

ESSEX BUS NEWS

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2013



Essex Bus Enthusiasts Group
www.essexbus.org.uk

Ensign Special Boxing Day Services

Jonathan Bale took these pictures of 120 in Southend, near to Marks & Spencer and in the Bus Station. This bus was being driven by Ross Newman.



Of course, this rare service was not the only one operating that day. Services to Stansted Airport from Harlow, Braintree and Chelmsford were on the road. Did anyone get out to photograph them?

Any pictures or stories would be appreciated

Essex Bus News

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Ensign Special Boxing Day Services

This month's front cover story

For one day only, Ensign ran two half-hourly longer distance services to Lakeside Shopping Centre for the Boxing Day sales, X10 from Southend (via the A13 to Tarpots then fast to Lakeside) and X31 from Canvey, via Basildon and then fast. Most unusually, c2c rail season tickets were accepted on the buses, there being no train services that day, but as special one-day services, concession passes were not accepted. In addition, Ensign ran special timetables on their Thurrock area routes 22, 44, 73 & X80.

Richard Delahoy caught Enviro 400 124 (VT59JPT) at Chalkwell Park in the early afternoon; it is normally employed on the Lakeside-Basildon X1. Any similarity between the route numbers and former Southend Transport operations is *not* coincidental!

Welcome to New Member

We extend a warm welcome to:-

Peter Renaut of Poole - 1063
(from Richard Delahoy)
Membership Secretary & Treasurer

Subscriptions

A calendar year subscription is £21, renewable in January.

New members may join from any month, 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 £1.80 per month.. For example, a member joining in March would pay 10 x £1.80, i.e. £18.00.

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 :

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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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Your reports and observations

Members reports, quality photos, Prints, slides or JPGs to about 5" x 4" size and 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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Dates for Your Diary by Owen Woodliffe

SOUTH ESSEX MEETINGS

Meetings return for the winter to Wickford Cricket Club, off Swan Lane, Wickford – five minutes walk from Wickford Station and five minutes drive from A130 and A127. In Wickford Town Centre, turn right into Swan Lane from Runwell Road (pub is on corner) then turn right in about 100' – marked Wickford Tennis Club. This is an unmade road so beware of potholes. Go straight ahead towards tennis courts and left at end. The cricket club is in front of you. Doors open at 19.30 for informal chat with main talk or show from 20.00 to 21.45/22.00. A cash bar is available. Members and guests are welcome - £1.50 donation towards cost of room, please.

Monday January 21. Confessions of a Rookie Driver. Trevor Brookes recalls his experiences with Osbornes of Tollesbury in the early 1970's.

Monday February 25. My First Photos. Richard Delahoy looks back to his earliest slides of Eastern National and Southend Transport from the early 1970's

Monday March 25. AGM to be followed by Memories, Memories by Alan Osborne. Meetings transfer to Freight House, Rochford for:

Monday April 29. Malta – Then and Now. Illustrated talk on recent changes by Owen Woodliffe

Monday June 3. speaker tba

Monday July 1. speaker tba

Meetings resume at Wickford and dates for remainder of 2013 are expected to be **September 30, October 28, November 25, December 18** - venues and dates subject to confirmation.

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 19.15 for an informal chat, with the main talk or show from 19.45 to 21.45 £1.50 donation towards room hire, please. Slides/digital photos are preferred, but prints can also be shown. Members and guests welcome.

Friday January 11. Harris Bus. Dave Arnold and Fred Lawrance.

Friday February 8. Weird and Wacky. Part 2 of December show by Gary Sharpe.

March 8. Tba

April 12. Trolleybuses Around the Globe. Alan Osborne.

Other dates: **May 10, June 14, July 12, August 9, September 13, October 11, November 8, December 13.**

TOURS

Saturday 25 May. 'The Norfolk Crusader'. Operators Keith has contacted to be visited include Mulleys of Ixworth, Coach Services of Thetford, Konnectbus of Dereham and Simmonds of Diss.

Further details and booking form to follow in next month's EBN.

EVENTS

Saturday April 6. South East Bus Festival, The Kent Showground, Detling. Leave Colchester North Station at 08.00. Fare £10.

Sunday April 28. 251 Running Day. Further details to follow, make note of date.

Sunday June 2. Clacton Bus Rally

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.

Advert Owen Woodliffe

Ted Miles has Essex Bus News 2004 to 2012 complete, except April 2008, available. No charge, but postage charge to be paid. Contact Ted at Kildavearge, Castlehill, Ballina, Co. Mayo, Ireland.

Jim Waite continues his light hearted look at the A B C ... of Eastern National

H is for Hicks Bros of Braintree, a significant acquisition giving access to routes in north Essex and depots in Braintree BE and Halstead ND, The latter occupied a prime position on the High Street and became the first disposal of such a major asset once the decline of the bus industry began to take hold. Hadleigh (NH) is still going strong, having absorbed the remnants of both Canvey and Southend.

I is for the Interesting vehicles of the EN fleet. Two such examples spring to mind with JVW 430, the 1944 post-war prototype low-bridge Bristol K and 236 LNO, the prototype Bristol LDL of 1958, both of which are residents at CPTM.

J is for the Bristol J-type single-deck chassis which appeared in the EN fleet in 1936 and 1937, the predecessor to the longer lived L-type.

K is for Kelvedon, KN, the home base for the Moores Brothers fleet acquired in 1963. It could also represent the Bristol K-type double decker that reigned supreme in various forms from 1937 to replacement by the Lodekka in 1953.

L is for the revolutionary Lodekka LD of 1953 which enabled the high-bridge seating arrangement for a low-bridge height and which dominated the market through further developments until the arrival of the rear-engined types, The Bristol L and LS chassis were an important asset in the 1950s for both saloon and coach bodies, examples of both types can be found at CPTM.

M is for the famous name of Moores Brothers, the Kelvedon independent eventually acquired in 1963 together with a fleet of mainly Guy vehicles. It also covers Maldon MN, another depot occupying a prime position in the main street and consequently another early disposal of real estate to satisfy the accountant fraternity! Not forgetting the Bristol MWs that were an integral part of the fleet in the 50s and 60s. Preserved example 217 MHK is a resident at CPTM.

To be continued

Publicity News

Recent items from First are

Braintree Area Bus Guide [40 page booklet] dated 18.11.12
Clacton Area Bus Guide [44 page booklet] dated 18.11.12
Harwich Area Bus Guide [22 page booklet] dated 18.11.12
Corporate style timetable leaflets for 71/A/C/X dated 18.11.12;
75/B dated 18.11.12;
88/A dated 18.11.12;
102/3/4 dated 18.11.12

Ian Ransom

Go-Ahead London. Leaflet for new 575 (Harlow-Epping-Debden-Romford)
Ensignbus. Leaflet for Special Boxing Day services X10/X31.

Owen Woodliffe

Moore's of Kelvedon

With the 50th anniversary of the sale of Moore's to Eastern National in February 1963 celebrated in February, we have been approached by the Feering & Kelvedon Local History Museum, who are particularly interested in any information and photographs of Moore's buses in connection with Colchester United FC.

If you can help, please contact Annette Bayliss, Feering & Kelvedon Local History Museum, Ayletts School, Maldon Road, Kelvedon, Colchester, Essex CO5 9BA, annettebayliss247@btinternet.com. There is information about the museum at <http://www.kelvedon.org.uk/localhistory/museum.htm>

And on the same topic, the Omnibus Society Eastern & Southern Branch and Essex & South Suffolk Group are organising a study tour of former Moore's routes on Saturday 13 April – to avoid the heavy snowfalls that characterised the actual last day of Moore's 50 years ago!

It is hoped that the tour will feature the preserved Eastern National Bristol RELL bus 1516 (a former KN allocated bus) and a genuine Moore's bus, Guy Arab 373 WPU (both subject to availability). Pick up in Coval Lane, Chelmsford at 1000, returning by c.1630.

EBEG members are welcome to join the tour but need to pre-book - please contact Richard Delahoy (richard@signal-training.com) or write to 272 Shoebury Road, Southend on Sea, SS1 3TT) and he will pass your details on to the organisers.

SERVICE CHANGES (Paul Harvey)

Epping Forest Community Transport

7 Jan 13	SB05	MW	Stanford Rivers to Epping: no longer serves Toothill Green with revised timetable.
	SB06	MO	Matching Green to Epping: revised timetable.

First

7 Jan 13	88C	SO	Colchester to Aldham: service withdrawn.
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Hedingham Omnibuses

29 Jan 13	14/15	M-S	Chelmsford to Wickford: first two journeys from Wickford to depart earlier.
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Imperial Buses

7 Nov 12	11	M-F	Basildon to Purfleet: the 1450 ex Basildon retimed to depart at 1455 and operate later throughout.
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Lodge Coaches

17 Dec 12	319	Sch	Bishop Stortford to High Roding: new schoolday service.
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Nelsons (NIBS)

7 Jan 13	489	Sch	Moreton to Brentwood: new schoolday service.
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Roadrunner

28 Jan 13	255	M-S	Loughton to Waltham Cross: revision to timetable.
		C3	M-S Harlow to Waltham Cross: revised timetable.

Regal Busways

23 Jan 13	7	M-S	Epping to Chelmsford: revisions to timetable with most Monday to Friday journeys operating on Schooldays only (updated information).
11 Feb 13	390	MTTh	Upshire to Harlow: new service.
	391	M-F	Bumbles Green to Harlow: revised timetable. Continued next page.
3 March 13	2	MWF	Chelmsford to Southend: service withdrawn.
	6	TTh	Chelmsford to Southend: service withdrawn.
	R3	M-F	Rayleigh to Rawreth Asda: service withdrawn.

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Stephensons of Essex

7 Jan 13	51	Sch	Great Dunmow to Newport: new schoolday service.
	52	Sch	Wimbish to Newport: new schoolday service.
	53	Sch	Wimbish to Newport: new schoolday service
	88C	M-S	Colchester to Aldham: new service with on return journey.
	91	NF	Saffron Walden to Hempstead: new schoolday service operating Monday to Thursday only.
	94	Sch	Great Dunmow to Saffron Walden: new schoolday service.

TWH

16 Jan 13	E20	D	Harlow to Stratford: service withdrawn (actually occurred from 18 Nov 12).
	555	M-F	Harlow to Waltham Abbey: revised timetable and introduction of Saturday service (actually occurred from 18 Nov 12).

Viceroy Coaches

7 Jan 13	59	M-F	Haverhill to Clavering: new service
	313	M-S	Great Dunmow to Saffron Walden: new service.

Walden Travel (Four Counties Buses)

7 Jan 13	51	Sch	Great Dunmow to Newport: service withdrawn.
	52	Sch	Wimbish to Newport: service withdrawn.
	53	Sch	Wimbish to Newport: service withdrawn.
	59	M-F	Haverhill to Clavering: service withdrawn.
	91	Sch	Saffron Walden to Hempstead: service withdrawn.
	94	Sch	Thaxted to Saffron Walden: service withdrawn.
	313	M-S	Great Dunmow to Saffron Walden: service withdrawn.

(acknowledgements to LOTS, Essex & Hertfordshire County Councils, Richard Delahoy & Harlowride)

CHARLES RICKARDS - THE ESSEX CONNECTION(S)

Another interesting file to be found in the Essex Records Office relates to the possible acquisition of Charles Rickards (Tours) Ltd in 1957. Whether this would have been by Eastern National or Tillings is unclear but the question arose because Rickards had obtained a formal valuation of their van, coach and travel businesses with a view to selling them to British Road Services or the BTC. Rickards would then have concentrated on car sales, repair and hire.

Charles Rickard was appointed posting master for Queen Victoria in 1894 and, since 1936, the firm had provided transport for the Royal Household. They also undertook a lot of hotel/railway transfer work as well as tours and excursions; three vehicles were operated in a black and white livery for Universal Sightseeing Tours Ltd but the majority were in a distinctive maroon livery. Their main depot in Lancaster Road, North Kensington comprised 46,000 square feet of space and three houses, mostly freehold, in addition to which there were booking offices on the Embankment and at Woburn Place.



CHARLES RICKARDS - THE ESSEX CONNECTION(S)

The business and premises, including 16 vehicles and numerous tours licences from London (much this being for independent North American tourist traffic – in contrast to the Thomas Cook and American Express work which was the mainstay of Tillings), had been valued at £190,000 but numerous queries are pencilled on the valuation, believed to be in the hand of EN's General Manager. Much of the operation was sub-contracted to other operators in order to provide the required capacity and the turnover figures did not give any clue to the costs associated with this (Tillings were known to regularly sub-contract work to Samuelson's or Timpson's effectively at a loss!), while the physical locations of the main depot and booking offices were clearly also of concern. The depot was thought slightly remote from the main centres of operation whilst a note indicates that the Woburn Place office would have had little advantage over EN's existing Gray's Inn Road premises. The tenure of the Embankment office also led to a query as this information was very vague in the valuation.



The vehicle fleet is listed and consisted of five Daimler CVD6 coaches (HXB 131, JXO 516, JXL 696/8 and KGY 928/9), three AEC Regals (Mk III's HLW 308/9 and Mk IV MLC 301), five Bedford SB (OGT 308/9, OLU 526-8), one Austin CXB (KGU 663) and a 13-seater Bedford AZ (OGT 304).

CHARLES RICKARDS - THE ESSEX CONNECTION(S)

Chassis dated from 1947 to 1954 although two of the Daimlers had newer Duple bodies.

The file was closed in August 1957 without further action being taken, Rickards continuing as coach operators and merging in due course with Frame's Tours. Their maroon livery continued to feature and indeed there is a later Essex connection, brought about when Southend Transport were busy amassing a large coach fleet for the X1 group of services. Plaxton bodied Leyland Leopards CMJ447/50T became ST 321/2, operating initially in Rickards livery but gaining yellow and blue in due course. Subsequently operating for Busways Travel Services, both ended their days in Ireland with the Londonderry & Lough Swilly Railway Company as their 351/3 (CMJ 450/447T, re-registered 78-DL-620/1).

There are a couple of other Rickards Essex links – Yeates-bodied Bedford VAL AYV 92B operated for Harold Wood Coaches, just over the Essex border in Greater London, while VAS/Plaxton KNK 373H is amongst Cyril Kenzie's fleet of restored vehicles and was 'at home' there when we last visited on an EBEG tour.

Photos:

Page 10; In typical spotless Rickards maroon and with a Brighton Hove & District K5G open top behind, Duple-bodied Bedford SB3 VYT 628 is seen at the Brighton Coach Rally on 19th April 1959 (Paul Bateson)

PAGE 11; Coincidentally exactly 25 years later Rickards Leyland Leopard/Plaxton Supreme CMJ 450T loads at Aldgate while working for Southend Transport. (Fred Lawrance). Rickards had four of these Leopards and two Bedford YMTs registered in a batch.

Chris Stewart, with acknowledgement to the Essex Record Office and thanks to the photographers named.

CHARLES RICKARDS - THE ESSEX CONNECTION(S)



Now repainted in S.T. livery, sister Leopard 321 (CMJ 447T) lays over at Aldgate on 19th October 1984 (Fred Lawrance)



Now sporting a spurious AEC badge, the former CMJ 450T is seen at the Derry depot of the Londonderry and Lough Swilly Railway Company as their fleet number 351 in July 2002. (Paul Savage)

First Essex

Acquired vehicles

33087	LN51 GMO	Ds Trident SFD336BR21GX21863	Pn 7628 first reg'd 7.1.02
33088	LN52 GMU	Ds Trident SFD336BR21GX21872	Pn 7629 first reg'd 7.1.02
42446	P446 TCV	Ds Dart SFD322BR1VGW11151	Pn 9710.6HLZ6949 B35F new 7.97

33087/8 were new to First Capital as TNL1087/8, officially to First Essex December 2012.

42446 was new to Western National (446) but acquired from First Eastern Counties Ltd, moving from Lowestoft to Essex on 6th November.

With reference to EBN582, 43460 has chassis number SFD322BR1VGW11555 and not as shown.

Allocation changes

Period 9: 25th November to 29th December 2012

These are, and always have been, taken from the Company's allocation sheet although these have been in several different formats over the last few months, hence changes in terminology. For operational reasons there may sometimes be discrepancies with the actual situation on the ground.

FG=to/from another First Group company (change of legal ownership);

RES=reserve; Sh=shuttle bus (non PCV)

The following traditional depot codes are used in EBN, although they no longer appear on the company's listings: BN-Basildon; BE-Braintree; CF-Chelmsford; CN-Clacton; CR-Colchester; DT-Harwich; HH-Hadleigh; (D)-Disposal

Nov: 33087 FG-BE; 33232 FG-HH; 42852 BE-sold; 41651 BN-sold

Dec: 31462 BN-sold; 33088 FG-BE; 32883 HH-BN; 42857 BE-sold; 43471 BE-sold

Official information for Period 8 has still not been available, but 34610, 42446 and 66165 were all allocated to BN during that time with 43469 going to BE.

Disposals

To Alpha Recovery, Northumberland for scrap: 31462 42857 43471 (December 2012)

Area News - workings and sightings

Route branding indicated [thus]

Rail replacement (late December c2c Benfleet bridge replacement)

27th	BE30901/3, CR32482, CR34308
28th	BE30901/3, CR32482, CR34018 and BE66810
29th	BE30903, CR32483, CR34013 and BE66810

Clacton (CN) & Harwich (DT)

As at 1st January, Tridents CN32850/52 were both on loan at DT together with CR65521. DT32804/49 were defective at CN as were DT32818, DT44517/9 at Harwich. DT32801 was reported to be in need of a new front destination unit following water damage.

Colchester (CR)

Magdalen Street bus depot was fully occupied again from 11 to 16 December as the old Bus Station disappeared under the Christmas market. The site was due to see further non-bus use in January.

December

3rd CR32480 [61/62] on 1, CR62409 & CR65685 on 75 (usually Olympian workings)
4th CR32481 [61/62] on 68/88 & 75 (pm Tiptree), CR32484 [61/62] on 88, CR34304 on 61

5th CR34056 on 61, CR34308 on 65

6th CR32477 [61/62] on 65, CR32483 [61/62] on 75, CR32484 [61/62] on 68 & 88

7th CR32481 [61/62] on 65, CR34014 & CR65651 on 61, CR34307 on 63 (usually saloon duty)

8th CR32483 [61/62] on 88

10th CR32478/83 [61/62] on 88, CR34304 on 71/A (usually Scania SD), CR34307 on 61

11th CR32478 [61/62] on 75, CR32483 [61/62] on 88, CR34305/8 on 62

12th CR32484 on 65, CR32485 on 68 & 88

13th CR32475 [61/62] on 75, CR34308 on 64

14th CR32476 [61/62] on 75, CR34308 on 61

16th CR32476 on 68

17th CR32476 on 75, CR32480 [61/62] on 64/A, CR65576 on 62

18th CR32480 [61/62] on 75, CR65551 on 88 (Great Yeldham), CR65651 on 61

19th CR32483 [61/62] on 65

20th CR32480 [61/62] on 88

21st CR32477/83 [61/62] on 88, CR32480/1 [61/62], CR34013 & CR34307 on 64/A, CR34014 on 62, CR34308 on 61, CR60757 on 61

22nd CR32477 [61/62] on 65, CR32483 [61/62] on 63

Chelmsford (CF) and Braintree (BE)

Darts and Volvo B7RLEs have become fairly commonplace on 71/71A and are no longer being listed as a result.

December

2nd BE33087 on 70

3rd BE42482 on 70X and BE33087 on 70

5th BE 66807 and BE 66798 running "not in service" at Little Waltham in heavy snow

10th CF66837 on 42 (returned from loan to BE)

12th BE40682 on 70

14th BE33088 on 70, CF53126 on 42

15th BE66810 and CF43482 on 42
 17th BE40682 on 132, CF42447 on 42A
 18th BE33088 on 132, CF40736, BE66177 & BE66810 on 42, BE42486 on 70X, CF46158 on 42/A
 19th CF65032 on 351, BE66177 on 42
 21st BE33088 on 70, CF53112 on 351, CF53132 & BE66177 on 42
 28th CF43445 on 132, CF46158 on 42, CF66829 on 70

January

3rd CF66177 & CF66815 on 42/42A, CF46158 (and 68000) on Chelmsford driver shuttles - 68000 displaying 'Hazelhurst'. It's previously been seen showing 'Manchester' and 'Marple'.

4th CF42930 on 40, CF34284 in Bus Stn showing 'Sandon', CF46158 on 56, CF53128 on 42A

5th CF43445 on 42

10th CF46158 on 45, 46183 at front of Westway

Basildon (BN) & Hadleigh (HH)

December

8th BN34610 on 25

10th BN34011 & BN66807 on 551 (daytime), BN41650 on 73

13th BN43448 on 8

15th BN42446 on 25B

21st BN60810 on 100

January

2nd BN41235 on 73, BN42446 on 551, BN43848 & BN65631 on daytime 551

3rd HH32887 on 27

4th BN34301 on 100, BN34310 on 551 (daytime, school holidays)

8th HH41010 heading towards CF (Westway)

9th BN32883 on 200

First Essex report EBN585Sources:

Own observations, with many thanks to First Essex and to A Bird, N Clark, T Clark, A Kelleher, J Long, J Podgorski, D Pretty, I Ransom, J Salmon, C Sigston, 'Solo', R West, the Essex, East Anglia and British Buses in North America yahoo! groups, Essex Buses Google group, www.buslistsontheweb.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. **Chris Stewart***

Benfleet Blockage

As previewed in EBN November & December issues, over Christmas the bridge carrying part of Benfleet station and the c2c line over Ferry Road was replaced. This resulted in an interesting rail replacement service but also significant disruption to local buses, as Ferry Road is one of only two public access roads on/off Canvey Island.

Rail replacement

The railway was shut from the close of traffic on Christmas Eve through to the early morning of Monday December 31, requiring a Pitsea to Leigh bus service on December 27, 28, 29 & 30 (there being no train service on Boxing Day); in addition, there were closures on Sundays December 9 & 16 for preparatory works.



Service buses from Southend and Basildon terminated in Benfleet just north of the station at a temporary stop on the roundabout, as depicted in Ian Banks' shot of Trident 33232, LT52WXX, on December 29, complete with "Essex" fleetname.

➤ Canvey residents who commute by rail. These buses carried local traffic and called at all stops on Canvey from Leigh Beck via the town centre and Link Road, then non-stop from Waterside Farm to Pitsea Station, running every 15 minutes on December 27-30. This was As well as the conventional bus replacement service (which included non-stop Leigh-Pitsea runs for much of the time as well as the stopping service), c2c had arranged for Ensign Bus to register a service from Canvey direct to Pitsea, reflecting the huge numbers of particularly useful as the bus stop at Benfleet for rail replacement was a 5 minute walk north of the station by the Anchor pub in Essex Way, rather than in the usual place outside the station alongside Benfleet Creek.



Electric dawn at Leigh: John Lidstone's dramatic picture shows hybrid 501, EU62BSV, at Leigh Station early on the morning of December 30th on its first run of the day.

In a similar move, some peak rail replacement buses continued on beyond Leigh to cover Stephensons' 6A Belfairs commuter route, to give passengers a less interrupted journey than otherwise would have

been the case. Elsewhere, c2c ticket holders were also able to use Arriva services 1, 7, 8 & 9 for free travel direct to Southend Victoria or Rayleigh to connect onto Greater Anglia trains to Liverpool Street.

The main Christmas blockade was operated by low-floor deckers from Ensign, Stephenson's and First, assisted by coaches from APT, Cyta Coach Hire, Kellys, the Kings Ferry, SBC Leisure and Talisman. Of especial interest was the use by Ensign of hybrid 501 all day on Sunday 30th, following a brief appearance by sister 505 on the 9th.

The rail replacement services were impressively well organised, with a good level of supervision and even turn-round cleaners keeping the buses tidy throughout the day.

Local services

Serious disruption was caused to First's local services (and Regal 1) by the closure of the Ferry Road underpass at the station, not just during the blockade but also on December 31 & January 1. Buses from Southend and Basildon were forced to terminate just north of the station, with passengers walking through the station subway and along to a temporary stop on Ferry Road near the bridge onto Canvey - shades of the arrangements that applied until the April 1962 commencement of through services from the mainland to Canvey!

Self-contained shuttle services were operated across Canvey by Hadleigh garage, buses running dead via Sadlers Farm and Canvey Way to reach the island, with a combined 10 or 15 minute headway, but connections at Benfleet were poor and passenger facilities virtually non-existent. Additionally, in the run up to the closures, there were a number of daytime partial road closures with temporary traffic lights, causing long delays as queues built up across Canvey and in Benfleet. Worse was to come with the heavy rains which resulted in flooding under the bridge and caused an early, unplanned, full road closure and further disruption to bus services. Even as late as January 4th only one lane was open with temporary traffic lights - blamed by the local paper on "flooding", their own picture revealed that it was actually contractor's plant still in the road that was the real reason!



For service buses terminating at Benfleet from Canvey, a temporary road was cut through the turning area normally used by buses running in the opposite direction; here 41736, X736HLF turns on the 27 on December 9th.
 Richard Delahoy

We understand that local buses were suffering delays of up to 90 minutes at times, and believe that Regal 1 (Canvey to Chelmsford) was suspended completely between Christmas and New Year.



Level crossing reinstated

One interesting aspect of the work was that Network Rail had to provide a temporary level crossing over the railway at the east end of Benfleet station, for use by the emergency services in case of major problems on Canvey. Built on the site of the old level crossing that had existed at the station until 1962, it was quickly removed when the railway reopened but brought back memories of the former crossing, when buses terminated either side of the railway.

Looking back, previous page.

In this undated early 1950's shot from the Group collection, Westcliff Motor Services AEC Regent/Park Royal JN2799 passes empty over the level crossing that existed at Benfleet until 1962



Coaches were used to supplement the deckers used on all-day service, many being found parked up on standby at Leigh in the morning or Pitsea in the afternoon, as seen here in Richard Delahoy's shots in Pitsea station car park on December 28, showing Talisman Setra LSU113 and The Kings Ferry Volvo B9R/Caetano FJ12GBV

Richard Delahoy

Arriva Southend Dennis Dart SLF/Plaxton 3423 (P423 HVX) withdrawn late November following the entry into service of Cadet 3500. 3423 was the last of the batch of P/HVX Darts in use.
Ex Arriva the Shires, Optare Versa 4200 (YJ57 EKG) received 'Wave' branding for service 9 during December.

Maltese Transport News reports that ex Arriva Southend Alexander bodied Leyland Olympians E225/9 CFC, which were exported to Malta in 2008, were exported onwards to Australia in October 2012. They were intended to be used for new open top hop on/off tours on Malta by Garden of Eden Garage, however due to a dispute with the authorities, these have not been registered in Malta. Ex Arriva Southend Northern Counties bodied Olympians F 893/5 BKK, F897 DKK exported to Malta for the same purpose have also remained unused. However, Garden of Eden recently won a court case and 893 and 895 were noted during summer 2012 at local coachbuilders being repanelled/painted. On 1 December 2012 Owen Woodliffe photographed one registered COY 018 which is understood to be F893 BKK. (See inner rear cover) The other two have yet to be registered.

Peter Mansbridge with thanks to John Podgorski and Owen Woodliffe

Ensign **ENSIGN FLEET.** Temporary Fleet Operation for Rail Replacement over Christmas period:-

T103/5/6/9 KL?	Tridents ex TP3/5/6/9
T146CLO	Trident ex TP46
X319HLL	Trident ex TAL119
V757HBY	Trident ex TP57
AY58CYJ	Enviro 400 previously Carters Coaches 458

N585p Used on DLR and C2C rail replacement contracts over Christmas 2012.
The Enviro 400 is expected to be sold on rather than retained in Ensign main fleet.

General. The six Volvo B5LH hybrids, 501-506 have settled into service.

So far Ensign are very pleased with the hybrids, drivers and passengers like them and reliability is very good. Early indications are that they are achieving about 10.5mpg as opposed to a B9TL at about 7mpg, although it is too early in operational terms for any meaningful figures.

Mark Lloyd with thanks to Ross Newman.

EBN585p20

ENSIGN FLEET (cont)

General.

The six Volvo B5LH hybrids, 501-506 have settled into service.

So far Ensign are very pleased with the hybrids, drivers and passengers like them and reliability is very good. Early indications are that they are achieving about 10.5mpg as opposed to a B9TL at about 7mpg, although it is too early in operational terms for any meaningful figures.

Mark Lloyd with thanks to Ross Newman.

December 2012.

VEHICLES IN

Argos Shops

RML2502

Connex Jersey

J35501

(SN59AWX) Enviro 400

J57156

(SN60RAA) Enviro 400

J28941/J34198

Enviro 200s

J35157/J39797

J52083

Go-Ahead South Coast

V710LWT

DAF SB220 Ikarus ex 508

G352/398GJT

Volvo B10M

K728JWX

Volvo B10M Plaxton Premiere

M305KOD

Volvo B10M Plaxton Premiere

R812/3NUD

Volvo B10M Plaxton Premiere

N232HWX

Volvo B10M Plaxton Premiere

T518EUB

Volvo B10M Plaxton Premiere
ex 7021

M559VNN

Volvo B10M Caetano Algarve ex 7060

R603/10/20/2/905NFX

Solo ex 603/10/20/2/605

V668DFX

Solo

M143FRU

Optare Spectra

M17/8/9/20WAL DAF DB250s Northern Counties

ex 3148/9/50/1

G715/6WDL

Leyland Olympian

R63GNW

DAFSB3000s Ikarus ex 85

N539LHG

Volvo Olympian N Counties ex 4809

	L505AJT	Optare Delta ex 5505
	L526EHD/M826RCP	DAFSB3000s Van Hool
	K408XFX/K529RJX	DAFMB230s Van Hool
	R129XWF	Dennis Javelin Plaxton Premiere
	F783AFX	Dennis Javelin Plaxton Paramount
	N411WJL	Mercedes Benz 711 ex 7411
7603/7636	S603KUT/V736OOF	Toyota Caetano Optimo ex
	M845LFP/L396YAM	Toyota Caetano Optimo
EBN585p21	M846LFP	MAN 11.190
SM Coaches	OY53RDU	Irisbus Agoraline ex 301
Stagecoach London	X348NNO	Trident ALX400 ex 17348
	LV52HKF	Dart AD 34354(accident damaged for scrap)
Stagecoach NW	PX55AHG	Trident E Lancs ex 18279
Yellow Buses		
Bournemouth	P989 / 993AFV	Dart E Lancs ex 453/486
Yorkshire Heritage Bus	FFY401 /403	Leyland PD2's
	DTG370V	Metrobus
	HTJ522B	Guy Arab

VEHICLES OUT

Central Buses, Birmingham	RML2411	
Centrebus	T148CLO	Trident ex TP48
Deckerbus, Whittlesey, Cambs	T98KLD	Trident ex TP31
Denwells Minicoaches,		
Cheltenham	S368ONL	Dart SLF
	T102/10/16KLD	Trident ex TP2/10/16
	R240KRG	Volvo B10BLE ex SC 21140
Edinburgh Coach Lines	X226WNO	Dart Plaxton SLF ex SC 34226
Express Motors,		
Caernafon, Wales	R603NFX	Solo ex Go Ahead S Coast

Fairbrother Coaches, Warrington TAL126/8	X326/338HLL	Tridents ALX400 ex Metroline
Freedom Travel, Ely, Cambs	R389LGH	Olympian N Counties ex GANE 3930
Graham Chivers, Elstead, Surrey	V736OOF	Toyota Optimo ex Go Ahead S Coast
Honest Toun Travel, Musselburgh, Scotland	DAF K408XFX	DAFMB230 Van Hool
Impera, Moreton, Merseyside	Y671 / 675NLO	Dart Plaxton SLF ex Metroline DLD171/5
Kirkby Lonsdale, Lancs	R244KRG R610NFX	Volvo B10BLE ALX ex SC 21144 Solo ex Go Ahead S Coast
Lewis Travel, Greenwich FJ06GHB	Volvo B12B	Caetano Enigma ex veolia
Logic Travel, Nazeing, Essex	RX51FNP/T/U	Darts SLF ex DP1001/3/7
McGills Buses, Glasgow	SN59AWX	Enviro 400 ex Connex Jersey
M Travel, Pontefract, W Yorks	OY53RDU	Agoraline ex S&M 301
New Adventure, Cardiff	R453SKX	DAF SB3000 Plaxton Premiere ex 4053
	L826EHD/M826RCP	DAF SB3000's Van Hool
	T142CLO	Trident ex TP42
	V710LWT	DAF SB220 Ikarus ex Go Ahead S Coast 508
Rotala PLC	KX07OOW CN05DZH	Enviro 200 ex Redby Volvo B12B ex Veolia 76003 Plaxton Panther
SHB Hire, Romsey, Hants	W142ULR	Dart SLF ex Metroline DLD142
Simonds of Botesdale, Norfolk	R239KRG	Volvo B10BLE ALX300 ex SC21139
Tendring Travel, Thorpe-le-Soken, Essex	M846LFP	MAN ex Go Ahead S Coast
Wellgrade Group	R812/3NUD	Volvo B10M's Plaxton Premiere
Wilsons Coaches, Rhu, Argyll	X354NNO	Trident ALX400 ex SC 17354
Xelabus, Eastleigh, Hants G715 / 716WDL		All Leyland Olympians ex Go Ahead S Coast
Yellow Buses, Bournemouth	KX07OOY	Enviro 200 ex Redby

ENSIGN FLEETG; OTHER MOVEMENTS:

Condor H648PVW / Darts LV52HGF R313MSL Trident V308GLD all to MC Tractors, Ely for scrap.

Trident T101KLD: Bromley Bus Preservation Group.

Dart T39KLD : Cargotech UK, Ellesmere Port (being used at Thames Gateway docks)

Volvo B10M T518EUB: Bob Vale Coaches Sales, Alton, Hants.

MAN AE08DFX: Associated Coach Sales, Palmerston, New Zealand.

Mark Lloyd with thanks to Ross Newman.

CAN YOU HELP???

From: Alexander Johnson

alexander.johnson@hotmail.co.ukdimequin@bushinternet.com

Subject: LEJOG Bus

Date: 29/12 13:39

Dear Mr. Osborne,

I am a bus enthusiast from Manningtree, and am planning to do the "end to end" next year, travelling from Lands End to John O' Groats by local service buses. I shall also be raising money for the British Heart Foundation; I wondered if it would be possible for you to mention my trip in any of your material, in the view of creating awareness of my expedition and attempting to raise funds for this worthy cause? My trip will take place between 7th and 13th July 2013, travelling on many service buses in England, Scotland and Wales (I can provide further details of this if you wish). I have a dedicated website- www.lejogbus.webs.com, and a Just Giving Page at www.justgiving.com/lejogbus. I also have a dedicated Twitter feed- @lejogbus, which is live now and will be updated throughout the trip.

Thank you for your time, and all the best for the New Year,
Alex Johnson

Hedingham Omnibuses. January 2013

Withdrawn Vehicles:-

L84 RGV284N Leyland Leopard Willowbrook B55F Preservation
M Nash

L84 was withdrawn and left the Hedingham fleet on 3rd January 2013.

Route Changes:-

14/15/15A The first two journeys from Wickford to Chelmsford have been brought forward to assist students with arrival times into Chelmsford.

34/A The Saturday journeys are run by Kelvedon crews using HD vehicles.

As from 7th January 2013 First stepped up competition with Hedingham on the 88 Colchester – Halstead route, by offering an hourly service, similar to Hedingham, missing out Aldham church, but running effectively 30 minutes later than Hedingham out of Colchester, but returning from Halstead only 20 minutes ahead of Hedingham. Some peak time journeys will run only a couple of minutes apart.

Allocations:-

L258 CN to KN

L328 CN (stayed after L396 repaint).

General:-

Ex Brighton & Hove Volvo B10BLE L411 R232HCD has been repainted in full HO livery, the same style as L412. It also has a roller blind display at the front with B&H electronic side and rear destination equipment. It is notable that L409-12 have 5 flip up seats along the nearside and seat 46. The earlier B10BLEs L392/3 have only 3 flip up seats on the nearside and were converted when at Oxford when they were on loan, and also had the LED destination equipment fitted. L409-412 all have roller blinds to the front. L410 R231 HCD is next to enter service.

L403 W339VGX entered service from Kelvedon depot on 18th December 2012. It has been operating in a patched ex B&H livery without any vinyls at all. This being brought about by the replacement of offside lower panels, front dash and rear corner panels repainted HO cream on the B&H base livery. It has initially retained roller blinds but desperately calls out for repaint.

The withdrawal of L84 RGV284N, the Leyland Leopard Willowbrook B55F saloon ends a continuous 37 year history with Hedingham since being purchased new in August 1974, although in the latter years as a preserved fleet member representing the fleet at many bus rallies. The Leopard was bought for the main duties on the 88 Halstead – Colchester service and in its early days was the pride of the fleet and often driven by Donald MacGregor himself. The purchase lead to the second service saloon Leopard, L103 BAR103X and then onto the final new Leyland saloon, L150 F150LTW, all purchased primarily for the 88 service. L84 spent most of its operational life at Sible Hedingham although it did have a few brief allocations away, one at Little Tey where its capacity covered for large capacity coaches on schools when the coaches were needed elsewhere and at Clacton on general duties. The Leopard must have been one of the very few buses to be purchased in the seventies, go through deregulation and survive in service until the 2000s, carrying just one livery style in its life. The other Willowbrooks such as L74, L78/9, L82/3 L85/6, as they worked into the late Eighties and early Nineties were treated to the large corporate Hedingham side fleetnames which never sat quite right on the body styles. L84 retained the age appropriate thin red band and Hedingham Omnibuses script fleetnames throughout. The Leopard was treated to a repaint and partial make over for the 50 year celebrations in 2010, and could be seen at local rallies proudly displaying Hedingham 50Y on the destination. The Leopard joins Mike Nash at British Bus Sales in Surrey for continued preservation.

Service Fleet:-

RJ56TYP Mercedes-Benz Vito Dualiner	M9	New to Metrobus 8023
GP07HTL Ford Focus Car		Both at HD.

Mark Lloyd with thanks to Dave Arnold, Paul Clarke, & Essex-Buses yahoo group.

SM Coaches

Acquired vehicles

Y346 FJN (see EBN 582 and 583) was seen on Route 21 on January 10th still without fleet names.

Disposals

Agoraline 303 (OY53RDU) which passed to Ensign in October (see EBN 583) has moved on to M Travel, Pontefract, West Yorkshire. LOTS report that similar 304 (EU06 KHK) was reinstated to the fleet in November 2012 (also see EBN 583). **Adam Kelleher**, with thanks to Ross Newman and LOTS

Regal Busways

Vehicle News

Leyland National 101 is for sale on eBay and Leyland Olympian 1203 remains up for sale. Step entrance Darts 501, 502 and 513 have been withdrawn from service. 501 has been sold, probably for scrap. 511 had also been withdrawn from service but was then surprisingly re-engined and reinstated. It was seen on route 7 to Epping on January 11th.

Services

Despite the change to service 7/A/B between Epping and Chelmsford as detailed in EBN 584 being registered and being on Traveline timetables, in the event the change did not take place on October 1st and buses continued to serve the existing route running direct along the A414 between High Ongar and Oxney Green and not serving Blackmore. Essex County Council's Bus Passenger News reports that the Monday to Friday service will operate on schooldays only from January 23rd, with the exception of the 05.40 journey from Ongar to Ivy Chimneys and the 23.55 journey from Epping Underground Station to Ongar. Monday to Friday schooldays one journey each way route 489 (Moreton to Brentwood Council Offices am, reverse pm) passed to NIBS from January 7th (this route had previously been numbered 658).

Workings and Observations January 2013

11th - 604 on 1, 606 on 261, 608 on 3, 702 on 565 (continues to be the usual vehicle on this route), 1204 parked at Brentwood Station (this bus has scrolls for the front number and destination but also has a side dot matrix number, which is in working order and when seen was correctly set to 475 to match the front display)

10th - 205 on 31A, 208 on 1, 209 on 52, 1206 parked in Duke Street, 1204 parked during the day at Brentwood Station (for the last few months buses between school duties have been parked in the High Street rather than at the station which had been the previous long running arrangement), 801 parked in Ingrave Road, Brentwood

9th - 607 on 565 (an unusual working)

4th - 205 on First Data contract, 602 on 261, 603 seen in Chelmsford Bus Station blinded for Fridays only 344, 605 parked in Brentwood High Street, 606 on 1, 607 on 31A, 801 on 1, PO1 on 3

3rd - 208 on 52, 801 parked in Brentwood High Street

2nd - 208 on 3, 604 parked in Duke Street, 1204 parked in Chelmsford Bus Station, 1206 on 7 to Epping.

Regal Busways (cont)

December 2012

28th - 611 parked in Brentwood High Street

27th - 515 parked in Brentwood High Street (and again on 28th)

24th - PO3 on 261

21st - 209 on 52, 611 on 3, PO1 on 261 and 565, 7345 FM seen heading towards Shenfield in the morning, assumed to be on schools work

20th - 205 on 52, 207 on 7, 515 on 565 and 261 (unusual for a step Dart to be on these routes), 801 on 5, SIL 2172 on Brentwood school routes (see 10th)

18th - 610 on Braintree Freeport shuttle (and again on 19th and 20th), 1303 on 7B, PO3 on 261

17th - 211 on First Data contract, 611 on Braintree Freeport shuttle, 1301 on B1, 1302 on B2

13th - PO1 on 3 (and did serve Hyde Hall)

12th - PO2 on 489 (Brentwood schools route)

11th - 514 and 601 on 3, 801 on 261

10th - 801, PO1 and SIL 2172 on Brentwood schools routes, 801 then on late afternoon 261. SIL 2172 was particularly unusual, this is the first time it has been noted on this service. It is a Volvo B10M with Plaxton Excalibur C53F bodywork. It was new to Park, Hamilton and is in a light cream livery with a dark green skirt.

Adam Kelleher with thanks to Steve Carr, Nigel Clark, Chris Hatley, John Podgorsky, Chris Stewart, Owen Woodliffe, Essex County Council and LOTS

Travel With Hunny

Acquired Vehicles

Acquired KY52 RYF (see EBN 583) was first seen in service on route 269 on December 14th. Like KY52 RYM it remains in dark pink Yourbus livery including fleet names. It carries Yourbus fleet number 1002. It has all round working LED destination equipment (as does RYM).

Disposals

Ex Metroliner TP1, which was briefly with TWH in September and October (see EBN 582) before passing to Carters, Suffolk, spent a similarly short time with Carters before returning to Ensign. It has now passed to the Bromley Bus Preservation Group. It is thought to be the first Trident in private preservation (Stagecoach London TA1 is semi preserved but remains in service with its original owner.)

Travel With Hunny (cont)

Other Vehicle News

It seems the confusion over T152 AUA (see EBN 581, 582 and 584) has finally been solved! It is now believed to have been on hire from Carters, Suffolk and that ex London Transport Titan A823 SUL which was acquired in August this year (see EBN 581), and which was thought to have been sold to Carters at the end of August (see EBN 582), was in fact on loan the other way. T152 has now returned to Carters and A823 has returned to TWH (by January 6th). The latter remains in a yellow all over advert livery for previous owner Garnetts of Bishop Auckland's own tours.

Further to the list of vehicles available for service listed in EBN 584, Trident W556 RSG was seen on the MB1 Mecca Bingo Service in Dagenham on December 18th. Privately owned former Reading Optare Spectra YCZ 101, which has previously been used on TWH services (see EBN 582), was also used on this route on December 20th. (Its owner is a friend of Chris Hunn.

It is still in Westbus livery despite having had three owners since leaving Westbus in 2009. It passed to current owner Cockney Coaches of Romford in 2011.)

Premises

On December 18th TWH moved to a yard in the same group of yards used by Imperial, off Whalebone Lane North, Marks Gate. Offices remain at "The Academy" in Debden in the short term whilst the new premises are brought up to standard. The move was due to constant vandalism of the buses in Debden. However, some vehicles remained parked at "The Academy" in the short term as not all drivers had keys to the main barrier and gates that access the complex of yards at Marks Gate.

Services

Route 555 was reinstated on Saturdays (See EBN 584) from November 24th.

Adam Kelleher, with thanks to Richard Dodge, Jim Eve, Leo Henry, Peter Horrex, Ross Newman, Wayne Bell and LOTS

Stephensons

Acquired: YN08 OAM, YN08 OAO, YN08 OAP

All three are Scania N230/East Lancs H51/28F and were new to Centrebus in Leicester in 2008. They are due to be delivered during January and their Stephensons fleet numbers had not been confirmed as we went to press but are expected to be 510-2; they are similar to Stephensons' existing 501-5.

The ex Souls of Olney Dart EG02NZD has now been numbered 455.

Withdrawn:

when the Centrebus Scantias arrive, Trident 815, V415 KMY, will be withdrawn and sold to Centrebus.

Operations:

Following the cessation of operations by Walden Travel/Four Counties Buses, Stephensons were awarded short term contracts for services 51/2/3 to Newport Grammar School and 91/94 to Saffron Walden County High, plus a primary school contract, all from January 7th. These have a pvr of 4 and are currently being operated from Haverhill depot.

An additional Essex contract is for a single lunchtime return trip from Colchester to Aldham on route 88C, Monday to Saturday, also from January 7, worked by an SLF double decker from Witham depot.

Richard Delahoy

Eastern National Registrations

An obvious starting point for a topic with numerical significance is at the beginning with No 1. Since early registration numbers comprised two letters and four numbers from 1 to 9999, finding relevant vehicles with single figure digits was obviously a lost cause. By the 1930s, three letters and three numbers from 1 to 999 began to appear and should prove to be more productive, especially as we are now in the period when Eastern National was expanding.

Despite this, the first reference to a No. 1 that I can find is to **MPU 1**, one of a batch of twenty-five Bristol K5G ECW L27/28R purchased in 1947. Originally numbered 3940, it was no longer in the fleet for the subsequent renumbering schemes of 1954 and 1964. Was this one that went to United Counties?

Nearly twenty years elapse before I could trace another No. 1 which cropped up in 1965 in the shape of former Tilling Bristol MW6G ECW C39F **1 BXB**, numbered 383 in the final numbering scheme of 1964 and based at HD. It was later down-graded to dual purpose, numbered 1440 and as such served out its time as a CN vehicle.

The final No. 1 that I can find appears to be the 1977 arrival of Bristol VR **UVX 1S** (3064), the first of three, which spent time at both SD and DT.

The Nos.2 and 3 follow much the same pattern, with **MPU 2** (3941) and MW6G **2 BXB** (385) ECW C34F, a 1966 arrival from Tilling that later became (1452). **UVX 2S** (3065) was the second of the 1977 VRs and was an SD vehicle for most of its life.

Unlike its two earlier sisters, **MPU 3** (3942), (1281), (2209) remained in the EN fleet acquiring two further fleet numbers in 1954 and 1964 and survived until the 1960s. Bristol MW6G **3 BXB** (386) ECW C34F came from Tillings in 1966, was allocated to CN and does not appear to have been converted to dual-purpose.

The third 1977 Bristol VR, **UVX 3S** (3066) served at least three depots, BN, HH and CR during its EN career.

Proceeding to the No.4, we have **MPU 4** (3943), (1283), (2211) and the 1968 acquisition from Tilling, MW6G **4 BXB** (387) ECW C34F, which was allocated to PL. A new type to the fleet appeared in 1977 with the short wheel- based Bristol LH, **UVX 4S** (1100) being the first of four that spent their short EN life based at CR.

MPU 5 (3944), (1282), (2210), the ex-Tilling MW6G coach **5 BXB** (388) and Bristol LH **UVX 5S** (1101) follow on their previous siblings.

MPU 6 (3944), (1284), (2212), and Bristol LH **UVX 6S** (1102) are joined by ex Tilling

coach, this time a Bedford SB8 **6 BXB** (506), Duplic C41F acquired in 1965.

For the number 7, again three representatives can be found, **MPU 7** (3946), (1285), (2213), former Tilling Bedford SB8 **7 BXB** (509) and LH **UVX 7S** (1103).

All four of the Bristol LHs had short lives with EN, passing on to Hedingham and District in the 1980s. One member, UVX 7S (1103) has subsequently been preserved and after a few years in H&D livery has now been treated to original EN green and cream. Although the LHs appeared in the bland NBC green when new, the vehicle looks a treat in the traditional livery.

Only two crop up for No in the shape of **MPU 8** (3947), (1286), (2214) and another Bedford SB8 coach from Tilling, **8 BXB** (507), Duple C41F which arrived in 1965,

MPU 9 (3948) and ex-Tilling Bristol MW6G coach **9 DLY** (389), ECW C34F acquired in 1968.

For the first of the double digit numbers, just two feature. **MPU 10** (3949) and the 1963 acquired ex-Tilling MW6G coach **10 DLY** (356) ECW C34F.

On withdrawal by EN, all the Tilling Bristol MW6Gs passed to White Knight, London N1.

Jim Waite

Dates for EBN586 (February 2013)

By Saturday 9 February	...	Sub-editor drafts and meeting list to EBN Editor
By Monday 11 February	...	EBN Editor print file to printers
Friday 15 February	...	Target dispatch by printers

Advert; 30 -40 Old Southend timetables 1970s – 90s (ST), others 1990s -2000s, all mint. £80 the batch, £2 – 3 each. Contact Barry Smoothy at 78 Symons Ave, LEIGH on SEA, SS9 5QE 01702 526 750 barry.smoothy@talktalk.net

Back cover photographs

Top Enviro 400 contrasts at Leigh: Ensign were using AY58CYJ, recently acquired for dealer stock and still in the red livery of Carters Coaches, to whom it was new, whilst Stephensons 601, EU12HXW, on Scania chassis, waits behind. **John Lidstone**

Bottom Ensign vehicles on the X10 in Southend on Boxing Day included 115 outside the old Southend Transport garage in London Road. **Jonathan Bale.**



Russell Young "caught" Ensignbus 115 in London Road, Hadleigh on Boxing Day only service X10 Lakeside to Southend; just look at those front seat passengers!

Owen Woodliffe took this picture at a distance and in a hurry! Looking at that dog, I am not surprised!

Having arrived in Malta during 2009, Northern Counties bodied Olympian F893 BKK has been unused due to a dispute between Garden of Eden Garage and the authorities.

Recently repainted/painted, it has now been registered as COY 018 and seen at their garage on 1st December 2012.





www.essexbus.org.uk