

Essex Bus News

**No. 595
NOVEMBER
2013**



Essex Bus Enthusiasts Group
www.essexbus.org.uk

Front cover:

EBN594p21
asked for
photos of
Demo YT13
YUN.

**Stephen
Barham**
spotted this
attractive
vehicle whilst
with Panther
Travel for a
week.



Top Picture this page: An unusual visitor to Southend on Friday 25 October, photographed by **Matthew Evans**, was the former Metroliner TA72, T72KLD, a Dennis Trident/Alexander. In use to promote Avon Cosmetics, it had previously been seen in the summer for a campaign to "start up your own business" and is owned by The Bus Business of Witney, Oxfordshire, who specialise in providing converted buses for promotional work. It was parked in the pedestrian precinct outside the Victoria Plaza, aka Victoria Circus to older Southend residents. Did it visit any other towns in Essex?

Bottom picture this page: The 'new' buses for routes 75 and 75A have turned out to be not so new. Displaced Volvo's from First Eastern Counties made redundant from route X2 Lowestoft - Norwich, have turned up at CR. 32651 in Head Street.

Russell Young.

Essex Bus News; November 2013

Editors & Other Officers

First in Essex

Chris Stewart,
10, Crossways,
SHENFIELD CM15 8QX
shenfield252@gmail.com

Arriva Southend/Network Colchester/

Network Harlow/TGM Stansted

Peter Mansbridge petemans.1@hotmail.com

Ensignbus/Hedingham

Mark Lloyd,
448 Ipswich Road,
COLCHESTER CO4 4EY mark.lloyd@asgb.co.uk

Regal Busways/TWH/Amber

Adam Kelleher,
74 Park Road,
BRENTWOOD CM14 4TU adamxxxx4@yahoo.co.uk

Service Changes

Paul Harvey,
3 Orangewood Close, Gonerby Hill Foot,
GRANTHAM NG31 8QW
p.w.harvey@ntlworld.com

Social Secretary; meetings, events, tours

Owen Woodliffe,
196 Sinclair Road,
CHINGFORD E4 8PT
pat_woodliffe@hotmail.com

Distribution Officer;

missing/defective EBN's

Owen Woodliffe as above

Publication Sales;

orders for publications to:

Owen Woodliffe as above;

he also stocks a wide range of colour photos;

Send SAE with your requirements

Black & White Photo Sales

Lyn Watson
Willow Tree Cottage, 11 Roman Bank,
GEDNEY DYKE PE12 0AR
theoldsoak@googlemail.com
*Prints of specific EN and predecessor
vehicles can be supplied, email with needs*

Independents

Roger A Smith,
67 The Street,
Little Waltham,
Chelmsford CM3 3NT

Magazine Editor

Maurice Austin,
Tindal Lodge, 11 Valletta Close,
CHELMSFORD CM1 2PT
maurice.austin@phonecoop.coop

Welcome to new members –
Chris Farge, Great Waking;
1002 (rejoined)

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
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in March
would pay 10 x £1.80, i.e. £18.00.

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please write to :

Richard Delahoy,
272 Shoebury Road,
SOUTHEND-ON-SEA,
SS1 3TT
richard@signal-training.com

Printed by DirectCDs Ltd,
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Your reports and observations

Members reports, quality photos, prints,
slides or JPGs to about 5"x4" 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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EBN595p1

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 an unmade road so beware of potholes. 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.

Monday 25 November. London Coach Operators 1940 to 1960's. Fred Lawrance.

****Wednesday** December 18.** Twenty Years Ago, Richard Delahoy plus Social.

Then for **2014**, to avoid clashes with other meetings, we are experimenting with meetings on

Wednesdays, not Mondays, viz: **22 January, 19 February, 19 March** all at Wickford.

Subsequent dates and venues to be confirmed: **16 April, 21 May, 18 June, 16 July**
(no meeting August).

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 13 December. Gary Sharpe.

Friday 10 January 2014. Trevor Brookes & Dave Arnold. 3rd International Old Timer Bus/Coach Rally.

Friday 14 February 2014. 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.



A Blast from the Past!

Ex Eastern
National 3080
STW 24W Bristol
VRT ECW seen
operating with
Stagecoach
Cambus in
Cambridge during
1997. The bus is
still in Cambus
livery.

Paul Harvey.

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

EVENTS.

Saturday 7 December 2013. Ensign Heritage Running Day. Routes as in EBN 594. A number of surprise vehicles, particularly one due to be driven on X81H (Shenfield – Brentwood - Grays) by member Paul Ashman, who has been sworn to secrecy!

GROUP TOUR.

Saturday 24 May 2014. Planning is well advanced for an exciting programme of visits to Cambridgeshire and Lincolnshire operators so make a note of the date!

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.



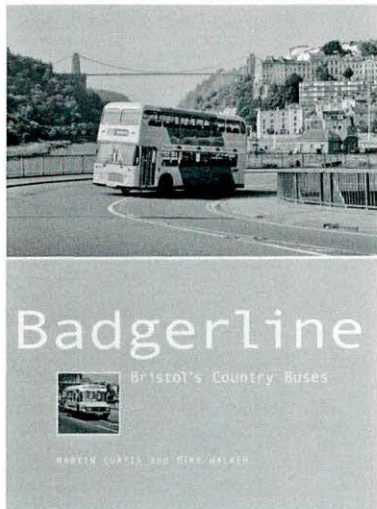
Well, some drivers said they could make these fly! This superbly preserved Bristol LH6L/ECW CR1103, reg. UVX7S was shown on the cover of EBN593 after removal of the tail modification! Taken at Showbus 2008 by John Salmon.

Grovel Corner. EBN594p32 gave the wrong caption to John Lidstone's night-time picture; it should have read "A first visit to the Southend area by the Ensign 'Orange bus' on 9 September, on rail replacement (Leigh – Basildon). A rare use of a non-livery Ensign bus on c2c rail replacement".

Book Review by Chris Stewart.

Badgerline - Bristol's Country Buses'

by Martin Curtis and Mike Walker (Ian Allan)



For an all too brief period in the 1990s, a large friendly badger image was found on vehicles throughout Essex following the acquisition of Eastern National by the Badgerline group, which soon subdivided EN and created Thamesway in South Essex. Five years later, Badgerline merged with GRT Holdings to create First, still the dominant operator in much of the county nearly 20 years later. But who exactly were Badgerline? This book, by two former senior managers of the company (both now heavily involved in preservation and one still in charge at Bath Bus Company), traces its history from before Deregulation in 1986 to the early years of the 21st century. The mighty Bristol Omnibus Company had been split into three in 1983: Bristol country services together with those of Bath, Weston-super-Mare and Wells forming one unit which in 1985 reinvented itself ready for de-nationalisation. Very soon, NBC leaf green gave way to much bolder yellow and green – complete with the distinctive badger, which was adopted as part of a friendly image and indeed grew to enormous proportions on some vehicles.

Quite apart from the significance to Essex enthusiasts of the 1990 acquisition (one early result of which was the appearance of a fleet of Ford Transits drafted in as part of the Southend 'bus wars'), Badgerline were operating a number of former EN vehicles well before that. One of the most distinctive coaches was one-time EN1404 (VHK177L), the RELH coach rebuilt by ECW as a prototype B51 body. Re-registered 929CVJ for work from Weston-super-Mare and carrying the new Badgerline 'Swift Link' livery, it was eventually sold in 1990. After several intermediate owners, the coach is now in the care of the East Anglia Transport Museum at Carlton Colville restored in white, blue and red livery. A two-page spread is devoted to this vehicle.

Double deck EN Olympian coaches also figure, one on loan to Badgerline for trials and another 'at home' on the 400. Also included 'under the spotlight' is National Express/Wessex ADD50Y, very much a prototype from which the NBC vehicles were developed. After operating for Badgerline, it passed to Hong Kong Citybus where it was later rebuilt as an open topper before withdrawal in 2008. There is a tenuous Essex connection – your reviewer saw it one dark evening heading up Brook Street hill in Brentwood en route to Harwich or Tilbury displaying 'Hong Kong' on the blinds!

Several ex-EN Bristol VRs appear throughout the book with Badgerline, South Wales and Brewer's (all of which came under common ownership), as does an RELH/Plaxton (XOO880L) – and even BHU92C, an MW6G diverted from an EN order to Bristol for the Greyhound fleet, celebrating 65 years of those services. South Wales Leyland National KEP829X, a.k.a. 'Sir Harry Secombe', is seen working in Bath during 1988 having been adapted as a 'mobility bus' – it later moved to the EN fleet at Chelmsford.

This book covers a colourful period during which the Bristol/ECW monopoly of the home fleet gave way to Volvos, Metrobuses, minibuses, Dennises and Olympians whilst the expansion of the Badgerline group was to have major implications for Eastern National. The flotation of Badgerline Holdings in 1993 and the merger which created First in 1995 changed the character of the operations quite significantly, eventually leading to the complete disappearance of Badgerline, Thamesway and Eastern National as names and the advance of First Group corporate liveries. Nevertheless for 10 years there was remarkable culture of innovation and growth (including also the setting up of joint open top operations in Bath with Guide Friday). A little of this spirit lives on even now through former employees in charge at Abus, Bath Bus Company and Webberbus.

Hardback, 96pp colour and B&W, £22.50 ISBN 978-0-7110-3634-5



Several Dormobile-bodied Ford Transits from the Badgerline fleet made their way from Weston-super-Mare to the Southend area in late 1990/early 1991. Amongst them were Thamesway 716 (C510BFB) and 712 (C491BFB), both of which were acquired in February 1991. Running initially in Badgerline colours with Thamesway logos added, they gained fleet livery in due course. (EBEG collection).

Subscriptions for 2014: Richard Delahoy, Membership Secretary.

We are absolutely delighted with the large number of members who have renewed already, over 115 at the time of writing (4 November). Indeed, the first renewal landed on the membership secretary's doormat before his magazine had even been delivered (well done Toby P)! If you are one of those who have not yet sent in your subscription for 2014, there is still time - please use the form enclosed with last month's magazine or send us the payment by PayPal, as explained last month.

EBN595p5

Service Changes by Paul Harvey.

Arriva Southend

17 Nov 13	1	D	Shoeburyness to Rayleigh: daytime frequency increased with terminal at Shoeburyness now the Renown.
	4/A	D	Southend to Landwick/Shoeburyness: revised timetable.
	7/8	D	Shoeburyness to Rayleigh: revised timetable with increased frequency between Southend and Shoeburyness. Service will be extended from the Renown to Blackgate Road Shoeburyness.

Ensign

7 Dec 13	X55	Sat	Upminster to Lakeside: revised timetable with extension to Bluewater and Gravesend. Operates on 7 Dec only.
	X81H	Sat	Gravesend to Shenfield: revised timetable with service extended from Lakeside to Grays. Withdrawn from Bluewater and Gravesend. Service operates on 7 Dec only.
26 Dec 13	X10	Thur	Lakeside to Southend: new Boxing Day only service.

First Essex

17 Nov 13	20	D	Southend to Hullbridge: minor timetable revisions.
	21	D	Southend to Canvey Newlands: minor timetable revisions.
	22	D	Canvey to Basildon: minor timetable revision.
	23	M-S	Southchurch to Southend: revised timetable to improve passenger accessibility to Southend with introduction of 23A & 23B.
	25/A	D	Southend to Basildon: minor timetable revisions with some extra 25A journeys on non schooldays.
	27	D	Southend to Canvey Leigh Beck: minor timetable revisions.
	27X	M-F	Canvey to Benfleet: 1800 journey from Benfleet withdrawn.
	28	D	Southend to Basildon: minor timetable revisions.
1 Dec 13	103/4	M-S	Colchester to Harwich: revision to timetable.



More from **Robert Appleton's** recent visit to Mistley; quite a lot happening with First Essex Buses, see Chris Stewart's First report. Here we see ex Northampton Scania L94VB, Wright DP41F single-decker 65586 which has replaced Dennis Tridents at Harwich (DT) depot.



Acme Transport of Bishop's Stortford now have the 7/7a route between Stansted Airport and Bishop's Stortford via some of the prettiest countryside in Essex. Autumn leaves are just beginning to appear as former Compass Bus of Worthing Dart SN53 ETJ passes Henham Church on the 7a.

David Harman.

Service Changes by Paul Harvey, cont.

New Horizon Travel

18 Nov 13	78/A	M-F	Colchester to Brightlingsea: revision to route and timetable with introduction of Saturday service.
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Regal Busways

4 Nov 13	380-3	M-S	Harlow to Ongar/Toot Hill: revised route and timings for service 383 to improve reliability.
	506	Sch	Kelvedon Hatch to Hylands School: revised route and t'table.
	507	Sch	Chelmsford Wyson Road to Hylands Sch: revised timetable.
2 Dec 13	3	M-S	Chelmsford to Southend: revised timetable to improve reliability at school times.
	7/A	M-S	Epping to Chelmsford: revised timetable.

Road Runner Buses/Roadrunner Coaches

9 Sept 13	245	M-F	Brookfield Centre to Holdbrook Estate: revised timetable with introduction of Saturday service.
	250	M-S	Harlow to Debden: revised timetable with reduced frequency, and withdrawn 'tween Waltham Cross & Debden.
	255	M-S	Loughton to Waltham Cross: revised timetable with section of route between Brookfield and Waltham Cross withdrawn.

SM Coaches

9 Dec 13	323	M-F	Broxbourne to Dobbs Weir Circular: service withdrawn.
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EBN595p7

Service Changes by Paul Harvey, cont.

Stephensons of Essex

4 Nov 13	514	Sch	Leigh to South Woodham: morning journey re-timed to improve reliability.
	594	Sch	South Woodham to Witham: morning journey re-timed to improve reliability.

TGM (Network Colchester)

9 Dec 13	6	M-S	Colchester to Old Heath: withdrawal of 1410 journey on Mon to Fri from Colchester.
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Trustybus

14 Oct 13	351	M-S	Bishop Stortford to Hertford: minor timetable revisions to morning journeys.
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TWH

4 Nov 13	333	Sch	Chigwell to Debden Park School: revised route and timetable.
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Wyvern Community Transport

9 Oct 13	SB72	WF	Great Wakering to Rayleigh: revision to timetable.
22 Nov 13	SB72	WF	Great Wakering to Rayleigh: revision to timetable.
27 Nov 13	SB72A	WO	Lower Hockley to Rayleigh: new service.

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



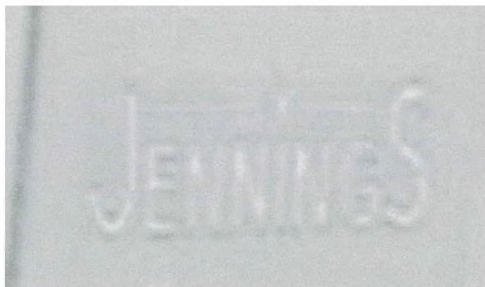
Stephensons' batch of four 10-plate Enviro 200s, 431-4, are branded for service 90, Witham to Maldon as the "Blackwater Link" but one Witham depot car working on a Saturday sees a bus used first on the 90, then the 1330 service 91 Witham to Tollesbury and finally on the 32, Chelmsford to Ongar. Here 432, EU10NVR, lays over in Chelmsford Bus Station before forming the 1510 to Ongar on 19 October. **Richard Delahoy.**

EBN595p8

MVW595 for EBN595 by Nigel Turner and Alan Osborne.



Alan Osborne suggested this photo of Jennings's of Ashen Leyland PS1, MVW 595, from **the Nigel Turner collection** be used in EBN595. The location is the temporary Coach Station in Judd Street near Kings Cross. The roof of Holy Cross Church in Cromer Street can be seen rising above the coach. Although not dated, the photo was almost certainly taken in the summer of 1953 as what seems to be one of VNO 857 - VNO 860 appears in the background and they entered service with Eastern National in Spring 1953. Vehicles from Premier Travel and Blackwells of Earls Colne can also be seen.



Editor's note:

One of the odd things about Jennings was that in later years they rarely had a fleet name on the side of vehicles.

This one does and I have tried to reproduce it here although it is very feint.

Research has produced a few more superb pics. of this and other 595's. I am holding them over for a later treat!

Nigel doesn't think it has been previously mentioned in EBN that Hubert ("Hugh") Springett, formerly the manager and later, proprietor of the business, passed away in February 2012 at the age of 90. He was very helpful when the Group published the Jennings Fact File. Nigel knows a former Jennings driver who always speaks highly of Hugh.

EBN595p9

Hedingham & CHAMBERS by Mark Lloyd.

General:- L409 R216HCD has been repainted from ex B&H livery into full Hedingham livery, but unlike the other three in the L409-412 series, which wear traditional livery, it has received the new Go Ahead version with lower case fleetnames and Go Ahead corporate colours as per Tridents L415-417.

Snapshot:- an hour at Colchester Bus Station on Tues 15 October, noting vehicle/route allocations:-

<u>Time</u>	<u>Service</u>	<u>Destination</u>	<u>FNo</u>	<u>Registration</u>	<u>Vehicle</u>
13.10	88	Halstead	L301	S376MVP	Volvo B10BLE/Alexander
13.15	754	Sudbury	L431	W489WGH	Volvo B7TL/President
13.21	3	Hythe	L385	EU10AOX	Enviro 200
13.30	87	Brightlingsea	L408	Y347FJN	Dart SLF/ALX200
13.49	4	Tollgate	L370	EU58JCJ	Enviro 200
14.00	80	Boxted	L400	W828NNJ	Trident/E Lancs (Head St).
14.00	92	Tollesbury	L388	S169UAL	Optare Excel
14.00	87	Brightlingsea	L414	W834NNJ	Trident/E Lancs
14.10	88	Halstead	L392	R227HCD	Volvo B10BLE/Wright

L420 V303LGC worked the Hedingham 4 Colchester town service on 21 October.

R941YOV had moved to TY by 28 October as it nearing the completion of its current MOT and was joined there again by N529LHG on 29 October, LHG for schools duties.

A vehicle shortage at Tollesbury at the re-start of the school term after half term holidays has seen BIG7596 (ex F639LMJ) and F640LMJ Leyland Olympian Alexander deckers hired from Panther Travel. They arrived on 3 November and were still at TY 8 November.

As a result London General VP3/4/5/6/7/8 Volvo B7TL Plaxton Presidents have been loaned to Hedingham, these are registered X152/3/4/6/8/9FBB and are dual door. The loan period is expected to be a couple of weeks.

All reported at TY except 156.

L312 W312CJN is being repaired at Konect, their Solo 901 VX51RJZ working from TY in return from 3/11 until at least 8/11. L373 R629MNU is at Volvo Ipswich for engine repairs.

Withdrawn:- Chambers Volvo Olympian N531LHG was spotted at Ensign 20/10 along with L241 N241EWC. with thanks to Dave Arnold, Paul Clarke, & Essex-Buses yahoo group.



Seen here in Halstead High Street on 10 October is Hedingham's Alexander Dennis Enviro 400 L355 (EU07 GYV).

Ken Coldwell.

EBN595p10

ENSIGN FLEET - October 2013

Vehicles Acquired:

123	PO58KPN	Volvo B9TL	Optare	H51/30F	Ex Kent Top Travel 301
124	PO58KPP	Volvo B9TL	Optare	H51/30F	Ex Kent Top Travel 302
125	PO58KPR	Volvo B9TL	Optare	H51/30F	Ex Kent Top Travel 303
126	PO58KPT	Volvo B9TL	Optare	H51/30F	Ex Kent Top Travel 304

Listed as Optare products whereas the Ensign native examples are listed as East Lancs despite being slightly newer body numbers. Design known as Optare Olympus.

Vehicles Renumbered:

126-129 Volvo Olympian Royales renumbered 826-829 to make way for B9TLs.

Vehicles Withdrawn:

101	V147MEV	Trident	Alexander	ALX400
102	V478KJN	Trident	Alexander	ALX400
104	864DYE	Trident	Alexander	ALX400
106	V476KJN	Trident	Alexander	ALX400

Vehicles Subsequent use:-

801	V129GBY	Dennis Dart	Plaxton SLF	Now H10XEL with Xelabus
802	Y675NLO	Dennis Dart	Plaxton SLF	Impera (now ceased)
803	LR02BDZ	Dennis Dart	Plaxton SLF	McGills D4480
804	Y661NLO	Dennis Dart	Plaxton SLF	New Horizon, Frating, Essex
805	V118GBY	Dennis Dart	Plaxton SLF	Now H9XEL with Xelabus
807	Y652NLO	Dennis Dart	Plaxton SLF	Classic Bus North West
809	W138ULR	Dennis Dart	Plaxton SLF	Imperial
810	X236WNO	Dennis Dart	Plaxton SLF	The Sussex Bus
813	W143ULR	Dennis Dart	Plaxton SLF	Fast Productions
814	W137ULR	Dennis Dart	Plaxton SLF	Portsmouth College
913	T113KLD	Trident	Plaxton President	Decker Bus
	X249NNO	Trident	ALX400	Carters 449
	X353NNO	Trident	ALX400	Aquarius Travel
	X354NNO	Trident	ALX400	Wilson

with thanks to Ross Newman.

EBN600: Call for articles. Maurice Austin Editor.

Your committee have authorised me to produce a special edition in April 2014 to mark EBN600. Please put your thinking caps on and let me know of any ideas you may have for articles, pictures and other items concerning the number 600 – routes, reg. and fleet numbers, journeys at 0600, £6.00bus tickets and so on. The floor is yours!

Ensignbus: Dealing Stock Movements. October 2013. By Mark Lloyd.

Vehicles In:

Dial-A-Bus	AE54HYW/X	Dart Caetano
Fowlers Coaches	NIL7043	Volvo B10M Plaxton Premiere
Go South Coast	R830/2/5/6MFR	Volvo Olympian E Lancs ex 830 etc
	N16WAL	DAF SB220 N Counties
	701GOO	DAF SB3000 Plaxton Premiere
	W184CDN	DAF SB3000 Van Hool
	V37KWO	Volvo B10M Plaxton Premiere
	HBZ4679	Dennis Javelin
Hedingham	N531LHG	Volvo Olympian Northern Counties (ex Chambers)
	N241EWC	Dart Plaxton Pointer ex L241
Mr P Henley	R225CRW	Volvo B10M Alexander PS ex SC 20225
Huytons Travel	SH51MHU	Optare Solo
Kent Top Travel	PO58KPN/P/R/T	Volvo B9TL Optare Olympus ex 301-4
	PO58KPU/V/X/Y/KRD	Volvo B7RLE East Lancs (Optare) ex 305-7/9-10
	YX09FNG	Enviro 200
London United	SK02XGV	Dart SLF ex DPS626
	LG02FGC/A/Z/G/O	Dart SLF ex DPS657/656/670/?/665
	LG02FFM/K/R/P	Dart SLF ex DPS643/?/?/646
Roadrunner	Y244/8/52FJN	Dart SLF ALX200
Rotala	V857/82/7HBY	Trident Plaxton President
	T885KLF	Trident Plaxton President
	P403MLA/R610YCR	Dart SLF
Stagecoach Highlands		Volvo B10MA's ex 51070/1/6/99 (await new plates).
Stagecoach South	R821/4HCD	Dart SLF ALX200 ex 33021/4
	S410TNO	Dart SLF ALX200 ex 33360
	R812YUD	Dart SLF ALX200 ex 33812
	R916GMV	Dart SLF ALX200
	S929PDD	Dart SLF ALX200 ex 33929
	R935FOO	Dart SLF ALX200 ex 34035
Western Greyhound	R476RRA	Volvo Olympian E Lancs



The Castle Point Transport Museum's annual open day/rally in mid-October is usually blessed with unseasonably good weather but not so in 2013! Heavy rain the night before continued through most of the day, making the rally field at the Labworth car park unusable. Visiting buses, well down in numbers, were squeezed into the hard-standing area at the car park, where the museum shuttle buses turn. Here the preserved ex Thamesway Dennis Dart K909CVW is seen gingerly approaching the site passing a tanker busy pumping up water from a flooded Furtherwick Road.

Richard Delahoy. EBN595p12

Ensignbus: Dealing Stock Movements. October 2013. By Mark Lloyd.

VehiclesOut:

Beestons	R476RRA	Volvo Olympian E Lancs ex W Greyhound
Country Lion	W835NNJ/T803RFG	Trident East Lancs ex B&H
Croydon Coaches	SA02CCU/CDE	Volvo B7L Wright ex Marchants
Decker Bus	R379LGH	Volvo Olympian NC ex Tourist (Go Sth Coast)
Discount Travel Solutions	S929PDD	Dart SLF ALX200 ex Stagecoach South
	R935FOO	
	R823HCD	
Galleon Travel	Y248FJN	Dart SLF ALX200 ex Roadrunner
Happy Al's	Y189/99NLK	Volvo B7TL Plaxton President ex VPL189/99
Jacketts Coaches	BU05HDO/U	Dart ex Roadrunner
Manns Travel	P603JBU	Volvo B10BLE Plaxton ex SC 21103
McGills	LR02BFA	Dart MPD ex DPS216
Minibus Direct	X243NNO	Trident ALX400 ex SC 17243
NAT Cardiff	X349/383NNO	Trident ALX400 ex SC 17349/383
Pikes Coaches	R225CRW	Volvo B10M Alexander PS ex P Henley
Rossendale	LK51XGE/J/O	Volvo B7TL Plaxton President ex VPL211/5/9
Sussex Bus	PO58KPX/V/U/KRD	Volvo B7RLE E Lancs (Optare) ex Kent TT
Thandi Coaches	R830/1/8/43MFR	Volvo Olympian E Lancs ex Go Sth Coast
Yelloway	X38UAO	Ex Dublin B7TL 00-D-40009
York Pullman	V37KWO	Volvo B10M Plaxton ex Go South Coast
	W184CDN	DAF SB3000 Van Hool ex Go South Coast

Other Movements:

R125EVX/P681SVL Volvo Olympian to Mike Lawrenson, Preston.
W473/7/8/82MKU DAF E Lancs ex SC 26103/7/8/10 to Mike Lawrenson, Preston.
V762/5HBY & Javelin F631SAY AH Commercials, Whittlesey.
L345KCK Volvo B10M Alexander PS ex SC 20445 to Mr Paul Henley, Winchester.
T403/26/7/9LGP, V435KGF, Y544XAG, R812YUD, S410TNO, R916GMW to Ripley, Barnsley.
P403MLA & R610YCR Dart SLF to South East Coachworks.
P533MKL Volvo Olympian to Andrew McClean, Ballyclare, N Ireland.
N1L6580 Volvo B10M to Jerry Nolan Coaches, Dublin.

with thanks to Ross Newman.



The Shape of Things to Come?

No, it's not the latest Ensign restoration project (perhaps it ought to be!) but a "taster" of an article for a future EBN. **Ken Coldwell** has "unearthed" this former Lisbon tram in the Tendring area, together with several others and a Colchester tram, all owned by Roger Harvey. Roger hopes to have them operating again!

Smaller Operators by Roger A. Smith.

AcmeBus, Molehill Green; Alexander bodied Dennis H51/33F T664KPU and T685TPU are recently acquired from Kent Coach Travel, Sheerness.

Florida, Halstead; H493LNA, ex Hong Kong Leyland CH94F; J590CEV, ex Hong Kong Leyland CH102F; M9KFC, Toyota/Caetano C21F; M462LLJ, Dennis Dart B40; N411WJL MB711DC24F; P391LPS Dennis Dart B40F and R974MGB MB0814D have all gone to **Flagfinders, Braintree.**

Peter Godward, South Woodham Ferrers; Beulas bodied Irisbus C55F reg. YN07DZY and YN07DZZ have gone to Alexcars, Cirencester, Gloucs.

Lodge & Ferrier, Highwood; Ownership details are shown as Ian & Sheila Lodge, 14 Tugby Place, Chelmsford CM1 4XL although no vehicles are currently recorded.

Merriday (Fourways), Highwood; Leyland H87F, reg. E851DPN has been sold to Mulpeter, Seaford, E, Sussex. In addition, Merriday's operators licence has changed from National to International.

Trustybus, Harlow; Dennis Dart/Plaxton Pointers reg. SNZ7293 and SNZ7296 have been re-registered from X968VAP and X969VAP.

WHM, Hutton; Setra S315GT C49FT, reg. LUI7650 (ex LV51ZHM) is now with Harris and Smith, Ross on Wye, Herefordshire.



Not one of the buses referred to in Roger's report but a nice example of Flagfinders smart blue and white livery. **Ken Coldwell** took this picture of Olympian/ECW (A990 XAF), once of North Devon on school duties unloading at Braintree bus station on 10 October.

Publicity News by Ian Ransom.



transforming travel

booklets for services 31/X(Including 31B/C/D) dated 6.10.13; 42/A dated 6.10.13; 45 dated 6.10.13; 71/A/C dated 6.10.13; H1/2/3 dated 6.10.13; Braintree Area dated 6.10.13

Network Colchester booklets for services 1/A dated 1.9.13; 2/8 dated 1.9.13

Network Essex booklet for 133 dated 6.10.13

joint ECC/Chelmsford City Council "Park and Relax in Chelmsford" a leaflet for Park and Ride services in the City

First have also door to door delivered a leaflet promoting service 42 (Hop along to the Hospital/Hop on more often) - Ian assumes "Hop along to the hospital" is not a reference to leg injuries!

By Owen Woodliffe.

Network Harlow 505 timetable w.e.f. 6 October 2013 Issue 1

509/510 SX Connect style timetable w.e.f. 6 October 2013 Issue 1.

Paul Creighton

has responded to the article "Scotland And Lincoln to Scotland and Back" in EBN594:-

EWS 168D actually had three, rather than two, operators in Essex. Lewingtons parted with it in June 1982, and it went to Canvey Island Majorettes. It was the final full-size vehicle for this troupe, following a Leyland Titan PD3, a Leyland Atlantean and a Daimler Fleetline, all of which also had bodies by Alexander, and a Willowbrook-bodied Leyland Leopard. In April 1987 it went from the Canvey Island Majorettes to the Tilbury Majorettes, where it served until February 1994, when it was sold to Stevensons of Rochford in their capacity as dealer, and then went in June of that year to a Mr. Gascoine of Edinburgh for preservation.



Acquired Vehicles

32651 AU05 MUO Vo B7TL YV3S2G6235A106515 Ar 5401/1 H49/27F 8/05 FEC 32651
 32654 AU05 MUW Vo B7TL YV3S2G6295A106518 Ar 5401/4 H49/27F 8/05 FEC 32654
 Ex *First Eastern Counties* (Lowestoft), now allocated to Colchester - first seen on route 75 on 5 Nov (32651) and 23 Oct (32654). All of this batch (32651-6) except Ipswich's 32653 were repainted into standard new livery last year and branded for route X2 with 'fleet names' of "X2 Lowestoft to Norwich" (nearside) and "X2 Norwich to Lowestoft" (offside). 32652 has recently been transferred to Ipswich and gained "Ipswich" fleet names, but it is believed that this bus will move to Essex along with 32655/6. 32651/4 have had their "X2" fleet names removed but have not yet received "Essex" ones.

68520 KP54 AZU BMC 1100FE NMC111TKCRD200022 BMC B60F 1/05 *First West Yorkshire*
 Ex *First Midland Red Ltd* (Worcester) on 5 Oct in exchange for 68559, which was only in Essex for about a month and has moved because Worcester required a bus fitted with a tail lift. Prior to this 68560 had been on loan for a short period from Dagenham to BE. 68531 (see EBN594) retains branding for Cranbrook School (Ilford).

Vehicles on Loan

60317 is assumed to have returned off loan to *First Potteries*.



First Essex Clacton based E200 44596 on the ECC Sunday contract Sunday service 74A on 15 September 2013. **Russell Young.**

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 they no longer appear on the company's listings:

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

Period 6 (25 August to 28 September 2013):

The following observations from EBN594 are confirmed:

32801 DT-BN; 32806 FG-BN(DS); 32807 FG-BN(DS); 32818 DT-BN; 32847 DT-BN; 32855 CN-BN; 33424 Acq-BN; 33425 Acq-BN; 43679 CN-CR; 65565 FG-CN; 65566 FG-CR; 65569 FG-DT; 65570 FG-DT; 65573 FG-CR; 65574 FG-DT; 68000 CF(Sh)-BE(Sh). Note: 65565 confirmed at CN.

Additionally, during Sept 2013: 34308 CN(store)-sold; 41741 HH-sold; 42440 HH-sold; 65626 BN-DT (not CN); 65627 BN-DT (not CN); 68531 FG-CF; 68559 FG-BE

However (see EBN594) 53701 remains at BE and 65551/86 at CN.

Period 7 (29 September to 26 October 2013):

32654 FEC-CR; 32804 DT-BN; 41009 HH-sold; 42443 CF-sold; 42446 CF-sold; 42923 CF-HH; 43451 BE(store)-sold; 43480 FEC-BE; 43679 CR-BE; 46827 CF(Sh)-CF (RES); 60321 CF(DS)-sold (ex store at CN); 66828 BE-HH; 68520 FG-CF; 68559 BE-FG

Disposals

To Alpha Recovery for scrap: (Sept) 34308, 41741, 42440; (Oct) 41009, 42443, 42446, 43451 (5th), 60321

5 October: 68559 to *First Midland Red Ltd* (Worcester) - see above

41741 had been out of service since June following a collision in Westcliff with a 4x4 and a lamppost. Former 32852/4 have indeed moved on from Hereford to Worcester (see EBN593). As of 4 October, 65537/52/3 remained stored at Northampton.



Basildon
Depot yard
on 1
October
2013.
33424
received
from
Ensign on
21 August
2013
(see
EBN591)
**Ian
Banks.**

by Chris Stewart and Adam Kelleher.

Other Vehicle News and Workings (all dates October 2013 unless otherwise stated)

General

43436 (P436 NEX) is now out of service at BE with chassis corrosion, having only returned to service in September after being off road with an unfit engine for a couple of months. Step Dart 46827 (N827 NPU) was noted as being a reserve shuttle in EBN592 but hasn't been reported in use since. Volvo B7BLE 60864 (R642 CVR) was destroyed by fire on the A130 between Howe Green and the Rettendon turn off on 17th. No passengers were on board at the time.

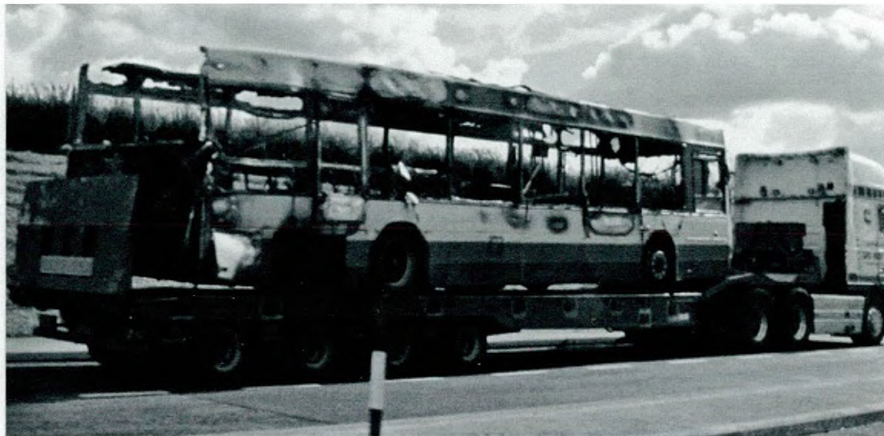


Photo: Basildon depot's Volvo/Wright 60864 (R642 CVR) was destroyed by fire on 17 October, thankfully without passengers or injury to the driver and whilst parked in a layby on the A130. **Sandra Paynter** photographed it after it had been put on a low loader.

Then five days later anagrammatically-numbered 66804 (MX05 CCO) also caught fire, albeit with less damage, in Leigh. Later that evening it was observed under tow by a Sovereign truck heading eastbound along London Road through Chalkwell, possibly going to Westway for assessment.

CR66976 (KX05 MGZ) has gained a pink based all over advert (except front) for East of England Co-op stores, being first noted on 4 Nov. 66828 (MX05 CFE) had its super rear advert for Colchester Institute at College of Braintree removed before being transferred from BE to HH (seen on 70 on 8th without it).

Olympians

CF34314 worked the 525 on 8th, the 42 on 23rd/30th and then visited its sisters at Colchester by working route 71 on 1 Nov. Unusually on 2 Nov it worked the 42/A on a Saturday, while it was seen working the 36 on 4 Nov. The acquired/pending Volvo B7s may make inroads to the remaining Olympians at CR, but during October all seven (34013/4/8/56, 34304/5/7) were seen in service variously on routes 61, 62, 75/A and 88. As noted above, 34308, operating at CR until July this year, has now gone for scrap.

EBN595p18

Dart Survivors Step Dart CF46158 worked the 51 on 17th. HH41009 has now been sold for scrap, leaving HH41011 as the sole remaining East Lancs bodied Dart out of the 21 acquired from *First Capital* and *First Glasgow* between 2002 and 2004. It was working route 21 on 13th. BN41640 has, somewhat surprisingly, been fitted with a front LED destination screen, being first seen with this working route 9 on 14th.

Clacton (CN) and Harwich (DT) Regarding the single decking of routes 103/4 (see EBN594), this is in connection with Harwich being downgraded to an outstation from 1 December. After then, routes 3/4, 20/20A and 22A/B will all be worked from Clacton and 103/4s refuelled/maintained at CR, which cannot accommodate 'highbridge' double deckers. Observation of the routes on 25th saw one Trident still in use on them, CN32856. Otherwise single deckers were noted, namely CN61057, DT65570, CN65587 and DT65627. Also, DT32809 was operating route 74 and DT32849 was parked in Harwich garage. Also on 25th: DT65569 on 76, CN65586 on 8.

Colchester (CR) 8th Oct CR65667 on 88; 9th CR65683 on 61; 17th CR65654 on 61

Chelmsford (CF) and Braintree (BE)

Double deckers are now more common on routes 131/2 at school times. 30902, which had been out of service for a couple of weeks with engine problems, was seen back in service on the 132 on 9th. 66817, covering at BE while 30902 was off the road, was back at CF by 8th (seen on 71/A).

7th Oct CF43801 on 71/A

8th CF68521 on 525 (and on 9th-11th)

10th BE40008 on 70, 53112 on 71/A

11th CF53136 on 71/A

13th BE33088 and CF53113 on Billericay - Rayleigh Rail Replacement

14th CF44541 on 71/A

21st CF68521 on 508

23rd BE43448 on 70X

28th CF44550 on 71/A

30th BE40008 on BE driver shuttle (route 125, linking the garage and the Bus Park, was withdrawn on the 5th), CF68532 on CF driver shuttle, CF67903 on 36

31st BE40008 on 70 (and again 1st Nov), 68509 on BE crew ferry (and again 1st Nov)

2nd Nov CF65029 on 31/31X working which then works the evening CF-operated 20.30 short 70 to Braintree (seen on all three routes)

Basildon (BN) and Hadleigh (HH)

12th Oct BN32855 (recently transferred from CN) on 25

13th BN69918 parked at Castle Point Transport Museum during the (very wet) Canvey rally

25th BN33424 on evening 9

30th BN66822 on 100

5th Nov 32809 on 27 (temporary loan of former DT vehicle, together with ex CN 32850)

6th Nov BN41544 on 100

Luton Airport The route registration for 888 (Luton Parkway Station to Luton Airport) formally transferred from Northampton Transport Ltd (First Northampton) to First Essex Buses on Oct 20th, although in practice buses have carried First Essex discs and legal lettering since about April and First Northampton closed down after Sept 14th.

Sources: Own observations, and with thanks to P Ashton, J Bennee, T Clark, S Hughes, J Long, J Podgorski, D Pretty, I Ransom, G Toon, R West, R Young, the *Essex yahoo!* group, *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. Many thanks to all those who do so.

EBN595p19

Heritage fleet news is that the former Southend Fleetline MRJ233W has been sold to Ensignbus, whilst a Routemaster coach, RCL2220, has been acquired from them.

And to provide parts to assist in the restoration of the former Devon General Ford Transit C760FFJ, a non-psv preservation project, three other Transits have been bought for component recovery and then scrapping - C546BHY, C550BHY and C923GYD (ex Taw & Torridge Coaches).

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For further information call Steve on 01245 249 001



Ken Coldwell has been out & about! In Braintree bus station on 10 October on the Freeport shuttle is Regal WX08 DFN).

Special Feature by Adam Kelleher.

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

Brief History.

Trustline, based at South Mimms services, started up as an operator of contract, school and railway replacement services. It expanded rapidly in 2000 and by early the next year ran a fleet of 10 double deckers, one Fleetline, the rest Metrobuses, mainly ex London. Buses were operated in an all over red livery. Further expansion followed in 2001 with the company moving into local bus work. Over the next few years services such as the C2, C3, C4, 351, 354, 388 and 392 in the Hoddesdon, Hertford, Cheshunt and Harlow areas were operated at various times.

During 2001, the double deck fleet doubled to 20 (by now all Metrobuses) plus the company bought its first new vehicle, a Solo with personalised registration TL51 BUS and also an H reg Mercedes minibus. An attractive livery of red, yellow and blue was introduced. Double deckers were red with yellow between decks and a blue skirt and wheels; single deckers were red with yellow above the windows and a blue skirt. Trustline fleet names were carried. By April 2003 the company had moved to a new base at Hunsdon, Herts and it began to standardise more on single deck vehicles with only four Metrobuses remaining by this time. The first new full size vehicles were a pair of 10.7m Transbus Dart / Pointers DPL1/2 (LN03 AYL/M) for Herts CC contracts 351 and 354 in July 2003. The company moved again in October 2006 to two bases in Hertford before moving to two yards in Pery Road, Staple Tye, Harlow in November 2007.

Meanwhile, in December 2006, the formal company name had transferred to the associated Galleon Travel Ltd. However, the fleet name and livery remained unaltered until early 2008 when the livery was "modernised" with the yellow swooping down to under the front windscreen and the blue sweeping up slightly at the rear with the fleet name being changed to Trustybus. Then in August 2009 the bus operations of Trustybus (with 20 vehicles) were sold to Centrebus, although the coach business remained as an independent company, Galleon Travel 2009 Ltd. Some sold vehicles later received the Centrebus orange, white and blue livery. In March 2012 a new company, Logic Travel, associated with Galleon, introduced route L3 between Harlow and Hammond Street operating with ex Metroline Darts retaining Metroline livery and carrying Logic Bus fleet names. This route competed directly with Centrebus's C3. The L3 was later extended from Hammond Street, via Goff's Oak, to Cuffley Station.

In November 2012 Centrebus sold the ex Trustybus Harlow operations it had bought in August 2009 to Roadrunner, this included route C3. (Centrebus continues to operate in other parts of Hertfordshire.) During 2012 Logic Travel commenced a second route, Harlow local service 1 on the Sumners & Katherines corridor, which also competed with Roadrunner. Competition between the two ended in June this year when Logic gave up the 1 and Roadrunner ceased operating the C3. Logic's L3 then reverted to its original Harlow-Hammond Street route and was renumbered to C3.

Just prior to this, on 18 May 2013, Galleon took over Hertford to Bishops Stortford service 351 on a short notice Herts CC tender (until the end of August) after Roadrunner withdrew its (mainly) commercial operation of the route. However, alongside the take over of the 351 and the renumbering of the L3 to C3 came a re-introduction of the Trustybus brand to replace the Logic Bus identity. The livery of the revived Trustybus is very similar to that previously carried, although it has been further modernised; it is now basically red with a yellow Arriva style scoop at the front with the blue skirt now sweeping up all the way to roof level at the rear.

Trustybus, continued by Adam Kelleher.

Services.

The new C3 service referred to above commenced operation on 17 June (the Roadrunner C3 actually finished on 28 June so there was a short period of overlap). This route was then amended on 1 July with alternate buses on the half hourly M-F service operating via Hunsdon as C3A. On Saturdays (from 6 July) the service runs hourly, all as C3A. Then on 1 September the C3 was withdrawn between Cheshunt (Brookfield Centre) and Hammond Street (but the C3A continued to serve the whole route). Trustybus gained Essex County Council routes 392 (Harlow Town Station-Hoddesdon Rye Park, M-S), 541 (Epping, St Margaret's Hospital-Loughton daily, via Theydon Bois, Abridge and Debden, extended back to start from Harlow on M-S evenings and all day Sunday) and 542/3 (Loughton & Debden circular services, M-S) from 1 September 2013, taking over from TGM (Harlow). Combined, these routes require six buses. From the same date, Trustybus retained the Herts CC 351 on retender (some peak journeys are commercial), plus also gained Herts CC C1 (Cuffley to Turnford) from Arriva the Shires. (Co-incidentally the previous Trustline had operated the 351 and 392 earlier this century.)

Acquired Vehicles. From Ensign

c June 2013

X956, X964, X968, X972 VAP Dennis Dart / Plaxton SPD 11.3m B41F 2000 ex Stagecoach South 33056/64/68/72

c July 2013

LT02 ZDE, ZDG, ZDO, ZDP TransBus Dart SLF / Marshall Capital 8.9m B25F 2002 ex Metrobus 135/7, 140/1 but new to First London. First Sema numbers were DMS 41471/73/60/61. (LT02 ZDE had been on loan at Baker's, Weston Super Mare in May this year, LT02 ZDG and O had operated at Carter's, Suffolk, the latter from November 2012 to June 2013 and the former noted in March and April 2013, LT02 ZDP had been on hire to Imperial in May this year and was seen on route 374 at Basildon). These four Darts are primarily for routes 541/2/3.

X962 VAP Dennis Dart / Plaxton SPD 11.3m B41F 2000 ex Stagecoach South 33062

W501 VDD, X502, X503 ADF Dennis Dart / Plaxton SPD 11.3m B41F 2000 ex Stagecoach Cheltenham & Gloucester 33501/2/3

(X962, X964 and X968 VAP had been on loan to Roadrunner earlier this year).



Olympian 764 reg.
H764PVW at
Alexandra Palace on
30 March 2008,
working the Wood
Green-Ally Pally
shuttle for the annual
Model Railway
Exhibition held there.

Chris Stewart.

Vehicles on Loan. Regal's ex Metroline Dart MPDs 614 and 615 (still in Metroline livery) have been on loan to Trustybus since the end of August to help cover for routes 541/2/3 whilst the Dart / Marshalls that have been bought for the routes were being prepared for service. (Regal had two vehicles spare from the loss of the ECC 7 / 7A, Stansted Airport to Bishops Stortford, at the end of August.) W572 JVV, a Dennis Dart / Plaxton MPD, B29F, was on loan from Wessex Connect, Bristol in late September but returned on 5 October.

Re-registrations and Fleet Numbers. As well as the eight SPDs acquired as noted above, X969 and X971 VAP were already in stock (X971 VAP was seen in Harlow operating on Logic Bus route 1 in March this year and X969 was in service in May). The 10 have now all been re-registered as follows: X956 VAP to SNZ 2980, X962 VAP to SNZ 3869, X964 VAP to SNZ 7259, X968 VAP to SNZ 7293, X969 VAP to SNZ 7296, X971 VAP to SWZ 4016, X972 VAP to SNZ 9055, W501 VDD to NFZ 6606, X502 ADF to NFZ 3255, X503 ADF to GRZ 4522. They have been given fleet numbers SPD 1-10 as follows: 1 SNZ 7259; 2 GRZ 4522; 3 SNZ 7293; 4 NFZ 3255; 6 SNZ 2980; 7 SNZ 9055 and 9 NFZ 6606 (allocations of 5, 8 and 10 are not yet known).

Liveries. The acquired ex Stagecoach SPDs have been running in Stagecoach livery, mostly slightly modified, some with the red and orange over painted dark blue. The first to be repainted into the revived / revised Trustybus livery was SPD 1 in July.

Disposals. Since June 2013, the following former Metroline Darts operated by Logic Travel have been sold: V125, V130, V131 GBY, W139 ULR, W126, W143 WGT. All of these had retained Metroline red / blue skirt livery and scrolls except W126 WGT which had been acquired from Metroline in all over red and which received an LED blind. All were dual door - the Darts that have replaced them, as well as most being longer, are single door.

Fleet List. As well as the acquisitions noted above, also still in stock during September were ex Logic Bus Dennis Dart SLF / Plaxton Pointer R745 BMV (ex Metrobus, in Metrobus two tone blue livery), RX51 FNP (ex Metroline DP1001 in all over red livery), RX51 FNT (ex Metroline DP1003) and RX51 FNU (ex Metroline DP1007 in all over red livery with LED blind), although it is not known if any of these have been in use recently. The ex Metroline vehicles retain dual doors. Galleon, which continues to operate contract and schools services in its own right, also owns two Volvo Olympians / Alexander RH (Belfast) T569, T570 EGD as well as its coaches.

With thanks to Mark Bowden, Owen Woodliffe and LOTS. Other sources: Flickr, Ian's Bus Stop, LOTS Fleet Books 2000-2013, Traveline SouthEast, Wikipedia and www.harlowride.co.uk



U.S. Bluebird of First Student 68000 (Q275 LBA) is here in Braintree bus station on 10 October, presumably on driver shuttle duties.

Ken Coldwell.

EBN595p23

TGM Essex - Network Harlow by Peter Mansbridge.

The launch of service 509/510 as an SX Connect branded service from 6 October has seen the arrival of 2 Volvo B7RLE/Wright from Arriva Southern Counties at Guildford. These are 3731/2 GN54 MYO and GN54 MYP understood to be spare following the loss of Guildford Park & Ride work. They entered service from Harlow in full SX connect livery with 509/510 route branding. The pvr for service 509/510 has increased by 2 to 8. Native Volvo/Wrights 3856/8/9/60 have also been treated to SX connect livery and route branding.

with thanks to HarlowRide.



Arriva Southend; information from

Richard Lewis, Regional Publicity Manager, Arriva Southern Counties, Arriva The Shires and TGM Group East, whose photo appears on the inner rear cover, has sent a press release of the service changes in Southend/Shoeburyness/Rayleigh areas outlined by Paul Harvey in this EBN.

It reads ...

"Arriva will be making changes to some of its bus services in the Southend, Rayleigh and Castle Point area with effect from 17 November, bringing about a number of improvements across the area.

Heading the list is an increase in frequency for Service 1 that runs from Shoeburyness through Bournes Green, Southchurch, Southend, Westcliff, Leigh, Hadleigh and Thundersley to Rayleigh. Already running every twelve minutes for much of the day on Mondays to Saturdays, buses will be even more frequent at every ten minutes. This follows heavy investment by Arriva earlier this year when it put a £2 million fleet of sixteen new buses on the road, specifically purchased for use on the service that it branded 'the One'.

There will be some other changes to services in the Shoebury area, with the One terminating at the Renown instead of Blackgate Road at Shoeburyness and Services 7 and 8 being extended to Blackgate Road instead. These buses will also run more frequently between Southend town centre and Shoeburyness, up from every twenty minutes to every quarter of an hour, and giving better links across the town from the Shoebury and Thorpe Bay areas to Southend Hospital.

Also in line for some improvement are Services 4 and 4A between Southend, Southchurch, Great Wakering and Landwick, with some additional evening buses and a revised timetable that it is hoped will be easier for people to remember. Arriva's Regional Publicity Manager, Richard Lewis, said "We are delighted to be able to increase the frequency of the One just months after we made a substantial investment in our Southend-based operation with new buses for the service.

"These latest timetable changes are part of an ongoing development of our network of routes in the area and we hope that not only will our existing customers benefit from the improvements that we are introducing on 17 November, but that people who have not used the bus for a while will give it a try for at least some of their journeys, especially in the run-up to Christmas when traffic levels increase and finding car park spaces can be a frustrating and time-consuming experience."



Stephen Barham takes another look at YT13YUN demonstrator. See front cover.

EBN595p25

Old “National” Headquarters

For Sale From September 2013; by Bob Palmer.

In early August, a small paragraph appeared in the “Metro” giveaway newspaper giving details of the sale of the former Brompton Road station buildings by the Ministry of Defence in a cost cutting exercise. The building was to go on sale from September. This also made an item on local London area news programmes.

Why should this be of interest to the Essex Bus Enthusiast? Quite simply, because at one time this building was the headquarters of the National Omnibus & Transport Co. (NOTC), the originators of many bus services in Essex (and elsewhere) and forerunners of our beloved ENOC and First Essex.

National had a bus operation in London but using steam-powered buses, (*Were these built in Chelmsford? Ed*). At the end of the First World War the fleet was antiquated and needed replacing. The powerful London General Omnibus Co. (LGOC) introduced a larger 46 seat double decker in 1919 and, by 1920, had an even larger 54 seat model in fleet service and these were reliable petrol engine vehicles. The LGOC being part of the Underground Group was powerful. Smaller concerns such as Thomas Tilling had already made agreements with LGOC to work routes in conjunction with them but their fleet sizes were limited.

Tillings were, however, left free to develop their provincial businesses. The management of Tillings always seemed keen to work in co-operation with other concerns (e.g. co-ordination schemes in Brighton and eventually in Southend). I get the feeling that the management of NOTC preferred a freer hand and so agreed to sell its London bus business to LGOC but, at the same time, took over the isolated LGOC depot at Bedford. They also agreed to develop what became known as the “Watford and North London” district on behalf of the LGOC (effectively bus services in Hertfordshire and West Essex).

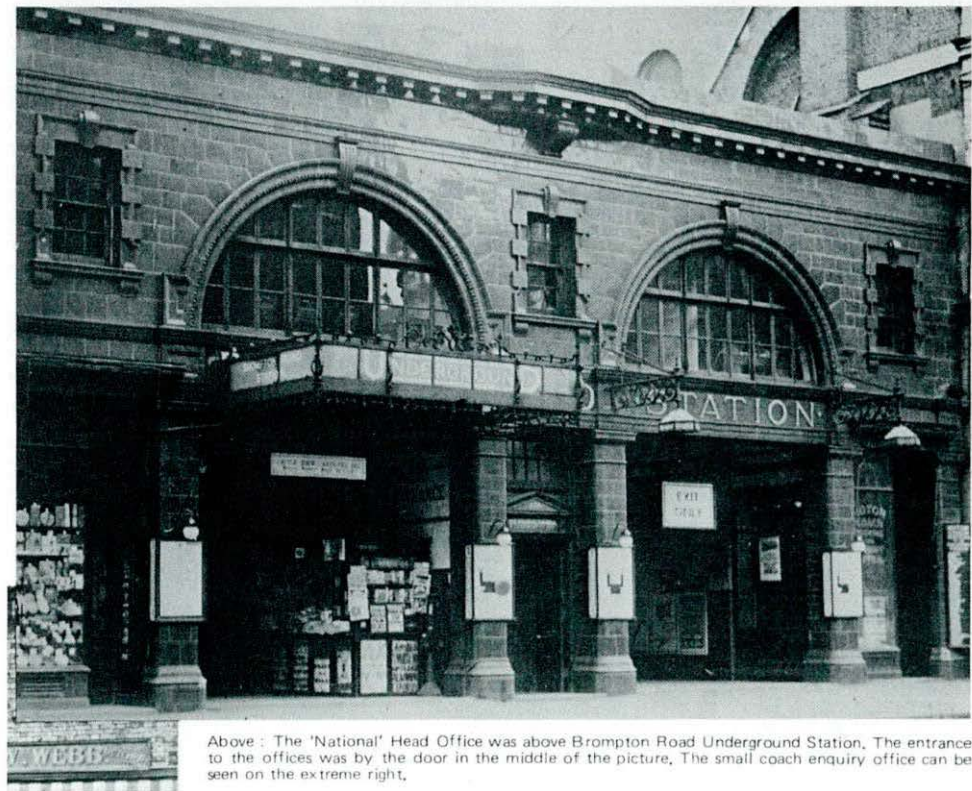
Removal from London meant that NOTC needed to find a new headquarters. The Underground Group had premises spare above Brompton Road Underground station on the Piccadilly line. No doubt a useful deal was struck. Negotiations took place in September 1920 although the premises were not ready for occupation until November 1920 when National moved in. They used offices on the first floor and at basement level. The official address was:-

206 Brompton Road, LONDON, SW3.

Following the takeover of NOTC by Tillings, the new owners decided that HQ functions could be handled at Chelmsford and Exeter. Brompton Road was finally closed down by NOTC on 29 August 1934. London Transport had closed the Underground station down on 30 July 1934. It was always a quite station and many trains did not stop there anyway. The station building became a London Command Centre in World War Two.

All the registered offices of NTOC and its subsidiaries (NTOC, SNOB and WNOB) had been moved to 2 Dean Farrar Street, SW1 at the end of 1932 (effectively the side entrance to the Tillings HQ at 20 Victoria Street, SW1 and the subsidiary company registered addresses were moved out of London later although NTOC remained at 2 Dean Farrar Street until nationalisation in 1948.

Thus a little bit of history connected with bus services in Essex is about to start a new chapter!



Above : The 'National' Head Office was above Brompton Road Underground Station, The entrance to the offices was by the door in the middle of the picture, The small coach enquiry office can be seen on the extreme right,

Chris Stewart recommends a look at this site:-

http://www.subbrit.org.uk/sb-sites/sites/b/brompton_road/index.shtml

Wikipedia also has an interesting site, which they want verified and updated!

An extract from the site as we go to press is: -

Station building[edit]

"Like the others on the GNP&BR, the station building was designed by Leslie Green. The surface building occupied an L-shaped site built on two adjacent sides of a public house, which occupied the corner of Brompton Road and Cottage Place. The façades were of Green's standard red-glazed terracotta design with semi-circular arches at first floor level. The entrance and exits to the lifts were on Brompton Road with the Cottage Place elevation providing staff access. The Brompton Road elevation was demolished in 1972,[2] but the Cottage Place elevation remains, now partly incorporated into a larger building.

Although the platforms have long since been removed, their original location can be seen from passing trains by the brick walls that stand in their place. The original tiling remains on the tunnel walls, although soot and dirt now obscures them."

EBN595p27

part 3: by Alan Osborne.

STARTING ON 2nd JANUARY 1952

CO-ORDINATION OF
Road Passenger Transport Services
in the
GRAYS AND TILBURY
DISTRICTS

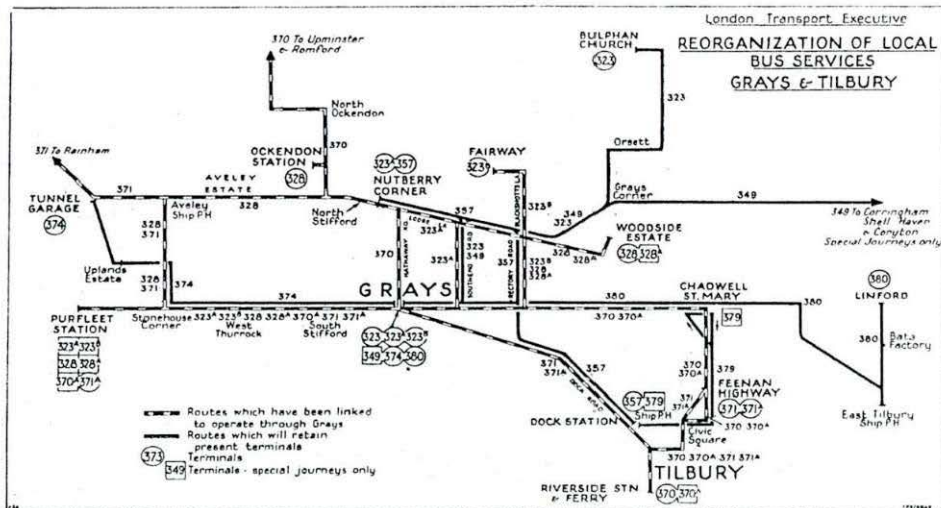
TIMETABLES AND
DIAGRAMS OF THE
REVISED ROUTES



With the encouragement of
LONDON TRANSPORT
51 Broad St, S.W.1 Route 824
Local Charge and Inquiry Office
London Road, Tilbury Tilbury 138

I was interested to see the photo of the EN SC4LK on the 53 on page 31 of EBN594. This is the first evidence that I have seen of an SC working as the Service Car on the 53. In my experience the service car was always an LS or MW. Was this a 'one off' or an attempt to try and save fuel? What should be remembered is that the 53 was worked by at least three garages (Clacton, Colchester and Chelmsford) and a vehicle did not necessarily end up at its own garage at the end of the day.

[Terry's experiences as a schedules clerk with Eastern National from 1956 to 1959 were published in EBN in 2009 and are still available on-line at www.wotb.pwp.blueyondr.co.uk/Challis-intro.htm].





Route 32

P.M. times are
in heavy figures

GRAYS War Memorial	745	12	5	4	5	7	5	8	5	9	5								
Socketts Heath Piggs Corner	750	12	10	4	10	7	10	8	10	9	10								
Grays Corner	754	12	14	4	14	7	14	8	14	9	14								
ORSETT Whitmore Arms	8	1	12	1	4	21	7	21	8	21	9	21							

GRAYS War Memorial	745	10	5	1.25	1.55	3	5	3.25	4.25	5	5	5.25	5.55	7	5	7.25	8.25	9	5	
Socketts Heath Piggs Corner	750	10	10	1.30	2	0	3	10	3.30	4	30	5	10	5.30	6	0	7.10	7.30	8.30	9.10
GRAYS Corner	754	10	10	1.34	2	4	3	14	3.34	4	34	5	14	5.34	6	4	7.14	7.34	8.34	9.14
ORSETT Whitmore Arms	8	11	10	1.41	2.11	3.21	3.41	4.41	5.21	5.41	6.11	7.21	7.41	8.41	9.21					

GRAYS War Memorial	150	230	430	530	630	730	930	1100	1300	1500	1700	1900	2100	2300	2500	2700	2900	3100	3300	3500	3700	3900	4100	4300	4500	4700	4900	5100	5300	5500	5700	5900	6100	6300	6500	6700	6900	7100	7300	7500	7700	7900	8100	8300	8500	8700	8900	9100	9300	9500	9700	9900	10100	10300	10500	10700	10900	11100	11300	11500	11700	11900	12100	12300	12500	12700	12900	13100	13300	13500	13700	13900	14100	14300	14500	14700	14900	15100	15300	15500	15700	15900	16100	16300	16500	16700	16900	17100	17300	17500	17700	17900	18100	18300	18500	18700	18900	19100	19300	19500	19700	19900	20100	20300	20500	20700	20900	21100	21300	21500	21700	21900	22100	22300	22500	22700	22900	23100	23300	23500	23700	23900	24100	24300	24500	24700	24900	25100	25300	25500	25700	25900	26100	26300	26500	26700	26900	27100	27300	27500	27700	27900	28100	28300	28500	28700	28900	29100	29300	29500	29700	29900	30100	30300	30500	30700	30900	31100	31300	31500	31700	31900	32100	32300	32500	32700	32900	33100	33300	33500	33700	33900	34100	34300	34500	34700	34900	35100	35300	35500	35700	35900	36100	36300	36500	36700	36900	37100	37300	37500	37700	37900	38100	38300	38500	38700	38900	39100	39300	39500	39700	39900	40100	40300	40500	40700	40900	41100	41300	41500	41700	41900	42100	42300	42500	42700	42900	43100	43300	43500	43700	43900	44100	44300	44500	44700	44900	45100	45300	45500	45700	45900	46100	46300	46500	46700	46900	47100	47300	47500	47700	47900	48100	48300	48500	48700	48900	49100	49300	49500	49700	49900	50100	50300	50500	50700	50900	51100	51300	51500	51700	51900	52100	52300	52500	52700	52900	53100	53300	53500	53700	53900	54100	54300	54500	54700	54900	55100	55300	55500	55700	55900	56100	56300	56500	56700	56900	57100	57300	57500	57700	57900	58100	58300	58500	58700	58900	59100	59300	59500	59700	59900	60100	60300	60500	60700	60900	61100	61300	61500	61700	61900	62100	62300	62500	62700	62900	63100	63300	63500	63700	63900	64100	64300	64500	64700	64900	65100	65300	65500	65700	65900	66100	66300	66500	66700	66900	67100	67300	67500	67700	67900	68100	68300	68500	68700	68900	69100	69300	69500	69700	69900	70100	70300	70500	70700	70900	71100	71300	71500	71700	71900	72100	72300	72500	72700	72900	73100	73300	73500	73700	73900	74100	74300	74500	74700</
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To SHELL HAVEN & CORYTON Route 35

P.M. times are
in heavy figures

[illegible][illegible]

To BULPHAN Route 44

Sunday

GRAYS War Memorial	9.5	2	5	6	5	9.25	0.5	2	5	4	5	6	5	9.25	330.8	330	
Sockets Health Piggs Corner	9.10	2	5	6	5	9.25	9.10	2	5	4	10	6	10	5	9.25	335.0	335
Gray Coat	9.14	2	14	6	14	9.34	9.14	2	14	6	14	14	9.34	329.9	330		
Orsett Withmore Arms	9.21	2	21	6	21	9.21	9.21	2	21	12	6	21	9.21	346.8	346		
Bulphan Dog and Partridge	9.28	2	28	6	28	9.28	9.28	2	28	4	28	6	28	9.28	338.5	338	
BULPHAN Church	9.33	2	33	6	33	9.33	9.33	2	33	4	33	6	33	9.33	358.8	358	

To WOODSIDE ESTATE

Route 85

P.M. times are
in heavy figures

[illegible]

NOTE : During public holidays special services may be operated. Details will be given on notices displayed in the vehicles.

WARNING: This timetable is issued for the convenience of the public only and the London Transport Executive does not undertake nor shall it be deemed to undertake that the vehicles will start at the times specified or at all or will arrive at the times specified. It will not be liable or accountable for any loss, damage or

Inconvenience arising from any inaccuracy in the timetable or from the failure of the vehicle to start or arrive at any specified time or by reason of withdrawal, delay, deviation or breakdown arising from any cause. By issuing it the London Transport Executive makes no warranty as to the running of any vehicle.

LONDON TRANSPORT, 55 BROADWAY, S.W.1. ABBey 1234.

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Index Publishers (Dunstable) Ltd., Dunstable, Beds

Sixty Years in Basildon - More on Bull Road, Vange;

part 3, by Alan Osborne.

Alan continues....

In the following month (on 2 March 1952) the isolated Sunday shuttle section of 32 was withdrawn. At the same time 45, was reduced to one single journey only from Bata Shoe Factory to Stanford-le-Hope. This working was transferred to WMS in May 1954 and incorporated into service 80. Operations then settled down at Bull Road still with three vehicles being used; however, all was about to change. It should be noted that, by 20 April 1952, Vange garage had gained some workings on service 4 (Pitsea - Chelmsford).

Following the formation of the BTC in 1948 their Road Transport Executive took on the onerous task of overseeing the constitutional bus Companies. Their remit included re-arranging the operating areas and balancing fleet strengths, with one of the areas under consideration being East Anglia. At the ENOC Board meeting on 12 December 1951, it was reported that the BTC had approved in principle a scheme whereby the ENOC Midland area would be transferred to the United Counties Omnibus Co. Ltd and that further negotiations were in progress. Subsequently the Board reported on 20 February 1952 that transfer of the Midland area would take place on 1 May 1952. In compensation, ENOC would take control of all receipts and payments of WMS as from 18 May 1952 including those of the City Coach Company. The WMS Registered Office would be transferred to New Writtle Street, Chelmsford from 1 June. During 1952, WMS vehicles started to be dealt with at Anchor Works, Chelmsford for repainting green with 'Westcliff-on-Sea' fleetnames. A combined ENOC/WMS timetable appeared dated 4 January 1953 listing ENOC services 1 - 164 (including 45 with a single journey). WMS services were prefixed with a 'W', viz W1-W80. The former City Coach Company routes were then numbered into a new series 251-261. During 1953 the process of integrating the WMS and ENOC operations was starting to gather pace. Looking at the former City bus service network, the new joint management considered that their local Laindon operations could be more economically run from Vange rather than from Brentwood.



Bristol L5G/ECW 293 (KNO 625) at Laindon Station on circular service 258. This former City Coach Company service was first worked from Vange on 29 March 1953 when licensed to Westcliffe-on-Sea. **EBEG collection.**

EBN595p30

So it was on 29 March 1953 that a most significant event occurred when certain journeys on service 258 (Laindon circular) were introduced between Vange (The Bull) and Laindon via Pipp's Hill (Basildon Road corner) essentially as garage workings. This was the first example of a WMS working from Vange - it should be remembered that the services taken over from City were then licensed to WMS. Other Laindon services worked from Vange were 257 (to Wickford, Mondays) and 259 (to Langdon Hills, Daily). However, since Vange was an ENOC garage, then ENOC vehicles would have worked on former City Coach Company services licensed to WMS but carrying service numbers in a new ENOC series. (are you now confused?!)

By this time, building of new houses in Basildon New Town had progressed to such an extent that a local bus service was needed. This materialised on 23 August 1953 as W84 running from Grays via Stanford-le-Hope and Pitsea to Basildon (Whitmore Way). The number used was a revival of the former ENOC 84 from Grays, although it was provided by Westcliff and worked from Vange. But why should this be a WMS and not an ENOC service? At this time ENOC had no actual operations in the Basildon area whereas WMS was the established operator, dealing with the Metropolitan Traffic Area which included Basildon. Moreover, the 1946 Southend Coordination Agreement originally stretched out as far as Basildon and so the introduction of W84 could be viewed as a westward thrust from Southend rather than an eastern extension from Grays by LTE as was once feared. Looking at the publicity leaflet for W84 there is no mention of the ENOC Office in Bull Road, Vange, the new WMS Head Office in New Writtle Street, Chelmsford being shown instead (for an illustration see my Westcliff-on-Sea book, page 50).

A fleet allocation for Vange garage for Autumn 1953 is available. By this time there were twelve vehicles (seven single deck and five double deck) allocated as follows:

Bedford OB: 3928 (LPU 618)	Bristol J05G: 3721 (FNO 794), 3724 (FNO 797)
Bristol L5G: 3912 (KNO 615), 4083 (ONO 997)	Bristol L6B: 4101 (PTW 104), 4107 (PTW 110)
Bristol K5G: 3893 (KNO 596), 4044 (ONO 65), 4057 (ONO 78)	
Bristol KSW5G: 4120 (SHK 513), 4136 (SHK 518)	

To be concluded.



When Bull Road, Vange garage opened in September 1951 the only bus service that passed by was that to Basildon (Post Office) run by Campbells of Pitsea, late taken over by Eastern National in February 1956. This nostalgic view shows their varied fleet in the yard at Station Lane.

EBEG collection.

EBN595p31

Photographs. The title page of each issue details the format for photographs submitted electronically. This specification doesn't seem to be too relevant as I can now manipulate most pics. sent to me in this way. What is important is that we continue to receive your photos of current or earlier buses and related items. EBN has some truly brilliant photographers contributing regularly and I am grateful to these friends of EBEG. Some of us (me included!) are not as artistic or creative when it comes to snapping buses. Please do not let that put you off. I am not going to promise to publish everything I receive (I couldn't without a massive increase in the size of EBN) but I undertake to give everyone's pics. a fair chance.

Your committee has considered sending out a note detailing how to take a good pic. We decided not to bother as the topic is highly subjective! What we will say is that there is as much a place for photos with the bus filling frame to frame as there is for one of a vehicle in a landscape!

I have asked one of our regular contributors to produce a note setting out how to take good pictures of electronic "blinking blinds". Hopefully, this can be published in the next month or so.

Meanwhile, over to you!

I can also deal with ordinary prints (and am intending to start to deal with a small backlog of these soon).



Acme Transport of Bishop's Stortford now have the 7/7a route between Stansted Airport and Bishop's Stortford on the 7, ex-Abellio Dart KN52 NFV pulls away from Elsenham level-crossing.

David Harman.

Target Dates for EBN596 (January 2014).

By	...	30 November	...	Reports to Sub-Editors.
By	...	7 December	...	Sub-Editor drafts to Editor.
By	...	16 December	...	Dispatch by Printers.

Back Cover photos:

Top:- As detailed in the First report this month, Volvo 66796 now carries an advert from the East of England Co - op. Photographed at Greenstead Library. Note that whoever programmed the destination displays, has spelling issues - St 'What' Estate ?

Russell Young.

Bottom:- Hedingham 412 (R233 HCD), a Volvo B10/Wright is laying over at Baintree bus station on 10 October.

Ken Coldwell.

EBN595p32



Above: A picture in the seriously desperate category! When something like this comes at you and there's a panic to rescue your camera from the bag, there's no time to really think about it! Chambers L420 on loan to Heddingham on MF peak hour ECC contract route 11 (Highwoods - Colchester). Using a very high ISO and a very low shutter speed (this is 0630 on a November morning!) unfortunately although the bus and reg. plate are sharp, the bright electronic blinds have burnt out a bit.

Below: Stop Press!!! Great news from Arriva Southend inside. Where is the driver?

Richard Lewis.





www.essexbus.org