehicle on Loan During the London Underground strike on 5 and 6 February both of the ex Metrolink Presidents (Y172 / 202 NLK) returned to London service as two of the hundred or so extra buses on TfL services over the two days. Both operated on TfL route 26, with the destination turned to yellow blank and the number turned to 265. Black tape was used on the outside of the glass to cover the number 51. In turn, Basildon Travel's ex Stagecoach Mercedes 709D / Alexander minibus M668 FYS, in all over yellow, operated on route 265 on both days and again on Friday 7th.

With thanks to Robert Mighton, Kevin Smith and Chris Stewart.



regalbusways

by Adam Kelleher.

New Vehicle. OV63 XCN Neoplan Tourliner, new between September and December 2013, tri axle, all white livery. Noted on rail replacement at Lowestoft on 17 December.

Other Vehicle News.

613 has had its rear Transdev route branding removed but remains in Transdev livery. 1204 has not been reported in service since July last year although it was seen in First Essex's Basildon garage on 29 November 2013. Former 512 (P390 LPS) has again been on loan from Panther (by 28 January '14).

Workings and Observations.

5 Jan	614 on 88
10	515 on Witham to Braintree Rail Replacement.
11 & 12	Braintree Freeport liveried 611 on Braintree Freeport shuttle.
15	515 on 3.
16	1404 on Braintree Freeport shuttle (first sighting of a President on the route. ALXs have been seen before, including 1303 on 15 December 2013).
19	611 on 71C, 613 on 88.
w/c 20	Neoplan coaches MV12 ODR and OV63 XCN on Highlands School work.
21	1206 on 212/3. 23 607 on 75, coach J734 CWT on Thursday only 5.
28	201 on First Data shuttle. 29 1402 on 383.

With thanks to Terry Clark, Matthew Evans, Chris Hatley, John Podgorski, Owen Woodliffe and Jonathon9029

Townlink Buses by Adam Kelleher.

Rebranding. Further to EBN 597 (under the SM Coaches heading), 20 December 2013 was the formal date of the registration change from SM Coaches to Townlink Buses Ltd. O Licence discs and legal lettering are being changed to Townlink Buses Ltd. Townlink runs routes 19/20/21, 24 and T15. Incidentally, all the registrations for Road Runner Buses Ltd were also cancelled around the same time and transferred to Roadrunner Coaches Ltd. (Correction to EBN 597 - Roadrunner vehicles have not gained Townlink fleet names, the possible confusion was because two former Roadrunner vehicles have, see below.) A third company, Olympus Bus & Coach Ltd, trades as Olympic Coaches.

Acquired Vehicles. From Roadrunner, December 2013:

Y553 XAG Dennis Dart SLF / Plaxton Pointer 10.1m B27D, new 7/2001.

Y554 XAG Dennis Dart SLF / Plaxton Pointer 10.1m B34F (ex B27D), new 7/2001.

(Note, Y553 retains dual doors, although with the rear door not in use).

New to London United as DPS 553/4. Both have gained Townlink fleet names on the shared Townlink / Roadrunner white / blue skirt livery.

From Ensign, December 2013:

Y344 FJN Dennis Dart SLF / Alexander ALX200, 10.8m, B37F, new 5/2001 (as B33D)

Ex Ensignbus 744, new to Stagecoach London as SLD 344

Disposals. Mercedes Varios R112 GNW, R450 PRH and R187 DNM plus Ivecos EU07 XGK/L/M are no longer in the fleet although disposal dates are not known.

With thanks to LOTS.

EBN598p22

Trustybus (Galleon Travel 2009, Roydon, Essex bus operations)

by Adam Kelleher.

With thanks to Ross Newman and LOTS.

Acquired Vehicles. December 2013:

X501 WRG Dennis Dart / Plaxton MPD 8.8m B25F new 1/2001 Go Wear Buses 501

From Ensign, previously with Go North East in all yellow livery which it retains. Dot matrix blinds.

January 2014: S91 EGK Dennis Dart / Plaxton B29D 12/98 London General LDP91

S93 EGK Dennis Dart / Plaxton B29D 12/98 London General LDP93

From Ensign, previously with Travelmasters, Sheerness. Both retain dual doors and London General red, yellow pinstripe and dark grey skirt livery. Fitted with front LED blinds when acquired by or when with Travelmasters.

Additional information to EBN 597:

R821 HCD is 10.8m (B37F) and S411 TNO is 10.2m (B35F). Their Stagecoach national fleet numbers had been 33021 and 33361 respectively. The latter had been with Stagecoach East Kent and East Sussex. It was single doored when it left London service. Both have been repainted into new livery.

Re-registrations and Fleet Numbers.

It was reported in EBN 595 that the Super Pointer Darts had been re-registered and given fleet numbers SPD 1-10. During December the rest of the fleet was also numbered and a few other vehicles were also re-registered. The numbering system goes from 1-21 with class prefixes as follows: SPD (Super Pointer Dart); PD (Pointer Dart); MDS (Short Marshall Darts); PDS (Short Pointer Darts - MPDs); ADS (Short Alexander Darts, 8.9m); AD (Alexander Darts, both 10.2m and 10.8m).

The fleet list following the renumbering was:

Number	Registration	Previous Reg	Latest Known Livery
SPD 1	SNZ 7259	X964 VAP	New Trustybus
SPD 2	GRZ 4522	X503 ADF	Amended Stagecoach
SPD 3	SNZ 7293	X968 VAP	Amended Stagecoach
SPD 4	NFZ 3255	X502 ADF	Amended Stagecoach
SPD 5	SNZ 4016	X971 VAP	Amended Stagecoach
SPD 6	SNZ 2980	X956 VAP	Amended Stagecoach
SPD 7	SNZ 9055	X972 VAP	Amended Stagecoach
SPD 8	SNZ 3869	X962 VAP	Amended Stagecoach
SPD 9	NFZ 6606	W501 VDD	Amended Stagecoach
SPD 10	SNZ 7296	X969 VAP	Amended Stagecoach
PD 11	R745 BMY		Metrobus two tone blue
PD 12	RX51 FNU		London all red
MDS 13	LT02 ZDE		London all red
MDS 14	LT02 ZDG		London all red
MDS 15	LT02 ZDO		London all red
MDS 16	LT02 ZDP		London all red
PDS 17	TNZ 1186	V653 HEC	All dark blue with black band on cove panels
PDS 18	TNZ 1252	V660 HEC	All dark blue with black band on cove panels
ADS 19	Y248 FJN		White with blue skirt
AD 20	FXZ 2162	R821 HCD	New Trustybus
AD 21	FXZ 2175	S411 TNO	New Trustybus
-	X501 WRG		Go North East all yellow
-	S91 EGK		London General
-	S93 EGK		London General
-	X649 LLX		Gold and dark red

Notes: ADS 19 has since been sold (see below). In EBN 595 X971 VAP was reported as being re-registered to SWZ 4016 but it is thought that SNZ is correct. The three recently acquired vehicles (see above) have not yet received fleet numbers. X649 LLX is the ex Metroline President (see EBN 597). PD 11 and 12 are ex Logic Travel vehicles.

Disposals. ADS 19 to Ensign, December 2013.

Former Logic Travel RX51 FNT has not been included in the numbering scheme so it is assumed that this vehicle is permanently out of service or has been sold.

Services. Routes C3 and C3A were revised from 6 January. C3 now runs from Hoddesdon to Hammond Street (so no longer serves Harlow) and C3A runs from Harlow to Cheshunt. The routes overlap between Hoddesdon and Cheshunt. Basically an hourly service daytime Monday to Friday on both (although the C3 starts later and finishes earlier than the C3A.) As before, the C3A also runs on Saturdays.

Travel With Hunny by Adam Kelleher.

The End of TWH. The owner of Travel With Hunny, Christopher Hunn, was called to a Public Inquiry before the Traffic Commissioner at Cambridge on 28 January 2014. Mr Hunn pre-empted the hearing when he posted the following statement on Facebook on 17 January: "Well, after lots of deliberation, I have now submitted applications to de-register all of TWH registered bus services. These are due to be transferred to Swallow Coach Company of Rainham on the 14 March. With exception of the 555, my official last day is Saturday 18 January 2014 with Swallow Coach Company taking over on Monday. Of course this may happen earlier if the Traffic Commissioner decides otherwise!" He later clarified that only the 555 was to transfer from Monday 20 January with TWH continuing until 14 March. Subsequently, applications were made to Transport for London for Local Service Permits in Swallow's name for the MB1 (dated 3 February) and for 848/9 (dated 14 March). However, Mr Hunn's attempt to surrender his licence was not accepted by the Commissioner, as doing so would have precluded the Commissioner from considering disciplinary action. A decision was not announced at the inquiry on the 28th, but as Mr Hunn could not meet the financial standing test, revocation is mandatory and that was made very clear, it was only a question of how quickly. Towards the end of the hearing Mr Hunn intimated that he would probably cease operations on Friday (31st) but the Commissioner refused to allow further discussion of that after it turned into a "negotiation" with Essex County Council over how quickly they could arrange a replacement for school journeys. The Commissioner's words were "this is deteriorating into a farce". However, 31 January did indeed turn out to be TWH's last day of operation and as of 1 February all TWH vehicles were parked up awaiting sale. Dart P898 LNB was seen in Brentwood High Street on the afternoon of the last day, on either route 848 or 849.

Replacement Services. Swallow commenced operation as planned of route 555 on 20 January, with all white Plaxton Primo BU08 ACV seen on the first day with fully programed LED blinds. The MB1 (Mecca Bingo Contract) also passed to Swallow from 3 February - they had previously helped TWH out with this route. However, Swallow are not on Essex County Council's approved list of contractors for school work and so the Campion School journeys on route 848 plus the school day only 849 passed to P&M Coaches on an emergency ECC contract and London Service Permit from 3 February until 14 March and Swallow's LSP applications for these routes were withdrawn. (P&M had operated these journeys before TWH registered the 848/9 last September.) From 17 March a new ECC contract and associated LSP will be awarded. From 3 February Route 333 was operated by Havering Council. On the first day Havering's own Mercedes minibus YX11 CSU plus ex Brighton & Hove East Lancs bodied Dennis Trident W832 NNJ (on hire from Ensign, in B&H livery and showing "333 School Bus" on the scroll blinds) were seen on the route. Route 444 ceased altogether, indeed this route is not thought to have run since 17 January if not before.

With thanks to Richard Delahoy, Peter Horrex, Ross Newman, Dave Stewart and Owen Woodliffe



Owen Woodliffe was on hand to see London Borough of Havering vehicles operating ex TWH route 333 from 3 February. Former Brighton & Hove Trident W832 NNJ departs Debden Park for pm departure on the first day.

EBN598p24

New Fleet Numbering System.

The new fleet numbers appeared first on Chambers vehicles during the week commencing 20 January; the B7TL/President double deckers wear the three digit numbers in four places on their livery; under the front windscreen, on the nearside under the rear window, central over the passenger entrance doors and central over the driver's cab window.

The coaches form fleet numbers 1-11, lowheight Olympians 60-75 and highbridge Olympians 76-96, lightweight low floor single decks from 200, midis from 250 and short wheelbase ones from 280, Volvo heavyweight low floor saloons are 470-486, Volvo B7TLs 560-581, ADL Enviro400s 615/6, Dennis Tridents start from 701 and Optare Solos are in the 900-series. Such types as Enviro400s, Tridents and Solos therefore come together across the regional fleets in their respective sequences.

Acquired Vehicle.

740	V161 MEV	Dennis Trident/Alexander ALX400	H47/33F Anglianbus (700)
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Allocations.

485	R232 HCD	Volvo B10BLE / Wright Renown	HD – TY (internal loan)
-	F640 LMJ	Leyland Olympian / Alexander RL	TY – CN (on loan from Barham)

Fleet.

740 (V161 MEV) is a converted single door Trident/Alexander transferred from Anglianbus. This had been numbered 700 but now slots in after the three ex-Oxford ALX400 Tridents acquired last year, given numbers 737-9 and after the ex-Brighton East Lancs examples, now variously 701 to 734 but all in sequence across the East Anglia businesses.

Volvo B7TL/Plaxton President 577 (W518 WGH) has entered service at SY, having been off the road for a lengthy period after delivery in 2013.

Additional Related News.

The new Hedingham and Chambers websites went live mid-January, having the same layout as the recently re-launched Konectbus and Anglianbus websites. The sites focus on timetables and routes, and as the ticketing system is developed will also give access to ticketing options, deals and advice.

Of interest on the sites is a section describing the histories of the companies; the Konectbus site also has an enthusiasts' page which gives very detailed fleet movements and a focus on Leyland National UFX 852S which still wears the Konectbus colours. An advance for all the sites is the multiple ways a potential customer can contact the operator. Twitter is now playing a vital role in immediate updates of service problems, late running and events affecting services, recently used to very good effect during the storm surge in late December 2013.

The Braintree to Sudbury Siemens works service was transferred from HD to SY (Chambers) on 6 January and is regularly operated by Chambers-liveried Optare Solo 962 (MX58 XDB).

On 22 January, a lorry overturned on the B1023 near Tollesbury, blocking the road, briefly disrupting services and school buses en route to afternoon pick-ups.

with thanks to Jeff Clayton, Nick Field, Dave Arnold & Essex-Buses yahoo group.

Ensignbus Fleet by Mark Lloyd. *With thanks to Ross Newman & Paul Dickson.*

Vehicles Acquired January 2014:

401	P671LWB	Volvo B10MA	Plax Premiere	AC71F	Ex SC Bluebird Nov 13
402	P563MSX	Volvo B10MA	Plax Premiere	AC71F	Ex SC Bluebird Nov 13
601	S808BTT	Volvo B10M	Jonckheere	C51F	Ex SC Highlands Nov 13
602	S662JSE	Volvo B10M	Jonckheere	C51F	Ex SC Orkney Nov 13
603	R873CDW	Volvo B10M	Plax Premiere	C51F	Ex SC Wales Jan 14
604	R871CDW	Volvo B10M	Plax Premiere	C51F	Ex SC Wales Jan 14
701	PX61AXZ	ADL Enviro 200	ADL EnviroB38F	Ex Reays Jan 14	
702	PX61AYA	ADL Enviro 200	ADL EnviroB38F	Ex Reays Jan 14	
703	PX12BSY	ADL Enviro 200	ADL EnviroB38F	Ex Reays Dec 13	
704	PX12BSZ	ADL Enviro 200	ADL EnviroB38F	Ex Reays Jan 14	

703/4 Corrects previous EBN details.

401, 602/3/4, 701/2/4 not in service at 29/1/14, being prepared.

401/2, 601/2/3/4 all will be in Ensignbus C2C livery for rail replacement contracts. Ensignbus C2C working in partnership livery.

Vehicles Withdrawn:

102	V478KJN	Dennis Trident	Alexander ALX400	To Freedom Travel, Ely
191	T191CLO	Dennis Trident	Alexander ALX400	To Golden Tours, London.



On 13 January, c2c was proud to offer a 100% hybrid-electric operated rail replacement (apart from 2 meal relief trips covered by Stephenson's). Volvo B5H/Wright Gemini seen departing Shoburyness Station. **John G. Lidstone.**

Ensignbus Dealing Stock Movements. January 2014. By Mark Lloyd.

Vehicles In:

Arriva S Counties	P610CAY	Volvo Olympian Northern Counties ex 5939
	P935/6MKL	ex 5935/6
Astons Coaches	CN07KZJ/H	Solo
Dawson Rentals	KP02PVF/N/D/L/T/PUH	Dart SLF Plaxton
Go Ahead North East	S812FVK	Volvo Olympian Northern Counties ex 3812
	X504WRG	Dart MPD ex 0504
	X595FBB	Dart MPD ex 0505
	NK51MJX	Dart MPD ex 0517
	S862/4ONL	DAF SB220 Plaxton Prestige ex 4862/4
	R972/9/82FNW	DAF SB220 Northern Counties ex 4984/6/7
Go Ahead South Coast	N602/6FJO	Volvo B10B Plaxton Verde ex 5602/6
	N416JRG	ex 5616
	L528YDL	Volvo B10B Alexander Strider ex 5628
Stagecoach Scotland	S313/23CCD	Volvo Olympian Alexander ex 16313/23
Stagecoach S Wales	R781/3CDW	Volvo B10M Plaxton Premiere ex 52501/3
Transdev Blazefield	YJ07OZV-X	Volvo B7RLE Wright Eclipse ex 1817-9
	YJ07PAO/PBF	Volvo B7RLE Wright Eclipse ex 1820-1
Travelmasters	S91/3EGK	Dart SLF

Vehicles Out:

Archway Travel, Blackpool	X502/3WRG	Dart MPD ex GANE 0502/3
Axe Valley, Devon	Y368HMY	Dart Caetano ex Metrobus 368
Bear Buses, Middlesex	H734DDL	Leyland Olympian ex Go Ahead S Coast 734
Big Lemon, Brighton	X504WRG	Dart MPD ex GANE 0504
Coastal Liner, Wolverhampton	V882/6HBY	Trident Plaxton President
Galleon, Nazeing	X501WRG	Dart MPD ex GANE 0501
	S91/3EGK	Dart SLF ex Travelmasters
GHA Coaches, Wales	N606JFO	Volvo B10B Plaxton Verde ex GASC 5606
Lodge Coaches, High Easter	K768ODL	Volvo Olympian ex Go Ahead S Coast 738
Next Bus, Chippenham	CN07KZJ/H	Solo ex Astons Coaches
Redline Buses, Aylesbury	SK52MPV	Volvo B7TL ALX400 ex London United VA296
Rotala Group	YJ07OZV/W/X	Volvo B7RLE Wright ex Transdev Blazefield
	YJ07PAO/PBF	Volvo B7RLE Wright ex Transdev Blazefield
Travelmasters, Sheerness	NA52AWR/H	Dart MPD
Western Greyhound	KN52NFR/P/U	Dart MPD
	YT51DZZ	
	NA52AWV/AWN/O/J/P	Dart MPD
Z & S, Aylesbury	LN51KYU	Trident Plax President ex Metroline TPL260

Other Movements:

R834MFR Bromley Bus Preservation Group
V215ERG to E-pro Automotive Ltd, Cardiff Bay.
S313/23CCD to Drew Wilson Coach Sales, Glasgow.
S862/4ONL, R972/9/82FNW to Mike Lawrenson, Preston.
R836MFR to Just Fab, London.
Y181NLK to PCV NE Ltd, Cleveland.

With thanks to Ross Newman.

Smaller Operators by Roger A. Smith.

With thanks to the PSV Circle.

APT Coaches, Rayleigh:

BMC C53F, reg. BX08EZR has been acquired from Attain, Witton, West Midlands.

Flagfinders, Braintree:

M9KFC, a Toyota/Caetano C21F has gone to A1 Van & truck, Clacton on Sea (Dealers).

Greenfield, Great Baddow:

This operator has changed its fleet name from Richard's Taxi and Minibus service to Richard's Travel.

Kirby, Rayleigh:

T311RWC, a Setra S315GT, has been re-registered as K16BYS.

Panther, Parkeston:

K518ESS, an Alexander bodied Leyland CH43/27F, formerly fleet number L369 in the Heddingham fleet is now here. Also now here are M832CVG, a Volvo/Plaxton B40F and R941YOV, a Volvo Olympian with H47/29F Alexander bodywork, both from Chambers, Suffolk.



The photo shows former Camden of Sevenoaks AEC Reliance/Harrington 'Grenadier' coach 900 SAF which is one of the AECs already booked in to the South East Bus Festival at Detling on 5 April and which will feature in a display to mark the 60th anniversary of the Reliance chassis going into production in 1954. It is my way of encouraging you to join the Group tour, see EBN598p3! Does anyone know whether it did ever get into Essex?

Richard Lewis.

EBN598p28

The London B-type “Battle Bus” by Andrew Colebourne.

The vehicle being restored in the London Transport Museum's "Battle Bus" project mentioned on page 16 of EBN597 should be of more than passing interest to readers of Essex Bus News. Detective work by the restorers has established that the chassis is that of B2737, registration LH2132. This bus is particularly appropriate for the project as it was new during 1914 and entered service at Mortlake garage, soon passing to the War Department for military service. It survived to return to service in London as a sub-standard "khaki emergency bus" after the end of hostilities. Whether it was later fully overhauled I do not know, but the last khaki buses ran in London to meet increased demand during the summer of 1921 having previously been withdrawn the year before. However in 1921 or possibly February 1922 the bus passed to the National Omnibus and Transport Company as its number 2132. The fleetlist in "The Years Between" has the bus listed under 1921 but a footnote says "ex London General Omnibus Company 2/22" - was it loaned and then purchased?

I don't know where National allocated the bus or when it was withdrawn - can anyone fill in this part of the vehicle's history?

The body apparently belongs to the chassis and there is even an original seat cushion from it. Inside this, the restorers found a fragment of a ticket issued by Road Motors of Luton, a company subsequently acquired by National and who operated in Weymouth as well as in their home area. The ticket is from Weymouth, which suggests that the bus ran from there with National. There were also some newspaper fragments - one advertising the "Yarmouth Belle" steamer from London Bridge to Clacton and Walton.

The restoration can be followed on the Museum's Battle Bus blog <http://blog.ltmuseum.co.uk/category/battle-bus/> and there is also a set of pictures on the Museum's Flickr site <http://www.flickr.com/photos/ltmuseum/sets/72157634796129667/with/10574038933/>. I obtained some of the information above from these sources and also from the LTM Friend's newsletter. Other information came from the following publications;

The London B-Type Motor Omnibus (G.J. Robbins and J.B. Atkinson, DPR Marketing and Sales, 1991)
The Years Between 1909-1969 Volume 1 The National Story to 1929 (R.J.Crawley, D.R. MacGregor, F.D.Simpson, 1979), Traffic Emergency (JDP House and G Robbins, Omnibus Society, undated).

More on That Rail Replacement!! By Richard Delahoy.

There is quite an extensive programme of engineering works - and hence rail replacement buses - on c2c this spring. A particularly busy day is Sunday 23 February, when buses will be running as follows:

Shoebury to Leigh all stations (including serving Southend Victoria), 4 buses per hour (bph), 2 per hour continuing on to Pitsea, Grays and Chafford Hundred;
Pitsea to Upminster, 2 bph, all stations via Grays;
Grays to Barking, 1 bph, all stations via Rainham.
Without any standbys and if only one bus per departure, this would require at least 22 buses, so the actual requirement will be *much* higher than this!

Then on Saturdays and Sundays throughout March, there will be buses Stanford Le Hope to Benfleet via Basildon and Pitsea, and Basildon to Benfleet via Basildon, whilst Pitsea Junction is re-laid. Further details, including bus and train timetables, can be found at <http://www.c2c-online.co.uk/travel/information>.

A Tribute to the Passing of RM's in Southend.

"Twenty years ago, 31 Dec 1993 is engraved on my memory as it was the last time that I drove a bus for fare-paying passengers (and what a way to finish, driving the last RM to leave Southend). I still have my pcv but don't do "in service" any more."

All pictures and notes by John G.

Lidstone.



Above: STRM9 - 122 (VLT 44), RM44.

Just one ST purchased RM entered service not in the ST blue/white livery I designed. This one came from enthusiast Frank Spence and carried 'Burnham & District' fleetnames in gold (just visible).

Left: STRM8a - 121 (CUV 256C), RCL2256. On rare occasions, ST Routemasters ran back to London on limited-stop service X1. Here, on Southend Bus Rally day, celebrity 'long-wheelbase' RCL2256, now ST's 121, drives through Leigh.

EBN598p30



Above: STRM11 - 102 (VLT 172), RM172. Right from earliest days, RM172 became the ST 'showbus' RM, as was the fad in the 1980s in London, with chromed headlamp surrounds, full depth heater grille, brake cooling grilles, LT fleetnumbers (including red bonnet flap) and chrome front wheelnut guard rings (which were only fitted for rally appearances). 102 (VLT 172) was the only RM repainted a second time into my original livery design.



Left: STRM1 - 111 (ALM 101B), RM2101

The start of it all. After using several hired RMs a year earlier, 111 was the first purchased RM to operate, here seen turning at the end of the first ST RM service journey on 2 September 1988. The new livery abolished the town crest from its buses, sadly; this one, however, carried a very small crest on its radiator badge.

Many more super pics by **John G. Lidstone**

n:<http://www.flickr.com/photos/46986413@N07/sets/72157639823406303/>

EBN598p31



Here is an "ordinary" service Ensignbus! Ensignbus 703 ex Reays of Wigton E200 entered service in mid-January. It is seen here in Rayleigh Road, Hutton on Brentwood route 81 on Saturday 18 January.

Russell Young.

Note from the Editor.

What a lot going on! Despite cramming as much in as I can without squashing items, I have had to leave a lot of good material out. Thanks to everyone who has contributed, especially those who responded to my plea for First pictures; none will be wasted! I am still looking forward to seeing photos of the new First operations to the Colchester Football Club and the 300 service! I suppose I could always go myself but I am not a competent photographer!

Target dates for EBN599 (March 2014).

By	***	1 March 2014	***	Reports to Sub-Editors.
By	***	8 March 2014	***	Sub-Editor drafts to Editor.
By	***	17 March 2014	***	Dispatch by Printers.

Back Cover Photos.

Inside Top: A bit of a surprise to say the least! Talisman Coaches ex Colchester Borough Transport Leyland Olympian started what is to be believed a two-week loan. On the morning of 18 January, it performed several round trips on route 6, photographed in St Johns Street, Colchester.

Russell Young.

Inside Bottom: Bus operations in the north west of the County don't often feature in EBN (can you help with pictures and/or news?) and neither do Stephensons Volvo B10M/Alexander PS saloons. So this shot taken on 29 January nicely hits both targets, with 235 (M453VCW) in School Lane Newport on the 52 to Wimbish. There are two such buses in the fleet, both upseated to DP61F with 3+2 seating for school routes.

Matthew Evans.

Outside Top and bottom: First Essex Hadleigh depot had a lovely day on 28 January when the first ex-First London Enviro200s were delivered. 44076 arrived first, on a low-loader, then 44004 on tow, at dusk yesterday. John had to get permission to take these as they were taken within the depot area. 44003 and 44006 arrived the following day.

John G. Lidstone.





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