

ESSEX BUS NEWS

July 2004

Issue 483



A design classic ~ former Southdown 'Queen Mary' 424 DCD at the Cliffs Pavilion, Southend. A free service to /from Victoria Station, was operated, 17-20 June, for *DesignFront04*, "... the first contemporary design show for the East of England ..."
424 DCD also deputises occasionally on the City Sightseeing Tour in wet weather.
Fancy getting paid to drive it? ... if you have a PCV, turn to the back page ...

Chris Stewart

Essex Bus Enthusiasts Group

serving Essex since 1964

www.essexbus.org.uk

Essex Bus Enthusiasts Group - Directory

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12 month subscriptions are £17 by First Class post, £16 by Second Class, renewable in January or July.

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TIMETABLE SUBSCRIPTIONS

Join this scheme to receive Essex County Council timetable books and updates, plus a copy of the Thurrock Council book. Please contact Derek Stebbing for information or visit

www.essexbus.org.uk

PHOTO SALES

We have photos of most operators and vehicles in Essex both past and present. Please write with requirements to:

Peter Snell, 6 Mandeville Way,
Benfleet, SS7 4LH

YOUR REPORTS AND OBSERVATIONS

Members reports, quality photos (prints or slides) and original articles are always welcome. Please send them direct to the relevant Sub-Editor.

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.

ESSEX BUS NEWS

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Design  www.casuarina.org.uk

Dates for your diary

ROCHFORD MEETINGS

Venue: Pullman Suite, Freight House, Rochford, 19.30 onwards:

- ▶ Tuesday September 14 - to be advised

COLCHESTER MEETINGS

In response to requests, meetings have now been arranged at the **Friends Meeting House, Church Street, Colchester: 20.00 to 22.00** (doors open at 19.30). 50p nominal charge. The venue is in the town centre, just south of "Jumbo" (the water tower) and behind the Mercury Theatre. Main bus stops are nearby; there is an adjacent car park (£1.50 after 19.00). No refreshments are provided, unless a volunteer would like to be 'mum' and bring coffee, milk, etc. (kitchen facilities are available). The programme has yet to be finalised, but dates booked are:

- ▶ Friday September 10
- ▶ Friday October 8
- ▶ Friday November 12
- ▶ Friday December 12

Can **YOU** present a slide show or talk, and help make this venture a success?
Please contact:

Dave Arnold - tel. 01621 857509 email: david@arnold1.fsnet.co.uk

RALLIES, OPEN & RUNNING DAYS etc.

- ▶ **Saturday/Sunday July 24/5 - 50 Years of the Routemaster** - Finsbury Park - gathering of Routemasters, free bus services, procession of vintage LT buses, stalls etc. ~ www.routemaster50.org.uk

From the Editor ...

Thanks to all those who have sent in photographs for EBN. These appear in this and forthcoming issues. More are always welcome !

Errors & Omissions Department:

EBN481 - p23: Hicks 45/46 (ENOC 105/104) were new to Dallas Services Ltd., of Leyland, hence the Lancashire registrations. Dallas sold their road service licences, but no vehicles, to Ribble in July 1935. The vehicles were sold separately later. Both Leylands bought by Hicks were LT3's not LT2's as stated.

EBN482 - p.4: **Richard Huggins**, *not* his brother, Graham, wrote the Evening Tour report.

David Harman

Summer Madness !!

It must be the wet weather !!

Peter Snell is offering *Westcliff-on-Sea in Focus*
- Volume 2 at an incredible:

£1.50 post-free

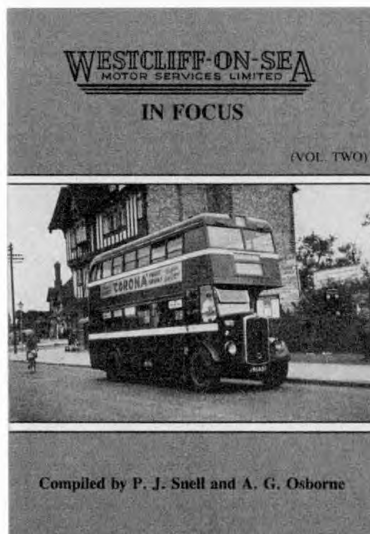
Over 32 historic photographs, card covers.

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- ▶ Why not send **£14.50** for **WESTCLIFF IN FOCUS** and **"FROM TRAMS TO ARRIVA"** (Colchester 1904-2004) ?
- ▶ Write **ONE** cheque, get **TWO** books !
- ▶ Please note that *Fact File 2 - Hicks Bros*, is now **SOLD OUT !**



More Summer Madness !!



60 Years of Service to Essex is an illustrated history of Eastern National, first published in 1990.

Copies are now available from the Colne Estuary Preserved Buses at just:

£3.50 post-free

44 pages, Over 50 historic photographs, colour card covers.

Send cheque or postal order, payable to
Colne Estuary Preserved Buses, to

CEPB, 66 Magnolia Drive,
Colchester, Essex, CO4 3LP

FIRST

Ipswich tunnel rail replacement

The contract for this work, which runs from 11th July to 5th September while the track level is lowered to accommodate larger (9ft 6in) freight containers, has been awarded to *First* and details will appear under this heading. Application for a 22-vehicle operating centre at Manningtree Station has been submitted by *First London* (Centrewest), but pending Traffic Commissioners' approval the address has also been added to those for *First Eastern Counties*. *First London* vehicles are likely to operate initially on FEC's O-licence. Washing and fuelling is to be carried out at Clacton depot, and the Sunday double-deck requirement is to be met by *First Essex* while *First London* buses return - presumably to Rainham - for maintenance.

The operation involves Manningtree-Ipswich (mostly double deckers), with sub-

contracted coaches working mornings/evenings only, Manningtree to/from Bury St Edmunds, Woodbridge, Felixstowe and Stowmarket. There is also a dedicated coach service from Ipswich (Portman Road) to/from Manningtree for Anglia (Railways) Commuter Club members only, with departures from Ipswich between 05.23 and 08.15, together with various return journeys. On Sundays, additional engineering work in the Manningtree area means buses will run Ipswich-Manningtree-Colchester, and coaches Ipswich-Witham direct. Full details of individual timings can be found in the temporary railway timetable available from 'One' stations - only a summary is given below (taken from the published timetable, and obviously no responsibility can be accepted for its accuracy). In addition, known vehicle requirements are given (with many thanks to LOTS for this information).

Monday-Friday

First London 6 Trident, 8 Olympian, 2 Dart
Subcontracted 11 coaches, 6 double-deckers

Ipswich-Manningtree: dep 05.23 and then mostly 3 per hour off-peak until 22.20
Manningtree-Ipswich: first bus 06.19, last bus 00.35
Stowmarket-Manningtree: dep 05.30, 06.00, 06.50, 07.10, 07.30 and 08.00
Manningtree-Stowmarket: dep 17.33, 18.01, 18.35, 19.03, 19.37, 20.00 and 20.32
Bury St Edmunds-Stowmarket-Manningtree: one journey, dep 05.18
Woodbridge-Manningtree and Felixstowe-Manningtree: one peak hour journey each way

Saturday

First London 6 Trident, 2 Dart, 4 Olympian
Subcontracted 9 coaches

Ipswich-Manningtree: dep 05.23 and then mostly 3 per hour until 22.20
Manningtree-Ipswich: first bus 05.53, last bus 00.35

Sunday

First London nil
First Essex 10 double-deckers
Subcontracted 16 coaches

Ipswich-Colchester: dep 07.27 and mostly two per hour until 22.45
 Colchester-Ipswich: dep 07.45 and two per hour until 23.06, 00.04 and 00.20
 Ipswich-Witham: dep 07.47 then hourly until 19.47, 20.52 and 21.52
 Witham-Ipswich: dep 08.45 and hourly until 20.45, 21.50, 22.50 and 00.20

Vehicles expected to be used by *First London* are:

TN33001-7	LK51UZO/P/S/T/C/D/EDennis Trident/Plaxton President H42/32D
DM41265/6	T265/6JLD Dennis Dart/Marshall B22D
LN34334	J134YRM Leyland Olympian/NC Palatine H47/30F
LN34330/9/41	H130/9/41FLX as 34334

and another four unknown Olympians from the same batches. The Tridents have recently been displaced from route 25 (Ilford-Oxford Circus) by articulated vehicles.

Talisman Coach Lines of Great Bromley are providing at least some of the coaches.

FIRST ESSEX

Allocation changes (period ending 27 June 2004)

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

(A)=acquired, (R)=reserve, (Sp)=spare; (D)=disposal

20108 (Sp)-FGC; 40778 FGC-HH; 40779 FGC-HH; 46176 CR-(Sp); 46177 CR-(Sp);
 51458 CF-HH; 51462 CF-HH; 51463 (D)-BN; 51464 (Sp)-(D); 51472 (D)-Heritage;
 51473 (D)-BN; 51778 CF-RD; 51779 CF-BN; 62406 FGC-CR; 62407 FGC-CR;
 62409 FGC-CR; 62410 FGC-CR; 62505 (R)-(D); 62510 BN-(D); 62511 BN-DTV;
 62529 (R)-(D)

Reallocation of Brentwood local route 73/73A from CF depot to RD/BN with effect from early June has reintroduced a manual-gearbox Mercedes 709 (51778) at Romford. The intention was for HH to operate some of these duties, but in practice 51458/62 are working the 73 from BN along with 51779. The reason for 51472 being allocated to the Heritage fleet is unknown at this stage.

Disposals

6.04 20108 to *First Devon & Cornwall* (at Plymouth)
 34707 has now left *First Essex*

Repaints (to 'Barbie 2')

By observation: 46135 47219 (following extensive body repair)

VEHICLE WORKINGS

Unusual sightings:

May	4th	CF34810 on Diamond
	20th	CF42482 (branded for 36) on 51
	25th	CF43731 (Diamond) on 42, worked 06.55 until 09.58
	26th	CF52581 on 32 to Ongar, at least 13.05 and 14.05
June	1st	CF43729 on 41, double-deckers on 48 and Diamond
	7th	CR62406/7 first noted in service (64A and 64 respectively)
	8th	'2663' (51463) on 73
		CR67002 taken off 71 at Chelmsford owing to fuel defect, Olympian

34707 (having arrived on a 351) eventually worked (late) 16.10 return. 17.35 CR-CF was covered by spare bus at Colchester, so 34707 then worked 18.05 CR-BE and return, 21.00 CR-MN and return together with 23.00 to Maldon.
 HH34699 on 750 (temporary loan to BN)
 10th CF34817 noted parked at Stansted (crew transfer?)
 13th BE46823 on 352, CF42484 (36 branded) on 33
 16th HH34699 on 562, BN65665 on 83
 17th BN43737 on 565
 18th CR65685 on 561 (presumably at BN for PCV testing)
 CR65651 on 18.30 service 78
 20th CR43715 on 66
 21st BN31374 on 12
 22nd CF34807 on 31, CF43731 on 351, BE46827 on 352, CF47227 on 41/51
 CF67040 parked showing '352 Chelmsford'
 24th HH31371 on 21
 25th HH34698 on 15
 26th HH31376 or 31377 on 2/25 all day
 28th HH46157 on 27, HH46814 on 21 and CF46822 on Diamond
 29th HH34811 on 2/25 all day, BN43174 on 100
 30th CF47229 (returned to service after repair/repaint) on 42
 HH31377 on 28
 July 1st BN62518 on 100
 2nd BN43712 on 100
 5th BN65672 on 22
 7th CF34814 on Diamond, CF47220 on 31 and CF47227
 9th CR65679 on 222/norw X22 (CR20110 features in photographs of the newly opened section of A120)
 10th HH41014 on 25, HH46153 on 23 and HH46154 on 27
 CR34014 (branded 77/78) on 71 (13.35 and 16.35 ex CR)

Other vehicle news

Scania 65670 (667) was still not carrying 'Sema' numbers (except over the filler cap) by early July, nor was Mercedes 51463 (2663) during June.

Since the end of May/beginning of June, the HH double-decker which works the afternoon schools 820 now continues as the 16.20 service 16 from Rayleigh to Southend (CBS), 17.10 service 15 to BN and 18.32 route 2 back to HH. Previously it worked the 16.38 (16.12 Fridays) 69 from Temple Farm to CBS, 17.00 service 20 to Hullbridge and return before the 19.05 route 2 back to HH.

Some or all of the former *Essex Buses* Marshall-bodied Mercedes Varios, R411-9VPU, are being transferred from *First London* to *First Devon & Cornwall*.

Sources: *Own observations plus many thanks to M Austin, J Bush, N Clark, S Coates, D Edwards, M Farmer, P Mansbridge, P Rowden, C Sigston, J Salmon, P Snell, D Stewart, A Toms, R Webb, R Whitley, Essex Bus and South West y-groups, LOTS, First Essex, PSV Circle, Terminus*

Chris Stewart



Former Eastern National VR's in Cornwall

Keith Shayshutt caught two of the surviving Western National contingent in May, a week before the latest round of service cuts reduced their numbers still further.





38785 (KOO 785V), ex EN 3067 is seen (left-upper) in Helston, loading behind a Truronian Dart, (left-lower) also in Helston, and (above), in Penzance.
 38920 (XHK 220X), ex-EN 3115, (below), leaves Truro Bus Station on the X89 to Newquay.





Stagecoach East London P801GMU (in East London Coaches livery) visited Colchester on a private hire on 28 May. Group member Dave Edwards (owner of RE 1516) kindly arranged to line it up next to former Stagecoach Cambus 16554 and 16556 (now First 34014/34056). Note that P554EFL (16554/34014) was still able to display Stagecoach on the blind. *Steven Hughes*



Former County Dart/Wight Handybus 3349 is due to leave the Arriva Southend fleet, but was still in service on 10 July. *David Harman*

ARRIVA EAST HERTS & ESSEX LIMITED**Allocations**

5/04: 2117.w

6/04: 3329.u; 3334.HA

Subsequent histories

5382 (TPD 115X): Stephenson, Rochford (EXq) 1/04 ex Brown, Crawley (WS)

Fleet allocation 6/04

Harlow/Debden: 443/44, 1257, 2116/18-26/38-40/43/45/51/58/59/72/ 75/89/
(HA) 90/94/95, 2248, 2370/71 3091/94/98, 3100/03/74, 3230/31/50-57,
3353/56-60/62-64/66-69/71/72, 3334, 3414/35/39/40/45-49/
61-69/71-79/81, 3817/18.

Note: 3435/39/40/61-69/71-79/81 are normally at Debden out-station.

Ware: (WE) 2373-77, 3352/98/99, 3413/16-18/41-44/83, 3828/30-32, 4521/22,
5836-47/49-51

Parked-up: (u) 2117, 3328/29

*Mark Gareett***ARRIVA SOUTHERN COUNTIES LIMITED.****SOUTHEND****Vehicles in**

3138/45/50/53/54 L138/45/50/53/54 YVK

Dennis Dart 9SDL3034 / Northern Counties Paladin B35F

DS24 N544 TPK Dennis Dart 9.8SDL3054 / East Lancs EL2000 B40F

The above have been transferred from Gillingham following a network relaunch there. They are intended to replace the H/J/K reg darts at Southend. These being 3092, 3349/50, 3370/3. DS14 (M525MPM) is also due to be replaced by the influx of ex-Gillingham Darts.

L208 YCU Volvo B6-9.9M / Northern Counties Paladin B39F is also now at Southend. This is expected to join the training fleet, replacing one of the Lynx trainers.

Other vehicle news

Lance 3381 (M761 JPA) returned to service at the beginning of June. It had been out of service since last winter when it received serious damage after an engine fire. It is the only Lance in Southend not to be branded for 7/8. Whilst it spends most of its time on the 7/8, it has strayed onto other routes in the last month such as the 4 and 9. 3381 also appeared at the Southend Transport Show at Southchurch Park on 6 June alongside 5387 and 5419.

Fare Changes

From 27 June most singles increased by 10p and returns increased by 10p or 20p. The Clippercard has increased to £13 in order to match the increase in single fares.

Unusual workings:

June	15	5396 on 6 and 5419 on 7
	18	5274 on 9
	19	3379 on 9
	23	3225 on 9
	28	DD16 on 9 and 3395 on 1
	29	3395 on 7, 5392 on 9 and 3092 on 9
July	2	5415 on 9

COLCHESTER

Vehicles in

7643 G643 BPH Volvo Citybus B10M-50 Northern Counties B45/31F, from Gillingham

Vehicles out

Olympians 5402 (H262 GEV) and 5405 (H265 GEV) have been transferred to Southend for storage. It is possible that at least one of these ex-Southend Transport Olympians may find itself back in service in Southend to match the needs of the last schedule change.

Peter Mansbridge

Essex Small Operator News

A&M COACHES, Basildon New here is LDV Convoy EU53 VKX.

APT RAYLEIGH Vehicles sold from dealer stock are TIL 7224 a DAF/Caetano and L671 RUA a Bova Futura.

AUTOHIRE, Stansted Acquired from a private owner is F260 ACX a Freight Rover

BASILDON TRAVEL, Basildon Volvo/Plaxton C718 NHJ (new as C26 OFL), Bedford YNT/Plaxton C995 ERO, Bedford YMP/Plaxton D279 RBV and Mercedes 609/PMT F303 JNC have been withdrawn,

BOBS MINICOACHES, Clacton SH03 JHY is a new Peugeot Boxer

BROWN, Basildon Leyland Olympian/ECW B913 NBF has been acquired from Locallink, Stansted.

COLCHESTER COACHES, Clacton K295 GDT Bova Futura is in (by 5.04) ex Leo's Pride, Herne Bay, Kent

Similar C18 OVA (ex G95VFP) has gone to Houston-Ramm (dealer) (by 5.04). Registration C18OVA is expected to be returned to Stevens.

COUNTY, Brentwood 2851RU (ex HIL2392, E573UHS) has the name "Lincolnshire".

DAVES MINIBUSES, Dovercourt Iveco minibus N556 DKO is a recent addition.

FARGO, Rayne acquired for schools contracts are MCW Metrobus KYV 764X and Leyland Olympian/ECW DBV 136Y. Leyland Atlanteans are being withdrawn, with URN 209V, GFV 155W and KCK 204W all out of service.

FLAGFINDERS, Braintree ELA 389T a Bedford YMT/Duple has been sold.

GLEW, Colchester Bedford YLQ/Plaxton 831 FUB (VNM 900S) has not been sold as previously reported and remains here. JNM 749Y Bedford YNT / Plaxton is in (by 5.04) ex Warren, Tenterden, Kent.

GROUP TAXIBUS, Chelmsford EU53 VLJ an LDV minibus has fleet no. 75

HARRIS COACHES, Thurrock The remains of the coach fleet were sold to Tellings Golden Miller on 24 March. This comprised Neoplan N122 8947 FH (M504 XWC), Neoplan N116 N602 EEV and Scania/Irizar T907 LHJ. It should be noted that Harris Holidays continues to operate, but that the Harris Group no longer operates buses or coaches.

KINGS, Stanway DAF/Van Hool G976 KJX has been sold to Neave, Catfield. where it

joins D685JVF which was also formerly with Kings.

KC04 ABC is a new coach delivered 16 March 2004 - Bova Futura 12-340.

R82 GNW EOS arrived on loan on 26.5.04. (R81GNW is still on loan)

KIRBY, Rayleigh B81 RLO (ex 7639 MW) Setra S215HD is in (by 5.04) ex Painter (Mostonian), Moston, Gt. Manchester. This operates on a one vehicle licence, separate to the main business.

LINKFAST, Thundersley vehicles sold comprise Leyland Fleetline/Park Royal OJD 383R, Leyland Atlantean/East Lancs XRF 24S and Atlantean/ECW SUP 271V

LODGE, High Easter Acquired from Simpson, Rosehearty is VIL 8760 (P216 RWR) a Mercedes Vario/Autobus.

METEOR, Stansted Airport Moved here from Newcastle Airport is Dennis Dart T930 APX. For some reason Southampton based Dart W938 JNF has been re-registered V618 EVU. Vehicles sold to Tourist, Wiltshire are Dennis Javelin/Plaxton R126/27/30 XWF.

OLYMPIAN, Harlow Vehicles withdrawn include LRU 822 (N959 DWJ) a Dennis Javelin/Plaxton, NIL 2993 a Van Hool T815, NIW 4810 and URH 657 both Leyland Tiger/Plaxton and DCA 31S, a Leyland Leopard/Plaxton.

OXFORD HOUSE SCHOOL, Colchester Once again have a PSV licence and are still operating L482 XPV a LDV 400.

P&M COACHES, Shotgate To correct previous notes, Bedford YNT/Plaxton TEC 956Y remains here. Acquired from Smiths Travel, Amble is J713 CWT a Volvo B10M/Plaxton.

REGAL, Cooksmill Green N352OBC Mercedes Benz 709D / Alexander Belfast has been on use on ECC services in the Chelmsford area, during late May/early June.

RUFFLE, Castle Hedingham Recent additions are Mercedes minibuses K327 EJV (with Autobus bodywork) and R121 XWF (with Plaxton bodywork). The coach fleet is updated with X471-3 KUT, Jonckhree body Volvos ex McPhail, Newarthill. Vehicles withdrawn are

Bedford YNT/Plaxton IAZ 6448 and Mercedes 308D K146 PLP.

STAN'S, Gt. Totham G40 SAV Volvo / Van Hool is in (4.04) ex Kenzie, Shepreth, Cambs. It has the name "Miss Judy".

STEPHENSON, Rochford Acquired from Dunn Line, Nottingham for London commuter services is Volvo/Plaxton M801 KJT. Similar WDA 2T has regained its original J420 HDS. B248 NVN Leyland Olympian/ECW is in ex Skylark, Croydon, seen in service 2.5.04.

SK02 XGO Dennis Dart SLF/ Plaxton is in (by 5.04) ex HAD, Shotts, Scotland West.

C64 CHM and C94 CHM are in an overall livery for ASDA Supermarkets (by 5.04).

SWIFT CARS, Braintree LK52 SSU Ford Transit is in (by 4.04) - it operates with a PSV disc.

TALISMAN Gt Bromley Withdrawn is B413 CGG a Setra. Former Essex Buses Mercedes K634/40 GVX, have been on loan to Geater, Saxmundham.

T250 GON Setra S315GT-HD is in (5.04) ex Dereham Coachways, Norfolk.

Atlantean/ECW RVW 90W has been repainted into its original Colchester B.C. livery.

Setra S268 BTL has the name "Feuerball" (It has had this for some time - possibly from its Boon days - but it does not appear to have been reported)

TOWN & COUNTRY, Corringham Mercedes/Optare F46CWY has fleet no. 102.

TURNERS, Wickham St.Paul YN04 GGZ Scania/Irizar is new (by 5.04) - it is in 'Travelscope' livery.

VICEROY, Saffron Walden A Mercedes Vario acquired for local work is YR52 MBY.

WARD, Arlesford SIB 9026 (D802 ALR) a Bedford YMP/Plaxton has been acquired.

Miscellaneous

C396BUV MCW Metrobus was seen 26.5.04 in use in Brentwood - owner unknown. It was in full Metroline livery complete with fleetname and no. M1396.

Ian Ransom

The Playground of the South

SOUTHEND-ON-SEA

Popularly known as the "Playground of the South" and pleasantly overlooking the Thames Estuary. There are over six miles of sea front, with wooded cliffs, Flower Gardens and Parks, together with the longest Pier in Europe (1½ mile).

"Eastern National" Coach Tours and Steamer Trips together with entertainments of every description are provided.

The famous Illuminations take place from mid-August to October.

*EN Timetable
1964*

"Eastern National" Coach Tours and Steamer Trips have long since gone, but as *Chris Stewart's* pictures, (below and on the cover) show, Southend still has "... wooded cliffs ... pleasantly overlooking the Thames Estuary ..."

Nowadays, there are other attractions for the discerning visitor. The Southdown "Queen Mary" may occasionally be found on the City Sightseeing Tour. In fine weather, an open-top Bristol VR and an open-top Olympian (JFR 4W) are

scheduled. The latter was poorly when I visited Southend, and closed-top Olympian B248 NVN was the 'subbing' for it.

Highbridge vehicles such as these, can now be used as the notorious Pier Bridge has gone (it was demolished in 2002). A new structure, (just visible in the picture opposite) gives greater clearance. The changes around Pier Hill, along the seafront and elsewhere are worth viewing - and £6 for a day's riding on an open-top VR can't be bad !

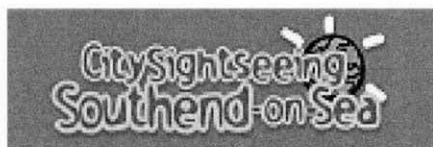
David Harman



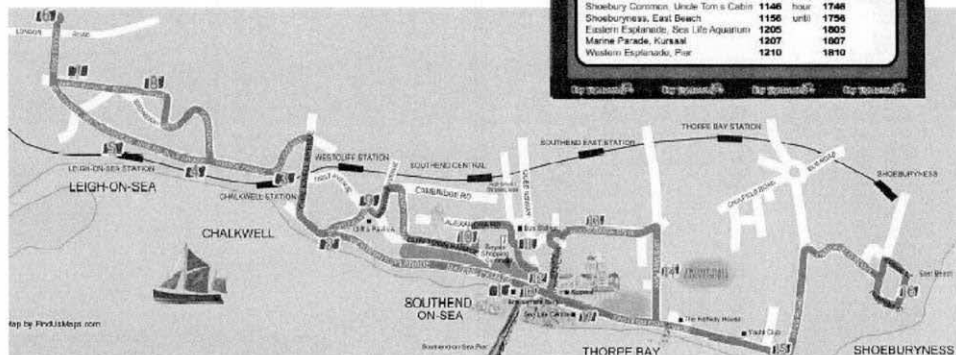


Stephenson's VR, UWV 618S pauses on the Western Esplanade at Adventure Island, with Pier Hill reconstruction work in the background.

David Harman



<http://stephensonsofsex.com/soefiles/citysightseeing1.htm>



Tour Prices:

Adult: **£6.00**

Child: **£3.00** (also Essex concessionary passes)

Family: **£12.00** (max. 2 adults & 2 children)

Timetable:

6 June until 18 July: Saturdays and Sundays only
22 July until 1 September: Daily

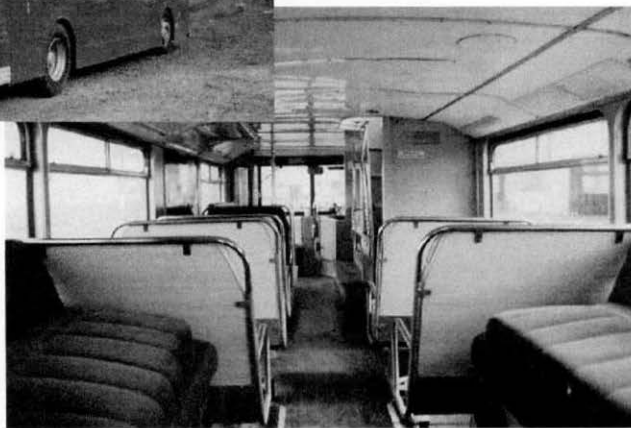
Western Esplanade, Pier	1030	1630	1730
Shoeburyness, Palmiers Arches	1034	1634	1734
Chalkwell Railway Station	1039	1639	1739
Old Leigh, opposite the Ship	1042	then	1642 1742
Leigh Railway Station	1045	every	1645 1745
Hadleigh Church	1054	hour	1654 1754
Thames Drive, London Road	1101	until	1701 1801
Marine Parade, Thames Drive	1103	hour	1703 1803
Leigh, Redway Grove, P.O.	1107	hour	1707 1807
Westcliff, Cliff Pavilion	1120	hour	1720 1820
Pittmead Square, Gardens	1124	hour	1724 1824
Southend, Bus Station, also F	1134	hour	1734 1829
Kunaki, Marine Parade	1137	then	1737
Southchurch Park, Lifesaver Way	1141	every	1741
Shoebury Common, Uncle Tom's Cabin	1148	hour	1748
Shoeburyness, East Beach	1150	hour	1750
Eastern Esplanade, Sea Life Aquarium	1205	until	1805
Marine Parade, Kunaki	1207	hour	1807
Western Esplanade, Pier	1210	hour	1810

From Southend to North Island



Southend 348
in
New Zealand

photos: Don Roberts



Former Southend Fleetline 348 (WJN348J) is now based in Napier, North Island, New Zealand, owned by someone called Keith who has a number of "English" pubs. It is used to transport patrons. As can be seen from the pictures, a number of modifications have been made (including panelling over the centre door) but it is still largely original, particularly inside.

The bumper and front radiator are later additions. The latter has echos of the Bristol goods vehicle range of the 1950's.

After withdrawal by Southend in 1983 348 ran initially for Rochford District Council on a free service linking various leisure centres in the area. It then had a brief spell in preservation before passing to a school in East Finchley, and then to Linkfast (S&M), Hadleigh. I can't trace the date of export to New Zealand at present - but it was possibly 1988.

Richard Delahoy

From the archives ...



Southend and Pier Hill again: This fine shot by *Frank Church*, supplied courtesy of *Peter Snell*, shows Southend 260 (EHJ 444) climbing up from the seafront, destination - Southend LNER.

Compare with the view from a different perspective on page 15. The buildings appear more-or-less unchanging, but the road is free of yellow lines, the clutter of street 'furniture' ... and of other vehicles save for a Morris-Commercial van and a few cars

260 was a 1950 AEC Regent III with characteristic Massey lowbridge body. It was withdrawn in 1966, and, two years later, passed to Sir Lindsay Parkinson Ltd. (a building contractor).

David Harman

The Routemaster in Essex

In the month when enthusiasts celebrate 50 years of the Routemaster (and TfL celebrates by steadily withdrawing them!), a brief look at the Routemaster in Essex.

DRH

A rare shot of prototype **Green Line** Routemaster - ECW-bodied CRL4 on original condition, on a trial run (?) at Brentwood (Ingrave Road).

*Ken Taylor / John Bush Collection
courtesy of Chris Stewart*

Green Line RCL2220 (CUV 220C) at the Brentwood 721 terminus (Robin Hood & Little John). See EBN478 (p.12) for the same bus at the same location, but in Ensignbus colours. *Chris Stewart Collection*





In **London Country** days, RML2310 (CUV 310C) in Brentwood High Street, nearing the end of its run from Harlow to Warley (Fords) on the 339. Somehow, a Routemaster in NBC leaf green looked all wrong. *John Fryer / Chris Stewart Collection*

Southend Transport was the other major operator of Routemasters in Essex. 102 (VLT 172) in the attractive blue, white and red livery, stands in the bus station. This bus was later exported to Argentina. *A. Dodsley*



EASTERN NATIONAL

Enthusiast's Guild

The Wilts and Dorset Connection

The first link with Wilts and Dorset Motor Services goes back to 1939 when two Leyland TD1s with Leyland L48R0 bodies were sold to W&D, who numbered them 9 and 10. These were former ENOC 2785 (TM 2736) and 2846 (VW8823). They were needed to meet a shortage of transport for workmen in the Salisbury area, who were building accommodation for military personnel at the outbreak of World War Two.

In 1963 five K5G's and one K6B (EAM 612) were acquired from W&D. These were originally 263/266-270 (DMR 836/838-840. EAM 612/613) and had ECW L55R bodies. They were numbered 1051-1056 by Eastern National, being renumbered 2202/2204-8 in the 1964 scheme. They mainly saw service in the Clacton area but had short lives, being

withdrawn in 1964.

Finally in 1986, Eastern National exchanged four Leyland Nationals with W&D:

1759 (MAR 781P)

1783 (PEV 695R)

1794 (PEV 706R)

1815 (VNO 738S)

These became W&D 3760-3763. In return, Eastern National received four short (10.6m) 44-seater Nationals.

1500 (PJT 255R), 1501 (PJT 256R)

1502 (PJT 257R), 1503 (PJT 258R)

These were required for Hertfordshire CC tendered service 341, operated from Bishops Stortford depot, which was too small to house 'long' (11.3m) Nationals,

Peter Snell



A busy scene in Clacton Bus Station, with ex-Wilts & Dorset 1051 (DMR 836) about to leave for Jaywick. Two W&D peculiarities are evident: the rain louvers over the rebuilt opening windows, and the three-piece indicator with single-track number box (albeit with via and number boxes painted out).



Also in Clacton Bus Station are (above) 1052 (DMR 838) (below): 1053 (DMR 839). Both had been fitted by Wilts & Dorset with "T" indicators incorporating 3-track number blinds, a feature no native Eastern National or Westcliff K had. Fleetnumbers were on painted plates rather than the usual pressed-alloy type, perhaps because these vehicles were destined only for a short stay in the fleet.

Alan B. Cross (1052), Arnold Richardson / Photobus (1053)

40 years ago ... new coaches



RHG Simpson / Chris Stewart Collection



Arnold Richardson / Photobus

New deliveries in 1964 included

T505 (BPU 21B) to Tillings Transport, at the time, managed by Eastern National. It was one of a pair of Bedford SB13's with Duple (Northern) Firefly bodies, built at the old Burlingham factory in Blackpool. I must confess I always found the Firefly design something of an acquired taste, but I suppose chrome grilles and 'dustbin-lid' wheel trims *were* all the rage at the time. T505 and twin, T504 are loading in Colchester Bus Station, apparently on the X12 London express. Both look rather 'low in the water'.

Prittlewell's immaculate **406** (AVX 967B) was the last of a batch of seven Bristol RELH6G's, classified initially as coaches. ECW produced a more restrained style of body, but even *they* couldn't resist the chrome dustbin-lids. 406, labelled for Newmarket Races, appears to be awaiting

the return of punters from the café or conveniences in Braintree Bus Park. Or, maybe the excursion started from Braintree. Note the driver, smartly attired in his 'ice-cream jacket' (EN depot parlance for a coach driver's dustcoat - these were white with a green collar).

Finally, the first of the batch, Basildon's **1611** (AVX 961G), previously 401, is seen in later, dual-purpose guise, at Victoria Coach Station on the Limited Stop 400. It is now fitted for one-man-operation, with jack-knife doors, bus-type indicators, motorised Setright paraphernalia and a protruding PAYE sign. The chrome dustbin-lids *still* persist! Also, the foglights seem to have been moved out of harm's way. Did this cause the the maximum legal length to be exceeded by an inch or so, I wonder?

David Harman



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EBEG / Chris Stewart Collection



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