

ESSEX BUS NEWS

December 2004

Issue 488



Xmas present (but it has to go back afterwards): First 23016 (YN54 APO) a superb Scania/Irizar at Southend on the new X30 Stansted Airport service. *Ian Banks*

► Duke Street Bus Station - 1920-2004 ~ page 18

Essex Bus Enthusiasts Group

serving Essex since 1964

www.essexbus.org.uk

Essex Bus Enthusiasts Group - Directory

SUBSCRIPTIONS

Effective **1 January 2005**, the annual subscriptions is **£19** by First Class post, **£18** by Second Class, renewable in January or July.

Data Protection Act: Members' names, addresses, subscription renewal dates and postal rates are held on a computer database for the purpose of administering member services. If you object to your information being held in this way, please write to the Membership Secretary.

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TIMETABLE SUBSCRIPTIONS

Join this scheme to receive Essex County Council timetable books and updates. Please contact Derek Stebbing for information or visit

www.essexbus.org.uk

YOUR REPORTS AND OBSERVATIONS

Members reports are always welcome. Please send them direct to the relevant Sub-Editor.

Photos (prints, slides or digital images - in JPG format) are also always welcome - please send to David Harman.

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.

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

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

PHOTOS/PUBLICATIONS

► Please note: all orders for Publications/ photos should be sent to the Chairman,
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Design  www.casuarina.org.uk

Dates for your diary

ROCHFORD MEETINGS

Venue: **Pullman Suite, Freight House, Rochford**, (adjacent to Rochford station). **19.30** onwards. Refreshments available. All members and guests are welcome.

Winter 2004/Spring 2005 programme:

- ▶ Tuesday 14 December - slide show by Richard Delahoy - "20 years ago".
- ▶ Tuesday January 11 - slide show by Trevor Brookes - "Going Dutch"
- ▶ Tuesday February 8 - talk and slide show on **Grey Green Coaches**, by Owen Woodliffe (author of the books on Grey Green).
- ▶ Tuesday March 8 - AGM and slide show by Alan Osborne - "Arctic Cruise".
- ▶ Tuesday April 12 - Members photos.

COLCHESTER MEETINGS

The 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. **20.00 to 22.00** (doors open at **19.30**). All members and guests are welcome. £1 donation towards room hire please.

Winter/Spring 2005 programme:

- ▶ Friday 14 January - talk by Bill Hiron - "Network Colchester"
- ▶ Friday 11 February - tba
- ▶ Friday 8 March - slide show by Richard Delahoy
- ▶ Friday 8 April - slide show by Alan Osborne - "Malta over the years"

*The EBN Editors and Committee wish
all members and our friends in the bus industry
and other societies a Happy Christmas and
Good Wishes for 2005*

From the Editor

I wasn't intending to write an 'end-of-term' report, but there are some points to make and this is the appropriate time to do so. Firstly, sincere thanks to all the members who have made comments (favourable (most) or not (a few)) on EBN. Your feedback is vital to keeping EBN on track. I hope both the Editors and myself can continue to build on the good work done by my predecessor, Sean Menzies. Inevitably, there is a sting or two in the tail ...

- ▶ We need YOUR your continuing contributions - news, photos, historical pieces, in fact anything to do with buses in Essex.
- ▶ We need more members - if YOU think membership of the Group is worthwhile, why not persuade others to join?
- ▶ We have two gaps in EBN, the first caused by the sad death of Peter Snell. For many years, Peter ran the Eastern National Enthusiasts Guild, under which his-

torical articles have appeared. We have a small number of his articles 'on the shelf' and these will appear in the coming months. However, a fitting tribute to Peter Snell and all he did for the Group, would be for the ENEG column to be perpetuated and indeed, for it to flourish. Hence, YOUR contributions of a historical nature - articles, pictures, ephemera, snippets, reminiscences etc. are needed.

- ▶ The second gap is Essex Service Changes. The previous contributor has submitted nothing since February 2004. I have done the best I can with copies of "Bus Passenger News" (Essex County Council), provided via Richard Delahoy, together with material from other sources (principally LOTS 'The London Bus'). However, there have been errors, etc, a few of which are corrected in this issue. These stem from imprecision in, or absence of, source material, and discrepancies between what is published and what actually happens on the streets.

Given time, discrepancies can be resolved and finer points of detail established, but whether accurate service changes can be published as *news*, rather than as a historical record, well after the event, is debatable. It seems to me that we have to choose between part-correct information published reasonably promptly, 99%-correct information published months later, or to abandon any pretence at covering service changes at all.

We should aim for a high degree of accuracy in EBN, but I have neither the time nor the deep interest to personally achieve that with service changes. Accordingly, the section appears for the last time under my auspices this month. It may be that few members are interested in the subject (but I am happy to be convinced otherwise). Members now have the opportunity to:

1. say whether you *are* interested in service changes and wish them to continue.
2. if so, suggest how this might be achieved, and
3. come forward to help.

Over to YOU.

David Harman

Subscriptions ~ 2005

Members will be aware that our previous magazine printers, Kithead Ltd., ceased production in December 2003. Since then we have been using another organisation, Patersons of Tunbridge Wells. Courtesy of our new Managing Editor, David Harman, new technology has resulted in a greatly improved magazine.. Everyone agrees how good it is , but it all comes at a higher commercial price.

Initially part of the increased cost has been subsidised from our accumulated resources, but this can only be a short term measure. Subscriptions have to be raised to attain parity.

In January 2004 the rates were £17/£16, which became £18/£17 in July 2004 and now, were are sorry to announce, must increase again to £19 (1st class postage) or £18 (2nd class postage) from January 2005. The good news is that we are well on the way to restoring the balance and so further increases will be less frequent. Your continued support for the Group is much appreciated.

*Thank you all
Alan Osborne
Chairman*

WANTED URGENTLY !

**> SALES MANAGER
> PHOTOGRAPHIC OFFICER**

Members will have read of the sad passing away of Peter Snell. Peter performed two important functions for the Society and if these activities are to continue then we **URGENTLY** require volunteers to take them over. Time is short, we need **YOUR** help **NOW**.

SALES MANAGER

To store the Group sales stock of books, timetables etc. and to transport and staff, along with other members, the Group sales stand at rallies and sales.

We usually attend just four events per year - Southend, North Weald, Canvey and LOTS. This post has been advertised previously but nobody has come forward. If we cannot find anyone to take over, the Group Sales Stand will have to cease. The loss in revenue will mean that subscriptions will unfortunately need to be raised.

PHOTOGRAPHIC OFFICER

To store and operate the Group photographic service by post from home. To liaise with the Sales Manager regarding presence at sales events. It would be ideal if our photographic collection (or some part of it) could be on offer at events, however, this is not essential. This job would suit a retired member, based anywhere in the county, with or without their own transport.

If we cannot find any member willing to take on this important role, the Group Photographic Service will have to remain closed. If the post remains unfilled then the service will cease and it will be necessary to dispose of the current stock of photographs.

The holders of both jobs are entitled to a **FREE** Group subscription.

If you are prepared to take on either of these jobs, or would like further information, please contact the Chairman, **Alan Osborne**, as soon as possible:

7, Farley Drive, Seven Kings, ILFORD, Essex. IG3 8LT
020 8590 2021 (**Note correct number, NOT as shown in EBN487**)
dimequin@bushinternet.com

This is **YOUR** Group, please help us to run it and provide the services that **YOU** want.

Essex Service Changes

31 Aug	59	<i>Arriva EH&E</i> Harlow - Chelmsford. Revised timetable.
1 Sep		nominal date for positioning journeys to/from school contracts. (terminals unspecified);
	174	<i>Olympian</i> Harlow - Knebworth
	184	<i>Olympian</i> Harlow - Brent Pelham
	R41	<i>Olympian</i> Harlow - Bishops Stortford
6 Sep	98	<i>Town & Country</i> Lakeside - Orsett Hospital. Re-routed off Blackshotts Lane via Laird Avenue, Jesmond Road, Long Lane to replace (M-F only) section of 374
29 Sep	374	<i>JWS Travel</i> West Horndon - Lakeside Operator now <i>Town & Country</i> and service now operates between West Horndon/Bulphan and Grays only.
4 Oct	20/20A	<i>First</i> Harwich - Parkeston. Early morning journeys revised.
	667	<i>Arriva London</i> Ilford - West Hatch School. Minor retiming to pm journey.
	364	<i>Town & Country</i> Grays - Bulphan. Re-routed between Horndon-on-the-Hill and Bulphan via A1013 and A128 instead of Doesgate Lane, because of bad accident record on this road.
8 Oct		<i>Network Colchester</i> revised network and transfer of licences from <i>Arriva Colchester</i> .
	1/1A	Greenstead - Ambrose Avenue Revised timetable with all journeys numbered Service 1.
	2	Highwoods - Colchester Revised timetable and route extended to and from Severalls Park.
	2A	Highwoods - North Station. Withdrawn
	3	Colchester - University of Essex. Withdrawn
	5	Highwoods - Tollgate. Revised route and timetable. Service will operate between Lexden and Highwoods via General Hospital.
	8/8A/8B	Monkwick - Horkesley Heath/Highwoods/Boxted Revised route and timetable. Services 8/8A will operate between Monkwick and Horkesley Heath via Mile End and not via General Hospital.
	9	Colchester - Highwoods Revised timetable terminates at Gilbert School and will operate Schooldays only.
	83	Colne Engaine/Mount Bures - Colchester
	87/87A	Colchester - Dedham. Operator now <i>Network Colchester</i> .
	247	East Bergholt - Colchester Minor changes to Schooldays journeys. Operator now <i>Network Colchester</i> .
13 Oct	50/92	Tollesbury - Colchester. Operator now <i>Network Colchester</i> .
14 Oct	64/64A	<i>First</i> Layer-de-la-Haye/St. Michaels - Greenstead Additional Sunday morning 64A journey.
16 Oct	X80	<i>Ensign</i> Lakeside - Strood Now half-hourly, M-S, hourly, Su. Some journeys serve Swanscombe village. Re-routed via Chafford Hundred Station (with through bus/rail ticketing)
	X90	<i>Ensign</i> Lakeside - Bluewater. Withdrawn

30 Oct	802	<i>Excel</i> Blocks Corner - Bishops Stortford
	803	<i>Excel</i> Hatfield Broad Oak - Bishops Stortford
	809	<i>Excel</i> Sheering - Sawbridgeworth New SDO services (ex- <i>Centra</i>). These ran free on 28/9 Sep until registrations took effect.
31 Oct	90/90C	<i>Network Colchester</i> Haverhill - Ipswich (Su). Replacing <i>Chambers/First</i> 90/90C, <i>Chambers</i> 757. Revised timetable.
	93	<i>Network Colchester</i> Colchester - Ipswich (Su). Revised timetable and change of operator from <i>Chambers</i> .
	96/96A	<i>Network Colchester</i> Mistley-Ipswich (Su). Revised timetable with all journeys numbered 96/96A (previously 96/A, 97/A) and change of operator from <i>First</i> .
	97/97A	see 96/96A
1 Nov	757	<i>Chambers</i> Sudbury - Colchester. Withdrawn. Former <i>Centra</i> services, terminated by the County Council from 27 September:
	1	<i>Excel</i> Takeley - Saffron Walden
	19	<i>Excel</i> Farnham Green - Bishops Stortford
	47/146/147	<i>Regal Busways</i> Ongar/Toot Hill - Harlow
	319	<i>Arriva EH&E</i> Great Dunmow - Bishops Stortford
	347	<i>Arriva EH&E</i> Hatfield Broad Oak - Harlow Substantive contracts for above now awarded to <i>Trustline</i> . 201, 201, 203 Sunday services unchanged. 802, 803, 809 retained by <i>Excel</i> (see above).
	4A	<i>Arriva Southend</i> Southend - Foulness Island/Shoeburyness Additional evening contracted journeys Mondays to Saturdays.
	502	<i>Imperial</i> Loughton - Romford Minor timetable changes to timetable and revised route in Romford.
	501	<i>Stephensons</i> Little Waltham - Southend Schools. Minor change of route in Chelmsford after closure of Bus Station.
	513	<i>Stephenson</i> Chelmsford - Southend Schools. Change of terminal in Chelmsford to Coval Lane after closure of Bus Station.
	515	<i>Stephensons</i> Maldon - Chelmsford Schools Revised route and timetable.
	6 Nov	502 <i>Trustline</i> Loughton - Romford (Sa). Re-routed between Chase Cross and North Street via Havering Road, instead of via Collier Row.
15 Nov	24/24A	<i>First</i> Southchurch - Rawreth. Minor changes to timetable to maintain train connections.
	510	<i>Arriva TS&E</i> Harlow - Stansted Airport. Minor re-timing and re-routing in Harlow on evening contract journeys.
	89/89B	<i>Hedingham/Stansted Transit</i> Braintree/Halstead - Haverhill Certain MF journeys withdrawn.
	825	<i>First</i> Basildon - St. Thomas More School. Minor timetable changes.
20 Nov	4	<i>Arriva EH&E</i> Harlow - Latton Bush. Revised timetable.
	410	<i>Centra</i> Harlow - Old Harlow Commercial schooldays route withdrawn after 19 Nov.
22 Nov	89/89B	<i>Hedingham/Stansted Transit</i> Braintree/Halstead - Haverhill Certain Monday to Friday journeys will be withdrawn.
3 Dec	72/72A	<i>First</i> Chelmsford - Braintree. Additional Friday and Saturday evening journeys between Witham and Braintree.

- 5 Dec **X30** *First* Southend - Stansted Airport. New limited stop service operating hourly daily.
- 11 Dec **322** *Regal Busways* Great Yeldham - Braintree. New Saturday evening service to Braintree Freeport.
- 13 Dec - *Coggeshall Community Bus* Coggeshall - Kelvedon. Timetable revised to connect with revised train times.
- B** *Arriva Southend* St. Lawrence - Burnham-on-Crouch. Timetable revised to connect with revised train times.
- E** *Arriva Southend* Maylandsea - North Fambridge. Timetable revised to connect with revised train times.
- 11** *Heddingham Highwoods* - North Station. a.m journey timings revised to connect with revised train times.
- 15** *Heddingham Lexden* - North Station. a.m journey timings revised to connect with revised train times.
- 34/34A** *Stansted Transit* Kings Park - Great Notley. Afternoon peak Rail Station journeys revised to connect with revised train times.
- 37** *NIBS* South Woodham Circular. Timetable revised to connect with revised train times.
- 71/72** *Clintona* Stondon Massey - Warley. Morning peak journeys revised to connect with revised train times.
- 221** *NIBS* Wickford - The Wick. Timetable revised to connect with revised train times.
- 18 Dec **222** *NIBS* Southend - Brentwood. Saturday service between Billericay and The Wick - revised route and timetable in Wickford.
- 6 Dec **333** *Excel* Stansted - Epping. Revised timetable with certain journeys re-routed in Bishops Stortford via Herts & Essex Hospital. Harlow / Epping section of route withdrawn on Saturdays.

5 December 2004

First 
transforming travel

X30

Southend - Stansted Airport

**New service every hour - 7 days a week
(from 0200hrs - 2400hrs)**

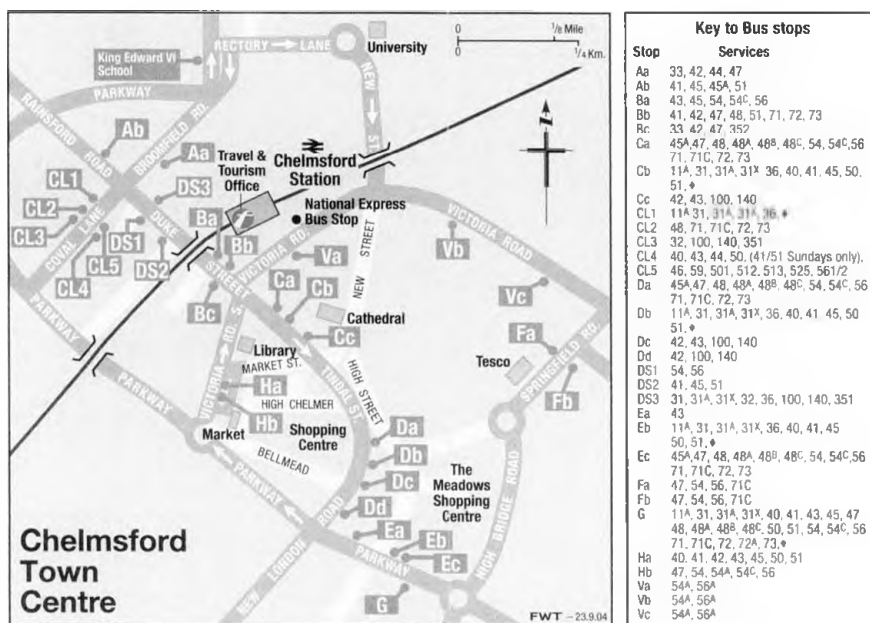
X30 is operated in partnership with BAA & Essex County Council



Southend
Bus Station
Southend
Victoria Circus
Eastwood
Kent Elms Corner
Rayleigh
Rail Station ➡
Chelmsford
Rail Station ➡
Barnston
Church School
Stansted Airport



David Harman
acknowledgements to
*Bus Passenger News (Essex County Council),
The London Bus (LOTS)*



The map of the new stopping arrangements in Chelmsford published last month was not very clear. Here it is again, hopefully now legible.



The morning after the closure of Duke Street: Darts and a Solo on the new stands in Coval Lane on 24 October. Chris Stewart



Time stands still for no man

*below: eerie empty loading bays at Duke Street
bottom: parking area, bus-wash and service van*

FIRST ESSEX

Scheduled rail replacement work between Chelmsford and Shenfield has continued on Sundays, using the same mix of First Essex and Fourways Olympians, First Essex Lances and Mercedes 709s (for Ingatestone), and Scania from NIBS and Chambers. Noted on 5th December, for example, were 34018, 34303/15, 34816/9, 51802/4 and 67012 plus W124JDX, G981FVX and G604KTX.

Demolition contractors started erecting hoardings around Duke Street Bus Station/depot on 6th December. For reasons which are still unclear, a privately owned Leyland National (ULO379R, originally West Yorkshire RYG-R) was parked on the forecourt for several days in the period leading up to this date. As a matter of record, the crew rest room is at Unit 45, Railway Arches, Viaduct Road.

Castle Point Transport Museum's Daimler open top FOP429 is thought to have been the last double deck vehicle to pass through Duke Street depot – it was there on Thursday 28th October, to assist in the removal of items for the museum. These included the Bus Station clock (see photograph) and some workshop equipment.

Vehicles in

On loan from First North West for the newly introduced X30 Southend-Stansted service (which started 5th December as planned), pending the arrival of Plaxton Cheetahs:



23016-9 YN54APO/U/V/X Scania/Irizar Century (at CF)

Of these, 23018 arrived on 1st December and the remainder came the following day. Cheetah 56002 was used for the launch of the X30, but reverted to X22 branding immediately afterwards. The Scania's are in First group coach livery.

Allocation changes (period ending 21 November 2004)

FGC=First Group cascade, i.e. transfer to/from another *First* fleet

(A)=acquired, (Sp)=spare/reserve (licensed); D/L(Sp)=spare/reserve (delicensed);

D/L(D)=delicensed for disposal; DS=Driving School

43731 CF-HH; 43732 CF-HH; 43800 First London-BN; 60102 FGC-HH;

62520 BN-DS; 67038 CF-BN; 67039 CF-BN

Repaints:

47252 to Tilling green and cream (first seen in use 26th November)

VEHICLE WORKINGS

Brentwood town service 73 is currently being worked exclusively by Basildon depot, Chelmsford's one duty on it having ceased during November. Meanwhile BN have also taken over two duties on the Chelmsford-Romford 351 along with two Lances from CF, in order to alleviate a driver shortage there. This took effect w/c 15th November, and at the same time HH1 took over two duties on the Diamond along with two SLF Darts from CF. Ex PMT Lance 60102 has made appearances on the 351, along with the two transferred from CF.



The ex-PMT Lance, 60102 (P868 MBF) is to be seen on the 351, along with other examples of the type. Here it is in Coval Lane on 24 November. The continuation of the paint scheme and fade-out vinyl across the deep corner window is a distinguishing feature. *Chris Stewart*

Unusual sightings:

November:

- 5th CF51466 on 33
- 8th BN60102 seen out for the first time (on 100);
CR20110 on 71, 38790 on 525
- 10th 38790 on 36(?)
- 12th BN31374 on 100 38790 on 525
- 13th 38790 on Diamond; HH34809 on 27,
BN60102 on 100, BN46112 & BN46186 on Brentwood 73
- 15th CF51466 at BE
- 16th BN60102 on 351 (see notes), 38790 on 36
- 17th 38790 on 525, BN31375 on 506, CF34816 on 42, CF43733 on 32
- 18th 38790 on 525, CF53135 on 42
- 19th 38790 on 36, HH46149 on Diamond, BN67038 on 22(?)
- 22nd BN62509 on 100
- 23rd Unidentified Solo on 07.53 Brentwood-Chelmsford school extra 351
CF67037 on 507
- 26th CF43730 on 32
- 27th CF43744 on 352
- 28th 38790 on rail replacement

December:

- 1st CF53126 in Billericay
- 2nd HH46155 on Diamond
- 6th BE51476 on 72

Other News

Member Andy Toms recorded some details of Duke Street's last night of operation - he was there from about 22.05 until 22.30 and saw the following vehicles:- 51466 was used as a shuttle moving 3 buses at a time to Westway, 3 of the Village Link 5258x series being moved at about 22.10 with 51468/9 (and 51471?) being moved about 12 mins later. 34302 was waiting to leave for CR and 65682 left on the 31. A little later 65683 came in on the 31 and 52580 came in out of service. Also parked out the front were 51474/8, 47223/7, 42488/9. On cross town routes were 53118 (51) and 42739 (42). Just as he was leaving 47220 and 47228 came in, one of these possibly on the 36.

'Heritage' fleet VR 38790 (KOO790V) was used in service from CF depot on several occasions during November, but was moved to CN for winter storage on 2nd December. KSW open top 2383 (WNO479) is reported to have gone to Barnhawk Engineering for a repaint.

Former Essex vehicles

A reminder to Olympian enthusiasts that First Eastern Counties at Ipswich are still running former 4000 (XHK235X), a Bristol-built ECW-bodied example.

Sources: Own observations plus many thanks to J Clayton, S Coates, D Edwards, M Farmer, N Field, J Salmon, C Sigston, S Simister, D Stewart, A Toms, R Webb, R Whitley, Essex Bus and South West y-groups, LOTS, First Essex, PSV Circle, Terminus.

Chris Stewart

The complete batch of new Darts are: SN54 HWY/Z, HXA/B/C/D/E/F - fleetnumbers 360-7. They are Alexander Dennis SFD3ACR44GW, chassis numbers 17999-18003, 18033/4/2. Bodies are Alexander Dennis Pointer B37F+22, numbers 4217/1-8.

An official launch for the new Darts for route 1, was due to take place on 9 December, outside the Castle Gates.

Of the vehicles kept on short term loan from Arriva, two have to returned to the Southern Counties empire:

V201 - L201YCU (Volvo B6/NCME) to Dartford

7643 - G643BPH (Volvo Citybus/NCME) to Gillingham

Double-deckers are being lent to the main Burtons operation quite frequently; Volvo Citybus 333 being illustrated below. The Burtons fleet already has a number of this type:

118 H683 GPF Volvo B10M-50/East Lancs H45/35F

ex-London & Country via Tillingbourne

119 G619 OTV Volvo B10M-50/Alexander RV H47/37F *ex-Trent*

120 G620 OTV Volvo B10M-50/Alexander RV H47/37F *ex-Trent*

Peter Mansbridge / David Harman



In autumnal weather, Volvo Citybus 333 waits in Haverhill bus station before departing for Bury. *Keith Shayshutt*

ARRIVA EAST HERTS & ESSEX Limited

New vehicles

3856	KE54 LNR	Volvo	B7RLE	YV3R6G6205A101954	Wright	H963	B43F	11/04
3857	KE54 LPC	Volvo	B7RLE	YV3R6G6205A101982	Wright	H964	B43F	11/04
3858	KE54 LPF	Volvo	B7RLE	YV3R6G6205A101983	Wright	H964	B43F	11/04
3859	KE54 LPJ	Volvo	B7RLE	YV3R6G6205A101984	Wright	H965	B43F	11/04

Allocations

11/04: 3817.u; 3856-9.HA

Vehicles out

2125 (N195 EMJ): gone 11/04

5843 (D242 FYM), 5851 (C 36 CHM): Arriva the Shires at High Wycombe 11/04

General

The expected closure of Debden outstation in early 2005 will involve the transfer to Arriva London North of 3435/9/40 (R165/9/70 GNW) Ds Dt SLF/Wt Crusader & 3461-9/71-9/81 (W461-9/71-9/81 XKX) Ds Dt SLF/Ar ALX200. They are expected to be based at the Edmonton depot.

3856 (KE 54 LNR) & 3857-9 (LE 54 LPC/F/J) together with similar 3860 (yet to be delivered) are specifically allocated to Harlow for service 510 (Harlow-Bishops Stortford-Stansted Airport). *Mark Garrett*

ARRIVA SOUTHEND Limited

As mentioned in EBN487 ex-Arriva Southend Dart 3370 (K320 CVX) is now with Arriva Yorkshire. Further news this month is that it is allocated to Selby and has gained fleetnumber 156. 3373 (K323CVX) has also departed for Arriva Yorkshire but has yet to enter service. *Peter Mansbridge*

Ensignbus

Omnibus suppliers to the World

LATEST VEHICLE MOVEMENTS

VEHICLES IN from

GoAhead London:

RM541/1082/1104/74/1305/80/1962/
RM2051/2106/09
RML883/2270/1/3/5/6/2302/35/96/2400/54
RML2469/74/84/99/2515/39/51/4/83/4/96
RML2613/83/2711/14
NV21/49
LDP10/2/3.

Kimes Coaches:

T519

Transit Group:

Volvo B6 L237CCW.

Stagecoach Wales:

Darts K991/4CBO K21CDW

Volvo B6's M75HHB L701FWO.

Eastbourne Buses:

Olympians UWW6/16X.

Stagecoach Western:

Volvo B6's M720/7/73BCS M676SSX.



Much-travelled Roe-bodied Olympian UWW 6X (and sister UWW 16X) passed from Eastbourne Buses to Ensign sales stock in November, in part-exchange for an ex-Armchair G-reg Olympian. 259 had been new to West Yorkshire PTE. Eastbourne obtained it from Wilts & Dorset, but it had other, intermediate owners. It is seen in Uckfield in July. *David Harman*

VEHICLES OUT

Olympian G305UYK:
Volvo D10M B134GAU:
Dart J506GCD,
Volvo B6's M343NOD L436/8LWA
 L701FWO L839CDG
 M844EMW L237CCW
 M720/7/73BCS M676SSX
 LDP19:
 RM295:
 RML2666:
Darts K991/4CBO K21CDW
Olympian A731YFS:
Tiger C141SPB:
 RM719:
 L154:
 LDP11:
 M449:

to
Eastbourne Buses.
Fowlers Coaches, Holbeach Drove, Lincs.

Glenvale Transport.
Hansons Buses, Stourbridge
Jumping Jellyfish Ltd, Brighton.
M and S Cleaning Ltd, Luton.

McKindless, Wishaw.
Northumberland Coaches, Ashington.
Dr Redmond, Nantwich, Cheshire.
Reed Employment Services, Leeds.
Transit Group, Stansted.
Wiltax Buses, Surrey.

With thanks to Ross Newman of Ensignbus

Essex Small Operator News

APT, Rayleigh H2 APT a Toyota/Caetano has been reregistered and sold (by 10.04)

COGGESHALL COMMUNITY BUS

EY53 CYW Mercedes Benz Sprinter/ ? (coach-built body) seen 10.04. It is assumed to have replaced Ford Transit S289 UGV.

CRUSADER, Clacton Setra S250 R101/3 HEV went to Hearn, Harrow Weald, Gt. London (11.04)

EXCEL, Stansted Mercedes 709D F71 SJX is now officially withdrawn and will probably go for scrap following removal of running gear

Acquired are two high capacity Olympians for school contracts ex Road Car KTL 43 and 44Y

FST COACHES, Basildon K442 BMO (ex A17 HLC, K442 BMO) Scania/Berkhof is with this operator (by 11.04) - last reported with One to One, Laindon.

FUN 4 U, Tiptree K704 RNR a Toyota/Caetano is in (by 10.04)

GROUP TAXIBUS, Chelmsford Further new Ford Transit are EY54 NXG (no. 56), EY54 NXZ (no. 38), EA54 HXY (no. 59) (all by 10.04).

We think it safe to assume that the following have gone: Omnis H743/5 LHN, F385 XVN, H225 BKM. (none seen since 10.03)

Ford Transits H957 K VX (last noted 7.03), M894 EGK (last noted 9.03), M193 TKJ (last noted 10.03), EF52 ANX/KSE (not seen recently - fleet nos. 48/56 reused), EO03 UUF/G (not seen recently - fleet nos. 59/37 reused), EY03 NFR/T/U/Z (not seen recently - fleet nos. 47/46/45/43 reused)

EF52 KSE/K have been seen in Colchester 11.04 (KSE had a taxi plate, KSK not noted) and are assumed to have gone from Taxibus.

The Fiats here have conversions by Stanford Coachworks.

Ford Transit ET53 VHZ had lost its O2 advert. by 26.11.04

LDV Minibuses M257 LNR (last noted 6.04) and R958 RFP (last noted 6.04)

Note that Transit L866 MJN, and LDV's R956/9 RFP are still here.

We have heard that a -53- registered vehicle has been written off. By elimination this must be one of ET53 VJB /C/E

Two Ford Transit seen at the Chelmsford yard in late October were EF03 NXD and EJ03 WSL. These were unmarked and not in use. They are thought to be from another company within the Taxibus empire and awaiting disposal.

TONY GLEW, Great Tey This operator does not have Scania/Van Hool T732 JHE, it is in fact with Ward, Arlesford. Apologies for this error. Fiat minibus N157 CMM is named "Little Ted" (by 11.04).

KIRBY, Rayleigh B434 RLO (ex NIJ 6900, B434 RLO, 5948 MW) Setra S215HD is in (by 10.04) ex Lake and Best, Aylesbury, Bucks.

LODGE, High Easter The two ex Hedingham VRs (BRC 839T & HJB 459W) have gone to Rallybeam, Clopton, Suffolk (10.04).

T484RFS a Neoplan is in (by 7.04), D510 PPU Leyland Olympian/ECW is in (by 10.04) ex Sanders, Holt, Norfolk. F84 UJN MCW Metrobus (3 axle) is in (10.04) ex Ensign 484 (the former Hong Kong vehicle).

SWIFT CARS, Chelmsford SG54 BYA Ford Transit is in (by 11.04) - not sure if it has a PSV disc or a taxi plate.

STEPHENSONS, Rochford Volvo/Plaxton A16 SOE (H566 MPD) has passed to Stagecoach South as a driver trainer, plate is on retention and will return in due course

M801 KJT has been re registered A19 SOE (ex Dunn Line B10M/Plaxton) and NIL 2450 as A14 SOE (Spare Tiger)

A234 GHN (Olympian) which is a stock vehicle but had seen much fleet usage encountered a head on collision

whilst on hire to Burtons, and is likely to be scrapped. Olympians D380/381 XRS and D384 XAO have now passed to Road Car (ex Stagecoach North West) although did see use with Stephensons and Excel

TALISMAN, Gt.Bromley H643 PTW (ex 90-D-1057) hit the low bridge at Kirby Cross on 13.10.04. The first two bays of the roof are damaged. WIL 3635 (ex L562 FND) Scania/ Van Hool arrived on 5.11.04 ex Aldershot Coaches via Vale (dealer).

TURNERS, Wickham St. Paul On display at the Bus & Coach Show, N.E.C. (11.04) was a Volvo B12B/Plaxton Panther C49Ft for this operator - (no registration plates).

YELLOWLINE, Braintree Ford Transit H191 WUF was seen 10.04 in plain unmarked

white livery, but still with a taxi plate - it is assumed to have gone from Cloakdean.

Ford Transit L658 CPF has fleetname 'Yelo' and fleet no. 52 (by 10.04), while similar P210 FVO has fleetnames 'Yelo' and 'Mr. Yelos' (by 10.04)

R204 BHL is an Advanced conversion of a Ford Transit. Ford Transit V239 MNM has fleet no. 60.

Miscellaneous

L607CKO Ford Transit (formerly a crew transfer minibus with Capital Citybus - no.837) was seen 4.10.04 outside Chelmsford auction - probably in the hands of a dealer.

MX04TXU is a MAN/Caetano C..F seen at Colchester garrison (11.04)



Supreme Travel of Hadleigh N854 DKU, a 1996 Scania K113TRB/ Irizar Century, at Tunbridge Wells Old West Station, after returning from a day excursion to Eastbourne.

David Harman

Duke Street Bus Station - 1920-2004

The acquisition in 1912 by the National Steam Car Co. of the local omnibus services of the Great Eastern Railway brought with it, premises under the railway arches in Viaduct Road, Chelmsford. However, the terminal for both the GER and National buses seems to have been outside the main entrance to the railway station.

The Duke Street garage is believed to have been built around 1920, and the yard in front became used as the bus terminal. This was gradually extended, and c1931, an imposing, covered "Omnibus Station" was built as a replacement.

This doesn't appear to have proved altogether satisfactory, because, five years later, a completely new bus station and garage were designed by H.J.Starkey, the Tilling Group's Chief Architect. The

resulting structure, in the classic Tilling style, survived until 2004, despite many alterations over the intervening years. These have included the building-over of the central exit, the abolition of the offside stands (originally used by Hicks Bros. and certain town services), and the conversion of part of the garage itself to serve as an overspill bus station.

As I write, the demolition crew are preparing to reduce "Duke Street" to rubble. The new development which will take its place, includes a small bus station which, from the artist's impression, looks suitably 'leading-edge'. Time will tell whether it serves Chelmsford and the travelling public as well, or for as long as Mr. Starkey's 1936 creation did.

David Harman

Bus Station (1) - in 1929: open yard, with depot at the rear, 'Counting House' (cashiers office) on the left, and Enquiry Office in former residential property behind the waiting buses (which appear to be mainly ADCs). Chelmsford Urban District Council Tudorbethan-style public conveniences in the foreground. *F. Spalding*





above: Bus Station (2), c1931: Counting House, Enquiry Office/house demolished and new covered bus station constructed, extending northwards to Fairfield Road. 'EASTERN NATIONAL OMNIBUS STATION' in relief on the facade. Three Dennis Lancets waiting. Floral baskets and flags in abundance. Was this opening day?

below: Interior, looking out onto Duke Street with AECs, Leylands and Thornycrofts visible. *both F Spalding*





above: Bus Station (3), 1936: New garage/bus station. One-way system, with entrance to garage at north end, exit at south, and further exit in the centre. A wartime view, with some vehicles bearing white corner panels. 1938 Bristol K5G/ECW 3812 (GTW 893) is nearest the camera.

below: A busy, just-postwar scene: 'EASTERN NATIONAL OMNIBUS STATION' in Tilling-style lettering on the brickwork. 3077 (TM 8793), a 1931 AEC Regent with Stracham body rebuilt by Beadle in 1944. It was scrapped in 1955. Behind, loading for Witham, is 3437 (KR 4997), another Regent, but with Short body, new to Borough Services in 1930 (and possibly a former Shorts demonstrator). It was rebuilt by Beadle in 1947, and survived until 1956 (as 1149). *both: Omnibus Society*





above: Bus Station (3): Postwar return of the floral baskets. Tudorbethan loos still in fine fettle. 1290 (CHJ 253), 1947 Bristol K5G, ex-Westcliff, in sparkling condition for the run to Southend. It was delicensed (as 2218) exactly 40 years ago. *John Fozard Collection*

below: Lodekka 1434 (XVX 20) leaves for Maldon on the 31. Glazed canopies added c1950 to former Hicks Bros.-served platforms on left, after acquisition of that company. 1500V d.c. overhead paraphernalia now graces the railway line. *R H G Simpson*





above: Bus Station (3) on 20 October 2004. Floral baskets, UDC loos, central exit from depot, Tilling signage or offside platform all gone. Brickwork now rendered, but the clock remains, albeit without hands. Mercedes service van, Village Link Mercedes, Solos, Alexander-bodied Dart and an Imperial Dart in evidence. *Chris Stewart*

below: Left side devoted to parking; offside loading having been discontinued for safety reasons, many years previously. Same railway overhead gubbins, but now dispensing 25kV a.c. An ex-Eastern Counties Lance in Barbie 2, 67037 (K737 JAH) heads the line of buses. Five still in FEN green/yellow. *Chris Stewart*





above: Interior panorama, with Mercedes 51469 (M668 VJN), Olympian 34814 (C414 HJN), ex-Blue Bus Volvo 20069 (4750 WU) still in First Airport red, and the Mercedes service van again, 90277 (S936 RBE).

Engineering staff (centre) ponder on what the founding fathers of the "National", Thomas Clarkson, Walter Iden, Bill Morison and Bert Smith (or rather their ghosts) would make of it all (... or maybe not).

centre: Mercedes minibus, Ford Cargo service lorry (E157 BTL) and Heritage VR 38790 (KOO 790V) surrounded by 'stuff' in the bus-wash area.

below: Dart 47223 (M223 VWW) leaves the Fairfield Road exit. The poster advertises: 'Coming soon! - 53 Park Central' (the development that will take the place of Duke Street Bus Station and garage).

sic transit gloria mundi

All: Chris Stewart



EASTERN NATIONAL

Enthusiast's Guild

Benfleet and District / Canvey and District

Peter Snell was particularly interested in these two local fleets and had recently contributed the fleet list below. This shows the vehicles which passed to the British Transport Commission on 2 March 1951, to be incorporated into the Westcliff fleet.

					WMS/ENOC
5	HF 7435	AEC Regent	N.C.B.(1944)	H56R	ex-Wallasey Corporation 63 1156
6	HF 7437	AEC Regent	N.C.B.(1945)	H56R (w)	ex-Wallasey Corporation 65
7	WN 4761	AEC Regent	N.C.B.(1944)	H56R	ex-South Wales Transport 261
8	VX 4108	AEC Regent	N.C.B.(1944)	H56R	ex-Eastern National 3020
10	JTW 608	Daimler CW5G	Duple	H56R	
11	JVW 561	Daimler CWA6	Duple	H56R	1198
12	JVW 480	Daimler CWA6	Duple	H56R	
14	KEV 534	Daimler CWA6	Brush	H56R	1209
15	KEV 535	Daimler CWA6	Brush	H56R	1210
16	KEV 536	Daimler CWA6	Brush	H56R	1211
17	KHK 863	Daimler CWA6	Brush	H56R	1212
18	KNO 71	Daimler CWA6	Brush	H56R	1213
19	KHK 864	Daimler CWA6	Brush	H56R	1214
20	KNO 72	Daimler CWA6	Brush	H56R	1215
	MVW 970	AEC Regent	Weymann	H57R	ex-Sheffield Corporation 100 1172
	MVW 971	AEC Regent	Weymann	H53R	ex-Sheffield Corporation 104 1173
	NPU 170	AEC Regent	Weymann	H56R	ex-Sheffield Corporation 226 1174
	FOP 340	Daimler CW5G	Duple	H56R	ex-Birmingham City Transport 1340 1195
	FOP 360	Daimler CWA6	Duple	H56R	ex-Birmingham City Transport 1360 1196
	FOP 364	Daimler CWA6	Duple	H56R	ex-Birmingham City Transport 1364 1197
	FOP 385	Daimler CWA6	Park Royal	H56R	ex-Birmingham City Transport 1385 1201
	FOP 413	Daimler CWA6	Park Royal	H56R	ex-Birmingham City Transport 1413
	FOP 416	Daimler CWA6	Park Royal	H56R	ex-Birmingham City Transport 1416 1202
	FOP 417	Daimler CWA6	Park Royal	H56R	ex-Birmingham City Transport 1417 1203
	FOP 429	Daimler CWA6	Duple	H56R	ex-Birmingham City Transport 1429 1199
	FOP 431	Daimler CWA6	Duple	H56R	ex-Birmingham City Transport 1431 1200
	FOP 452	Daimler CWA6	Duple	H56R	ex-Birmingham City Transport 1452 1204
	FOP 459	Daimler CWA6	Park Royal	H56R	ex-Birmingham City Transport 1459 1205
	FOP 461	Daimler CWA6	Park Royal	H56R	ex-Birmingham City Transport 1461 1206
	FOP 462	Daimler CWA6	Park Royal	H56R	ex-Birmingham City Transport 1462 1207
	FOP 465	Daimler CWA6	Park Royal	H56R	ex-Birmingham City Transport 1465 1208

Those without WMS/ENOC numbers were withdrawn by Westcliff before the adoption of the common numbering scheme on 18 July 1954. For unknown reasons, 1203 carried a painted number, 4072 for a short while during Westcliff ownership.

Regent 1156, and all the Daimlers were withdrawn by ENOC in 1954 (1201), 1955 (remainder). The three ex-Sheffield Regents, which were originally registered BWA 200/4, 826, lasted until 1959. Of the Daimlers, 1195/9/9, 1202-4/7 passed to Southend Corporation Transport, becoming 247, 246, 244, (1202 - not numbered), 243, 245, 242. The former 1202 was bought for spares and was later sold for scrap after exchanging its body with 247.

242-4/7 were converted to open-top in 1963. 243 and 246 were withdrawn in 1957 and 1958 respectively. The open-toppers lasted until 1970, and one, 244 (FOP 429) is preserved at Castle Point Transport Museum (see EBN 487). It remains the only surviving vehicular link with the old Benfleet and Canvey companies, other than the Supreme Coaches fleet (see page 17), still controlled by the Bridge family.

David Harman



Benfleet & District 20 (**KNO 72**), Daimler CWA6/Brush, which became **1215** in the WMS/ENOC fleet. *S L Poole / London Bus Preservation Group*



A sylvan scene with former Canvey & District 17 (**KHK 863**), Daimler CWA6/Brush, **1212** in the WMS/ENOC fleet. Seen in Westcliff livery. *Photographer unknown*

Buses and Babies



Photographer unknown

4201 (VNO 870), a 1953 Bristol LS dual-purpose saloon on the service 10 (Brentwood -Romford-Ilford-Bow) stand at Chelmsford Bus Station. The gleaming LS and passengers in period garb, combine to create an evocative image of Duke Street in the early-1950s.

The LS was one of twelve to feature the two-door arrangement, where the general idea (in theory, if not always in practice) was that you boarded at the front and alighted at the rear. This reduced 'dwell-time' at stops, which tended to suffer with the single-door version on account of the narrow entrance.

The two ladies in fashionable pleated skirts appear to be negotiating with the conductor (no OMO then) over taking the pushchair on board. If he was agreeable (they usually were), how did they manage this? Answer: with difficulty. The pushchair is of the type then common, with large spoked wheels, and designed to fold down onto its 'chassis'. This resulted in something about the size

and shape of a suitcase -- quite cumbersome to lug up the three steep steps on an LS. Then, there would be the question of where to stow it. The usual drill was for the conductor to firstly evict any passengers from the front offside seats; then remove the seat squab and place it in the luggage rack, and finally, to wedge the pushchair in the exposed frame. A crowded LS, two or more mothers with babies ... and you can see you had a bit of a problem with the darn things. On contemporary Lodekka and K-types, they were of course, no trouble at all, being easily accommodated in the under-stairs luggage compartment.

Whether it was an upsurge in fecundity (I had to look *that* up) among the population of Essex, the advent of one-man operation, union agitation, or a combination of all three, I don't know, but the Pushchairs-on-Saloons Problem was clearly something that needed resolving. And by 1965, a solution had indeed been found.

In fact, it had already been solved by Southdown Motor Services in 1960. To discourage the carriage of pushchairs on OMO buses, passengers could instead, borrow a pushchair from an SMS office if they tendered a return ticket identifiable as having been issued on an OMO bus.

ENOC introduced a similar free pushchair loan service at Southend (Seaway), Clacton, Maldon, Colchester, Halstead and later, Basildon. At each of these, you could borrow a pushchair, provided you produced a bus ticket issued that day. However, you will readily spot one small flaw in this grand plan: how did you and your offspring get from home to the bus stop without a pushchair in the first place? This was a conundrum you had to solve yourself.

transfers. Maybe, the powers-that-be at New Writtle Street did not envisage geographic fluctuations in the birth-rate giving rise to subsequent changes in depot PPR (Peak Pushchair Requirement).

In the event, demand always appears to have been modest, and by 1968, the scheme was curtailed to Halstead, Chelmsford and Southend only. It eventually ceased altogether. As far as I know, this was not because of any prolonged abstention from procreative activities by the bus-travelling public. Instead, it seems to have stemmed from advances in technology in two quite different fields:

In the first, Eastern Coach Works devised the tip-up seat, where the back could be tipped forward and fastened to the base.

PUSH CHAIR LOAN SERVICE

Push Chairs will be available on loan to Eastern National Passengers at:—

SOUTHEND, Seaway Terminal

CHELMSFORD, Bus Station

CLACTON, Wash Lane, E.N. Garage (Summer only)

CLACTON, Jackson Road Bus Station (Not Sundays)

MALDON, Bus Station

COLCHESTER, Bus Station

HALSTEAD, E.N. Office

ENOC timetable ~ 12 December 1965

Inevitably, some of you will be wondering about this substantial fleet of pushchairs. Bearing in mind that at the time, it was not all that many years since I needed one myself for everyday conveyance, here's what I remember: The manufacturer was unknown, but they were of similar design to that shown in the picture, if slightly smaller, and of B1F configuration. Mothers turning up with twins or triplets were out of luck. They were not as you might imagine, painted in Tilling green, with cream cushions, but in a nondescript beige. To deter passengers from 'forgetting' to return them, they had a plate fixed to the back, inscribed "Property of ENOC Ltd". And, as you would expect from any bus company worthy of the name, they were numbered – on small plastic plates of the type used for seat numbering in the coaches. Basildon had 1-20. What they *didn't* have, however, were depot allocation plates, from which I can only assume there were no inter-depot

This provided a flat platform for pushchairs etc. I think this first came in with the Bristol REs. A variation was retro-fitted to some LSs and MWs too.

Secondly, the McLaren Buggy was invented. This lethal (to fingers) contraption was designed with small, swivelling wheels and could be folded into a reasonably compact, if tall shape. In this form, it could, at a pinch, accompany mother and baby in an ordinary bus seat. Alternatively, it could lie or stand in the gangway without too much inconvenience to other passengers.

Later, of course, you had the Leyland-National with its capacious luggage pen, and still later, the low-floor 'buggy bus', but these are different stories ...

Well, that's it, and now if you'll excuse me, I hear the baby crying. This means a nappy-change – and you certainly won't want to read about *that*!

David Harman



PCV HOLDER ?

Full and Part-Time Drivers Required

Stephensons of Essex and our associated company, Excel Passenger Logistics are expanding fast and we have vacancies for drivers at our Rochford, Maldon and Stansted depots.

Full and Part time drivers are needed for school services and weekend rail replacement, together with scheduled service work and private hires.

If you're over 25 and have held a PCV Licence for two years or more, we'd like to hear from you.

We offer attractive rates of pay, varied work, and a friendly working environment.

Planning and Schedules Officer required at our Excel Stansted head office. An exciting opportunity exists for the right person. Whilst we would ideally like someone who can demonstrate experience in these areas, we will also consider anyone who shows the drive and enthusiasm to learn these skills with a view to progression within the group

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