

ESSEX BUS NEWS

**No. 552
April 2010**



ESSEX BUS ENTHUSIASTS GROUP
www.essexbus.org.uk



The recent North Norfolk Railway gala weekend, which followed the reopening of Sheringham level crossing, was also supported by free bus services with vehicles from the Eastern Transport Collection and several other owners. Amongst these were Viv Carter's former EN Bristol RELL 1546 which was photographed on Cromer seafront on 13th March. *Chris Stewart*

If a VR gains any sort of notoriety or fame, however modest, it can be pretty much guaranteed to turn up at Simon Munden's dealership premises in Bristol! This has now befallen GGM108W from the infamous Bankfoot Buses and still in Hedingham Omnibuses colours. It was just there to be serviced for its new Italian owners when Allan MacFarlane photographed it on 23rd March - having parked it as close as he could to another Essex refugee bound for Italy, FRP907T which was one of the 19 VRs acquired by Eastern National in October 1986 from Milton Keynes Citybus and which served as EN 3216 until 1993. *A R MacFarlane*



Essex Bus News

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Your reports and observations

Members reports, quality photos
(prints, slides or JPGs) and original
articles are always welcome.

The Editors exercise the normal
discretion to publish contributions in
full, in part or not at all and cannot
guarantee publication in any particular
month.

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

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

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Dates for your diary

■ PRESS DATES

EBN dated

May

June

reports to Editors by

24 April

22 May

The despatch day is posted to the website as soon as it is known. Please allow reasonable time for postal delays (at least seven working days) before claiming non-receipt. Replacements can be obtained from the Membership Secretary (see Group Directory).

■ SOUTH ESSEX MEETINGS

Venue: Wickford Cricket Club, off Swan Lane,
Wickford - five minutes walk from Wickford
Station and 5 minutes drive from the A130 and
A127. Doors open at 1930 for an informal chat,
with the main talk or show from 2000 to
2145/2200; a cash bar is available. Members and
guests welcome. £1 donation please towards the
hire of the room.

Richard Delahoy

Spring 2010 programme

- **Monday May 10** - evening visit to **Fords Coaches, Althorne and local tour**. Meet at South Woodham Ferrers, Merchant St bus stop (by Asda car park) at 1930. Fare £5 (pay on the day) - pre booking not required. Please do NOT go directly to Fords' depot.
- **Monday June 14** (provisional) - evening visit to **Castle Point Transport Museum**; arrive from 1930 onwards.
- **Monday July 12** - to be announced.

There will not be a meeting in **August**. The autumn season will commence on Monday September 13 at Wickford - details in a forthcoming issue.

Front cover:

"Ceddies" (Cedrics of Ardleigh) have begun upgrading their fleet with some ex-Wilts & Dorset Optare Spectras, a type uncommon in Essex. Freshly-repainted **M133 HPR** is seen at Colchester, University of Essex, Boundary Road on Saturday 6th March.

Russell Young

■ NORTH ESSEX MEETINGS

Venue: downstairs room at the **Friends Meeting House, Church Street, Colchester**, just south of "Jumbo" (the water tower) and behind the Mercury Theatre. Town centre bus stops and parking are nearby. Doors open at 1930 for an informal chat, with the main talk or show from 2000 to 2200. £1.50 donation towards room hire, please. Slides/digital photos are preferred, but prints can also be shown. Members and guests welcome. *Dave Arnold*

2010 programme ~ slide shows by:

- ▶ **Friday May 14** - *Richard Delahoy*
- ▶ **Friday June 11** - *Steven Hughes*
- ▶ **Friday July 9** - *Dave Arnold*
- ▶ **Friday August 13** - *Steve Maskell*
- ▶ **Friday September 10** - *Russell Young*
- ▶ **Friday October 8** - *Fred Lawrance*
- ▶ **Friday November 12** - *Gary Sharpe*
- ▶ **Friday December 10** - *Dave Arnold / Gary Sharpe*

■ TOURS & VISITS

- ▶ **Monday May 10** - evening visit to Fords of Althorne. see previous page
- ▶ **Monday June 14** - evening visit to Castle Point Transport Museum (provisional - see previous page)
- ▶ **Tuesday (NOT Sunday as given in EBN 551) June 22** - evening visit to **Talisman** - pick up at North Station 19.00; fare £5; phone 01621 857509 to book.
- ▶ **Monday July 12** - to be advised later.

■ EVENTS

- ▶ **Saturday/Sunday April 17-18** - **UK Coach Rally**, (new venue) East of England Showground, Peterborough.
- ▶ **Saturday/Sunday April 17-18** - **North Norfolk Railway, Bus & Train Weekend**, mixed traction timetable, including network of bus services in the area.
- ▶ **Saturday/Sunday April 24-25** - **Classic & Vintage Weekend**, East Anglia Transport Museum, Carlton Colville, Lowestoft.
- ▶ **Saturday May 1** - **Theydon Bois Transport Bazaar & Bus Running Day**, Theydon Bois Village Hall (opposite village green). 1100 till 1530. No car parking at village hall.
- ▶ **Sunday May 2** - **Ipswich to Felixstowe Historic Vehicle Run**, Ipswich Transport Museum.
- ▶ **Sunday May 16** - **ADX 1 Day (Ipswich 60th)**, Ipswich Transport Museum.
- ▶ **Sunday May 23** - **100 Years of the London B-Type Bus**, Pump House Transport Museum, Walthamstow.
- ▶ **Sunday June 6** - **Family Fun Day** (bus and fire engine rides), Ipswich Transport Museum.
- ▶ **Sunday June 6** - **Clacton Bus Rally**, celebrating 50 years of Hedingham Omnibuses, Clacton Factory Outlet. See advertisement opposite. The Group sales stall will be at this event.
- ▶ **Sunday June 27** - **Ipswich Transport & Model Festival** (incl. Transport in Miniature), Ipswich Transport Museum.
- ▶ **Sunday July 6** - **North Weald Bus Rally**, North Weald airfield, near Epping. Bus services from Epping and Ongar.
- ▶ **Sunday July 6** - **North Norfolk Railway Vintage Transport Day**: Free vintage buses Holt-Weybourne-Sheringham, and display at Holt Station (A148).
- ▶ **Sunday July 6** - **Classic Buses at the Mid Suffolk Light Railway**: Brockford Station, Wetheringsett, Stowmarket, Suffolk: Short tours of the countryside from the station yard.

Information is published in good faith. Members are strongly advised to check details with the organisers nearer the date. The Group can accept no liability if events are cancelled or altered.

2ND CLACTON BUS RALLY



Celebrating 50 years of

HEDINGHAM
OMNIBUSES

SUNDAY 6TH JUNE

The Second Clacton Bus Rally is to be held once again at Clacton Factory Outlet from 10am on Sunday 6th June. Come along and enjoy...

***Display of Vintage &
Modern Buses***

***Free Bus Rides around
the Local Area***

Enthusiast Stalls

Free Parking & Entry

(Follow Brown Signs From A133)



And don't forget the Clacton Factory Outlet hosts a variety of shops and cafés to suite all tastes. Why not bring your loved ones to shop while you enjoy the buses?

Sponsored By:

Talisman



**Clacton
Factory
Outlet**

Want to bring a bus or have a stall at our event?

For more information send an SAE to

***'Clacton Bus Rally', 24 Russell Court, Churchill Way,
Colchester, Essex, CO2 8SR or visit***

www.clactonbusrally.com

New members

A warm welcome is extended to the following new members who have recently joined:
Mr G Randall of Clacton - 1009; Rob Woolley of London SE17 - 1010

Richard Delahoy

Still wanted ... a Publicity Officer

Response was muted to the appeal last month (where 'muted' = zero). We really **DO need** a Publicity Officer. Most members agree that the Group offers good value for money, and there must be more enthusiasts out there who would join us if we could only reach them to tell them all about it. That's where a Publicity Officer would come in very handy.

The 'job description' is a completely blank sheet of paper and can be tailored to suit the individual's skills, available time, etc. Help can be given on preparing publicity material etc. We just need an energetic self-starter to make it all happen. If you feel you might be able to fulfil this important role, please contact the Chairman for a no-obligation, informal chat:

Chris Stewart, 10 Crossways, Shenfield, CM15 8QX
01277 221808 shenfield252@gmail.com

Group Directory

SUBSCRIPTIONS

A calendar year subscription is **£20**, renewable in January.

New members may join from any month during the year, but subscriptions will always run to December, from whichever month the member chooses. Those joining from February to December inclusive will pay a pro-rata subscription calculated at **£1.70** per month. E.g., a member joining in March would pay 10 x £1.70; i.e. £17.

Data Protection Act: Members' details are held on computer for the purpose of administration. If you object to your information being held in this way, please write to:

Richard Delahoy, 272 Shoebury Road
Southend-on-Sea SS1 3TT
richard@signal-training.com

Replacements for missing or defective EBNs are available from Richard.

TIMETABLE SUBSCRIPTIONS

Join this scheme to receive the Essex County Council timetable book and bus map. Send

your details and a cheque for £12 to
Richard Delahoy, 272 Shoebury Road,
Southend on Sea SS1 3TT.

Subscriptions can start with any issue of the book (usually three a year) and will be renewable annually at the same time as your Group membership subscription is due.

PUBLICATION SALES

Send orders for publications to:
Owen Woodliffe, 196 Sinclair Road,
Chingford, London E4 8PT

Owen 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, Lincolnshire, PE12 0AR

Prints of specific EN (and predecessor) vehicles can be supplied; email with requirements:

lynw@barrons-bds.com

Farewell 253 and 264, hello Ensign

Brentwood and Hutton will see Ensign Bus Company operating a revamped circular service 81 on a commercial basis from 4th May, First Essex having given notice to withdraw their 81/82 as unremunerative. Although Ensign have served Brentwood before (the 347 to Romford), Hutton and Shenfield will be new territory. The route of the 81, however, owes its origins variously to Thamesway, Eastern National, Westcliff-on-Sea Motor Services and the City Coach Company although the link with the latter two is fairly tenuous. The original Westcliff 16 (Kentish Town to Southend) was acquired by City in 1935 and numbered 1, but in August 1936 the variation via Ramsden Heath became the 1A running just between Brentwood and Wickford. It was this which, on the sale of City to the BTC, became WMS and later EN 253 although it was only on 19th April 1964 that it was re-routed to serve the Long Ridings estate and Hutton (Industrial Estate) at Tallon Road – where the

long-disused green bus stop pole has only very recently been removed. Since 1963, the other end of the route had been extended to Upminster but this section was later curtailed at Warley (Fords).

Meanwhile the 264 had been introduced in 1961 to connect the Hutton Drive estate with Brentwood and continued in this form until amalgamated with the 253 during the 1970s to form circular routes 270/271. Re-launched with minibuses in 1986 as the C1/C2, these services formed the basis of the later 77/78 and present day 81/82 although following on from the construction of the large BT building in London Road these have more recently served Kavanagh's Road and Crescent Road. Ensign's 81 will be a clockwise-only circular omitting this section but the frequency is being increased, low floor vehicles will operate at all times and a daily X81 to/from Lakeside is to be introduced.



Bristol Lodekkas were the mainstay of the Hutton 253 even in 1976 when Chelmsford FLF6G 2771 was on loan to Brentwood covering a vehicle away at Central Works. Ford Motor Company's offices dominate the background. *Chris Stewart*

WARLEY · HUTTON

Service
253

Mondays to Fridays

WARLEY, Eagle Way.....	0725	0825	0855	0925	1625	1555	1625	1640	1655	1725	1755	1825
Brentwood, Rail Station.....	0730	0745	0815	0830	0900	0930	Then	1530	1600	1630	1645	1700
Brentwood, White Horse.....	0641	0720	0735	0750	0820	0835	0905	0935	hourly	1535	1605	1635
Shenfield, Green Dragon.....	0645	0724	0739	0754	0824	0839	0909	0939	until	1539	1609	1639
Shenfield, Rail Station.....	0647	0726	0741	0756	0826	0841	0911	0941		1541	1611	1641
HUTTON, Industrial Site.....	0655	0734	0749	0804	0834	0849	0919	0949		1549	1619	1649

Saturdays

WARLEY, Eagle Way.....	0725	0825	0925	1025	1125	1225	1325	1425	1525	1625	1725	1825
Brentwood, Rail Station.....	0730	0830	0930	1030	1130	1230	1330	1430	1530	1630	1730	1830
Brentwood, White Horse.....	0641	0735	0835	0935	1035	1135	1235	1335	1435	1535	1635	1735
Shenfield, Green Dragon.....	0645	0739	0839	0939	1039	1139	1239	1339	1439	1539	1639	1739
Shenfield, Rail Station.....	0647	0741	0841	0941	1041	1141	1241	1341	1441	1541	1641	1741
HUTTON, Industrial Site.....	0655	0749	0849	0949	1049	1149	1249	1349	1449	1549	1649	1749

Mondays to Fridays

HUTTON, Industrial Site.....	0710	0740	0755	0810	0825	0840	0855	0925	0955	1555	1625	1655
Shenfield, Rail Station.....	0718	0748	0803	0818	0833	0848	0903	0933	1003	Then	1603	1633
Shenfield, Green Dragon.....	0720	0750	0805	0820	0835	0850	0905	0935	1005	hourly	1605	1635
Brentwood, White Horse.....	0724	0754	0809	0824	0839	0854	0909	0939	1009	until	1609	1639
Brentwood, Rail Station.....	0729	0759	0814	0829	0844	0859	0914	0944	1014		1614	1644
WARLEY, Eagle Way.....	0734	0804	0819	0834	0849	0864	0879	0894	0919		1619	1649

Saturdays

HUTTON, Industrial Site.....	0710	0755	0855	1055	1155	1255	1355	1455	1555	1655	1755	1855
Shenfield, Rail Station.....	0718	0803	0903	1103	1203	1303	1403	1503	1603	1703	1803	1903
Shenfield, Green Dragon.....	0720	0805	0905	1105	1205	1305	1405	1505	1605	1705	1805	1905
Brentwood, White Horse.....	0724	0809	0909	1109	1209	1309	1409	1509	1609	1709	1809	1909
Brentwood, Rail Station.....	0729	0814	0914	1114	1214	1314	1414	1514	1614	1714	1814	1914
WARLEY, Eagle Way.....	0734	0819	0919	1119	1219	1319	1419	1519	1619	1719	1819	1919

253 timetable dated 21st March 1976



Bristol MWs, of which Brentwood had many, were frequently to be found on the 264 but so were FLFs, LDL 2510, LSs, REs and Bedford YMTs together with the occasional LD. 'Luxury' 1416 (downgraded to bus status) waits outside the 'Good Intent' in Brentwood High Street on 9th September 1976. *Chris Stewart*



Thamesway's Mercedes 709 2657 pulls away from Woodman Road in May 2000 on one of the few 81/82s routed there. With the closure of Ilford Films' Selo Works in the 1980s the destination lost its importance and is now served once an hour in each direction by the 73A, a variation of the Warley to Bishop's Hall Estate town service. *Chris Stewart*



One odd morning trip was covered for a time by a VR off a schools duty, and 3109 is seen heading anti-clockwise along Hutton Drive on 7th February 2001. *Chris Stewart*



Former Hadleigh Dart 46152 heads along Hutton Drive on 16th March 2010. After nearly 40 years there will no longer be buses in this direction along Hutton Drive once the 82 is withdrawn, except for the Sunday ECC contract 80A, run by First Essex. *Chris Stewart*



Another section of route which will lose its service is that down Kavanagh's Road and along Crescent Road, although the 351 extension to Clement's Park traverses the first part of Crescent Road. BN Dart 46171 heads for Brentwood Station on 25th March 2010.

Chris Stewart

SERVICE

264

BRENTWOOD — SHENFIELD — HUTTON DRIVE

SERVICE

264

ROUTE—Outward :—Brentwood, Shenfield Road, Hutton Road, Rayleigh Road, Hanging Hill Lane, Hutton Drive, Hutton Village. Return : as outward reversed.

Light figures denote A.M. times

Dark figures denote P.M. times

Weekdays												Sundays									
Brentwood, White Horse		depl	6 15	6 35	6 55	Then at these mins.	15 35	UNTIL	6 55	7 25	7 55	8 25	8 55	9 25	9 55	10 25	8 25	Then every 60 mins.	10 25	.....	.....
Shenfield, "Green Dragon"			6 19	6 39	6 59	past	19 39	UNTIL	6 59	7 29	7 59	8 29	8 59	9 29	9 59	10 29	8 29	untill	10 29	.....	.....
Hutton Village		arr	6 22	6 42	7 2	each hour	27 47	UNTIL	7 17	7 37	8 7	8 37	9 7	9 37	10 7	10 37	8 37	untill	10 37	.....	.....
Hutton Village		depl	6 30	6 50	7 10	Then at these mins.	30 50	UNTIL	7 10	7 39	8 9	8 39	9 9	9 39	10 9	10 39	8 39	Then every 60 mins.	10 39	.....	.....
Shenfield, "Green Dragon"			6 34	6 54	7 14	past	34 54	UNTIL	7 14	7 43	8 13	8 43	9 13	9 43	10 13	10 43	8 43	untill	10 43	.....	.....
Brentwood, White Horse		arr	6 42	7 2	7 22	each hour	42 2	UNTIL	7 22	7 51	8 21	8 51	9 21	9 51	10 21	10 51	8 51	untill	10 51	.....	.....

NS=Not Saturdays.

264 timetable dated 26th November 1961

Even in 1974 the 253 accounted for two FLF car lines operating most of the day, with odd OMO extras, whereas the 264 was crew operated double deck only at peak and lunch times with a variety of saloons working the rest of the timings. RELs and Leyland Nationals predominated on the 270/271 although with some VRs at peak times. Odd morning and evening double deck workings on the 81/82 also saw VRs and Olympians,

but Mercedes 608s, 709s and 711s were the mainstay of these routes for many years until Darts took over more recently. The route has been a Basildon responsibility since 2004, prior to which it had been run from Romford depot since 1998. Following closure of Brentwood Brentwood's depot in North Road during 1995, an outstation was retained, housed for a time in the railway station yard.



Ensign were in town on 11th March 2010 promoting their new 81 with Marshall Dart 777. Note that the 'Good Intent' PH has become 'Il Bertorelli' since the MW5G was photographed outside. *Ensign Bus Company, courtesy Ross Newman*

Service changes

Arriva Southend

2 May 10	1	D	Shoeburyness to Rayleigh: revised timetable.
	6A	M-F	Belfairs to Leigh Station: revised timetable.
	7/8	D	Shoeburyness to Rayleigh: revised timetable.

Blue Triangle

26 Apr 10	575	M-F	Epping to Lakeside: revised timetable.
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Centrebus

3 Apr 10	5	Sat	Perry Green South End to Harlow: new service of one return journey.
	354	Sat	Buntingford to Harlow: new service of one return journey.

Ensign Bus

3 May 10	81	M-S	Warley to Hutton Circular: new service
	55	M-F	Aveley to Ockendon Station: new service.

Essex County Buses

8 Mar 10	C42	M-S	Galleywood to Broomfield Hospital: service ceased without notice.
	70	M-S	Colchester to Braintree: service ceased without notice.

Executive Minibuses

4 May 10	552	M-F	Ramsden Heath to Billericay: revised timetable.
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Excel

19 Apr 10	308	M-S	Stansted Airport to Bishop Park: schoolday only journey withdrawn.
1 May 10	321	Thur	Sheering to Bishop Stortford: service withdrawn.

First Essex

15 Mar 10	X30	D	Southend to Stansted Airport: amendment to route.
11 Apr 10	61	D	Colchester to Wivenhoe: revised timetable with introduction of new service 61A Mon to Fri and Sunday to serve Wivenhoe Rail Station. Service 61 will terminate at Wivenhoe Co-op.(updated information).
	62	M-S	Colchester to Wivenhoe: revised route and timetable. Service 62 will serve Wivenhoe Rail Station while Service 62A will operate from Wivenhoe Co-op. (updated information).
	66/A	D	West Bergholt to Rowhedge: revised timetable Monday to Fridays. Service 66 will operate from Rowhedge Heath Road to West Bergholt while 66A will operate from Old Heath to Colchester via Barnhall Estate. (updated information).
18 Apr 10	21	D	Southend to Canvey Island: minor amendments to timetable.
2 May 10	81/82	M-S	Warley to Hutton Circular: service withdrawn.
	551	M-S	Basildon to Brentwood revised timetable and route.

Myall & Son

29 Mar 10	20	M-S	Anstey to Bishop Stortford: new service.
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	386	M-S	Bishop Stortford to Standon and Puckeridge circular: new service.
3 Apr 10	5	Sat	Harlow to Perry Green South End: service withdrawn.
	354	Sat	Harlow to Buntingford: service withdrawn.
Olympus Bus & Coach			
19 Apr 10	386	Sch	Buntingford to Bishop Stortford: new schoolday service.
	808	Sch	Bishop Park to Bishop Stortford, Dumow Road: new schoolday service.
Richmond Coaches			
29 Mar 10	20	M-S	Anstey to Bishop Stortford: service withdrawn.
	386	M-S	Bishop Stortford to Standon and Puckeridge circular: service withdrawn.
SM Coaches			
12 Apr 10	SM18	Sch	Harlow to Bishop Stortford: service to operate Mons to Sats and no longer operates circular route in Harlow. (updated information).
6 May 10	SM19	M-S	Harlow to Ongar: revised timetable.
TWH			
2 Apr 10	X55	Coll	Loughton to Harlow: service withdrawn.

Paul Harvey (acknowledgements to LOTS, Essex & Hertfordshire County Council, Richard Delahoy, Harlowride and First)

First

■ FIRST ESSEX BUSES LTD

Acquired vehicles

All from First Eastern Counties Ltd:

32801 T801LLC	Dennis Trident	SFD113BR1XGX 20267	Plaxton H39/21F 6573
	new 6/99 to Capital Citybus		
32856 V856HBY	Dennis Trident	SFD113BR1XGX 20371	Plaxton H39/21F 6698
	new 9/99 to First Capital		
32862 V862HBY	Dennis Trident	SFD113BR1XGX 20392	Plaxton H39/21F 6704
	new 9/99 to First Capital		
32884 T884KLF	Dennis Trident	SFD113BR1XGX 20443	Plaxton H39/21F 6726
	new 9/99 to First Capital		
32885 T885KLF	Dennis Trident	SFD113BR1XGX 20444	Plaxton H39/21F 6727
	new 9/99 to First Capital		
32887 V887HBY	Dennis Trident	SFD113BR1XGX 20446	Plaxton H39/21F 6729
	new 9/99 to First Capital		
47231 M231VWW	Dennis Dart 9.8	SDL3054/2345	Alexander B40F AM124/9433/13
	new 2/95 to Yorkshire Rider		

32801 arrived by 16th March but was sent to Cummins at Iver for engine repairs along with 32856. By 24th, 32862/84 were at HH with 32885 at CN (moving to HH by 26th). 32887 was first reported in service at HH on 1st April.

The seating capacity of the Tridents, taken from other published sources, is believed to be correct but perhaps this could be physically confirmed please.

Allocation changes

End of Period 12: list dated 28th March 2010

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; FGC=First Group cascade, i.e. transfer to/from any other First fleet; (A)=acquired, including vehicles on loan; Anc=Ancillary fleet; RES=reserve (spare/retained, licensed); D/L(S)=spare/retained (delicensed); D/L(D)=delicensed for disposal; DS=Driving School; PS=Paint Spare

20110 RES-D/L(D); 30560 CR-BN; 31456 HH-BN; 31462 HH-BN; 32801 FEC-DT;
32849 RES-DT; 32856 FEC-CN; 32862 FEC-HH; 32884 RES-HH; 32885 FEC-HH;
32887 FEC-HH; 33169 RES-FEC; 34282 DT-CF; 34311 CR-CN; 43678 FGC-CN; 43679
FGC-CN; 46132 CF-RES; 46146 HH-D/L(D); 46156 D/L(D)-sold; 46170 D/L(D)-sold;
46174 HH-D/L(D); 46176 D/L(D)-sold; 46182 BN-D/L(D); 47105 D/L(D)-sold;
47223 CN-D/L(D); 47224 CN-sold; 47226 D/L(D)-sold; 47231 FEC-RES

34307 was noted at Colchester (Haven Road) under repair during March while 46169, 47252 and 56005 remain licenced (see EBN551).

Disposals

Period 12: 46156 46170 46176 47105 47223 47224 47226 all to Erith Commercials for scrap

Area News - workings and sightings

[x] indicates route branding

Clacton (CN) & Harwich (DT)

March

- 10th DT34284 on CN76
- 16th CR30560 and CN34314 both on loan, 34280/4/6 all at CN unfit for service and DT32804 also off road
- 17th CN57002 on 10
- 23rd DT34286 on CN76
- 24th CN65692 on CN17
- 30th CN44519 towed to Cummins at Iver for engine change, CN57002 awaiting return to Plaxton for suspension repair
- 31st Tridents DT32804/49 both on the road together for the first time, DT32801 and CN32856 away at Cummins Iver for engine repairs without having been used in service.

Colchester (CR)

With reference to EBN550, it has been pointed out that the 66A turning at Rectory Road was in fact the normal terminus, and that indeed the 'Whalebone' PH is in Fingringhoe not Rowhedge as stated.

On 1st March, the Witham bypass was closed both ways and all traffic diverted through Witham, leading to severe delays on services 71/72. Meanwhile 88s were diverted as Halstead Road, Colchester was closed between London Road and King Coel Road for sewer repairs. From this date as well Mersea Road, Colchester was closed northbound between Napier Road and Southway for roadworks due to last 16 weeks. 67s have been diverted via Napier Road, Circular Road North/West, Butt, Southway and then normal route.

There was morning peak chaos west of Colchester on 17th March owing to the A12 being blocked between Marks Tey and Kelvedon. Severe delays occurred to Stansted bound X22s, Chelmsford bound 70/71s and Colchester bound 88s. The following day, X22s and 70s again suffered delays because the A120 was closed at Bradwell.

March

- 3rd CR34014 on 65, CR34288 on 63 (the 63 has a DD a.m. & p.m. peak diagram M-E, usually an L-PWR)
- 4th CR30560 on 65, CR34288 on 63 (p.m.), CF42918 on BE509.
- 5th CF66795 on CR71
- 6th CR60102 on 64A, CR62408 on 70
- 8th CR34304 on 65
- 10th CR62406 parked in layby at Frating with blinds for 76 to CN, later seen on CR town service 1
- 11th CR67004 on 64A
- 12th CR34288 on 65, CR34290 on 64, CR34308 on 70
- 16th 20102 on CR-TE 75
- 18th CR67007 on 65
- 17th CR34308 on 65
- 20th CR62406 on 70
- 30th CR62408 on 71, CR65684 on 70

April

- 1st CR62408 on 70

Chelmsford (CF) & Braintree (BE)

March

- 3rd CF53114 on 55 to North Springfield and CF53129 on Galleywood 42 (approx 17.00 at CFBS), CF42921 on X30 (dep 17.12 to SD) and CF41647 on 42 to Broomfield
- 4th CF53134 on 42 (midday to late), CF66799 on X30, CF41647 on 13.05 351 and return
- 7th ECW Olympian CF34815 working at BE
- 10th CF34818 on 352 (seen in Halstead), 46120 on 351, CF42921 on 36 (07.17 ex SW)
- 11th CF42929 on 36X (07.27 ex SW), CF53132 on 351 (10.05 ex CF), CF53114 on 36 (16.07 ex SW), CF40736 on BE509 broken down in Coggeshall (a.m.), CF47252 on BE509 (p.m.)
- 12th CF40733 on 36 (07.35 ex SW), CF42920 on 36X (07.27 ex SW), CF42929 on 36 (07.17 ex SW), CF53139 on BE509
- 17th CF41647 on 33 (dep 14.25)
- 18th 47252 on 33, CF41647 on 33 (11.25) and CF42920 on 41 (14.03 to Chignall Estate)
- 20th BE43358 on 31 (10.35 to MN), CF66798 on 33 (10.25) and CF66799 on X30 (10.40), CF69434 on London City Airport-Bank DLR rail replacement
- 21st CF66799 on X30
- 23rd BE43802 on 33
- 24th CF34815 and BE43358 on 33, BE43801 on 42
- 25th CF46132 on 33, 47252 on 351, CF53132 on 42, CF66799 on X30
- 26th 46120 on 351
- 30th CF41647 on 51, BE43357 on 31X, BE43358 on 40, BE43801 on 30, CF47101 on 33, 46120 and CF47104 on 351, CF53112 on 33, CF69434 on 42
- 31st 46120 and 47252 on 351, CF46132 on 56

April

- 1st CF41647 on 56, CF43744 on 31X and 33, CF47104 on 351, DT34288 on 72

Basildon (BN) & Hadleigh (HH)

March

- 6th HH46145 on 24, HH46155 on 21
- 7th Tridents HH32859/60 on rail replacement
- 8th B6 48085 on 25B
- 9th HH46154 on 21, HH46145/79 on 24, HH46169/80 on 26
- 14th Tridents HH32863/82 on Billericay to Ilford rail replacement
- 15th 46170 withdrawn at BN (gone by 18th), HH46168 on 22, HH46183 on 21
- 17th HH46153/7 on 21, 46169 on 2

18th HH32862 light London-bound at Marks Tey, BN41239 on 25B, BN41650 on 100, BN66805/19 on 5
 21st HH32862/3/82 and CF34815 all on Chelmsford to Billericay rail replacement
 22nd HH46145 on 24, HH46154 on 21, 46169 on 2
 23rd BN31456 noted, HH46146 withdrawn at BN, BN46828 on 200, BN66824 on 8
 24th HH46168 on 21
 26th HH32884 noted on 27, BN46171 ex 25B, BN65666 on 100, BN66806 on 5
 29th Cheetah 56005 on 25A (16.34 BN-WF and 17.07 return)
 30th BN65665/70 on 100

April

1st 46169 on 21, HH46180 on 22, BN46172 on 100

Step Entrance Darts – current allocation

46120 RES	46157 HH	46179 HH	47101 CF
46132 CF	46158 HH	46180 HH	47102 CF
46140 CF	46167 D/L(D)	46181 D/L(D)	47104 CF
46145 HH	46168 HH	46182 D/L(D)	47106 CN
46146 D/L(D)	46169 D/L(D)	46183 HH	47223 D/L(D)
46151 BN	46171 BN	46184 BN	47225 CN
46152 BN	46172 BN	46185 BN	47228 CN
46153 HH	46174 D/L(D)	46187 BN	47229 CN
46154 HH	46175 HH	46827 BN	47231 HH
46155 HH	46177 HH	46828 BN	47252 D/L(D)

Other News

One time EN/Thamesway VR 3216 (FRP907T), new to United Counties and acquired for London work in 1986 along with 17 others from Milton Keynes Citybus, was at Simon Munden's Bristol yard in March (en route to Italy) rubbing shoulders with former Heddingham GGM108W and ABus XHK221X. Last in use in East Anglia with The Running Footman (Ben Fosker) of Martlesham, FRP also saw 11 years service with Mulley's of Ixworth after sale by Thamesway in 1992 (see <http://bcv.robsly.com/frp907t.html>). It had been in non-PSV use in Oxford since sale by Fosker and still retains his livery.

Further to the news of Steve Little's move within First Group referred to in EBN551, we offer a warm welcome to Phil Pannell who has been appointed Engineering Director for *First East England* with effect from 6th April, moving here from *First Devon & Cornwall*.

Sources: Own observations, with many thanks to *First Essex* and to A Bird, N Clark, T Clark, J Collins, D Edwards, M Farmer, A R MacFarlane, J Podgorski, D Pretty, I Ransom, J Salmon, R Sly, 'Solo', TBL177M, R Wansbury, R West, the *Essex, East Anglia, South West and British Buses Abroad in North America* y-groups, *Essex* and *East Anglia* Google groups, www.buslistsontheweb.co.uk, *Real Bus News*, LOTS, PSV Circle, 'Terminus' and *Bristol VR South West Bus News* (<http://ndl642m.blogspot.com>).

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 who do so.

Chris Stewart

Arriva

■ ARRIVA SOUTHEND LTD.

Volvo Olympian 5936 was due to be transferred away from Southend at the end of March, replaced by Dennis Lance/East Lancs B49F 3022 (N322 TPK), presently With Arriva Kent & Sussex at Tunbridge Wells, but new to London & Country at Crawley. A second such swap is expected shortly.

Former Southend Transport unique Alexander RL-bodied Olympian 261 (F261 RHJ) has been acquired by Lodge, High Easter, having been with East Yorkshire MS since sale by ST.

Peter Mansbridge with thanks to Essex Bus y-group

■ ARRIVA plc

On 5th March, the Company announced that following exploratory discussions with Société Nationale des Chemins de fer Français (SNCF), the French state railways, regarding the possible merging of all or part of the Keolis transport business into Arriva, no agreement had been reached and discussions have ceased. Keolis, a subsidiary of SNCF, has bus operations worldwide, and in the UK, partners Go Ahead Group (Govia) in the Southern, Southeastern and London Midland, and First in the Transpennine rail franchises.

Arriva plc confirmed on 17th March that it had received an unsolicited approach about a possible offer for the Company. The other party was disclosed as being Deutsche Bahn. DB, the German national rail system, also have interests in bus operations, UK rail operations (Chiltern Trains etc.) and recently took over the operating contract for the Tyne & Wear Metro.

David Harman

TGM Group

■ NETWORK COLCHESTER LTD.

Mersea Road, Colchester has been shut since 1st March for repairs to the Roman Wall. Inbound buses on service 8/8a/175 are diverted via Napier Road, Circular Road, Butt Road and Southway to rejoin route in Osborne Street. This closure is expected to last for up to 16 weeks. At the Northern end of route 8 Maximus Drive is currently closed with buses diverting the full length of Gavin Way.

Scania/East Lancs double-decker 101-3 105/6 operated rail replacement services between Chelmsford and Gidea Park on Sunday 14th March.

Further to EBN551, Volvo B10BLE 901-7 are undergoing a thorough refurbishment. Work includes a full retrim of seats, fitting a manual wheelchair ramp, upgraded rear lights and a full repaint.

Dart SLF 362 has received led destinations displays.

Peter Mansbridge with thanks to Richard Delahoy, John Podgorski and Keith Sadler

Centrebus / Galleon

'New' Scania 748 is a K230UB after all, not a L94UB. As Dave Stewart of LOTS remarked: earlier K and L types (of the Bristol variety) were a lot easier to tell apart! Thus, 748 is K230UB; 749-51 are L94UBs.

Recently repainted Dart/Marshall 514 (S528 KFL) was transferred to Centrebus at Huddersfield in February.

Ian Ransom with thanks to LOTS

Essex County Buses

Operation of the City 42 in Chelmsford, 70 (Braintree – Colchester) and Bury St Edmunds local services, ceased suddenly in the late afternoon of Monday 8th March. This was the day the company had been called to a Public Inquiry by the Traffic Commissioners, although in the event, it was adjourned. The hearing in respect of what is understood to be a related concern, Home Counties Travel Ltd., did go ahead on that day, and their operator licence was revoked.

MCW Metrorider L105 GBO had been on loan from Archer Munro, Birchanger, prior to closure. It was in allover white and appeared only to be used on the 70. Observations indicate that not all advertised journeys were being operated for some weeks during February, due to a shortage of drivers and vehicles. It appears from reports elsewhere, that the PVR was one vehicle in excess of the number of vehicles owned, which may explain use of the Metrorider.

DAF Delta G957 KJX, and an unidentified Excel, described as 'one of five', have been advertised on eBay, for £4,000 and £10,000 respectively. There were no takers.

An operating centre had been established in Little Waltham for the Essex services, at the premises used formerly by WHM (t/a Brentwood Coaches). This was used for some weeks, until services ceased, although it does not seem that VOSA were formally advised of this.

Ian Ransom

Heddingham Omnibuses

New vehicles

A new ADL Enviro Dart E200 (long version) L385 was delivered to Heddingham depot in the third week of March and is due to enter service at Tollesbury on 1st April. The ADL Enviro E400 due will be fleet no L400.

Withdrawn

March: L283 (L203 HYE), Volvo B6 / Plaxton.

Modified

By March: L340 (EU 05 CLJ) to LED destinations ex roller blinds.

Traffic

Correction: Due the fire at The Causeway, Heybridge on 18th March, route 95 had to

terminate at Brewster House and was unable to reach Maldon.

Week commencing 1st March: Halstead Rd, Colchester closed for seven weeks between London Rd and King Coel Rd for sewer repairs. Halstead bound 88s are diverted via London Rd and King Coel Rd.

Unusual sightings

March 3rd: L384 on 91.

with thanks to John Podgorski

Other operators

ACCESS ANYONE, Leigh-on-Sea Ford

Transit EU02 NYN has been acquired.

ALANS MINIBUSES, Shotgate Acquired

from Oxfordshire County Council is

R858 HBW a Mercedes Benz 614D/UVG.

AMBER, Rayleigh Acquired from Clapton

Holidays, Radstock are Bova Futura

FHD12-340, HIB 660 and VDJ 660.

APT COACHES, Rayleigh LDV Convoy

FA04 FLC is not with this operator, but

with another part of the family trading as

Thorns of Essex. Acquired from Bullocks,

Cheadle is FJ03 VND a Volvo B12/

Caetano. It was re-registered PT03 APT

soon after arrival here.

BESTAX, Rayleigh Ford Transit R117 UBM

has been acquired.

BRADAMOUR, Leigh-on-Sea LDV Convoy

T653 JVF has been withdrawn.

BRENTWOOD COACHES, Brentwood

Acquired from Clarke, Lower Sydenham

are Setra S315GT LV51 ZHL and LV51



The two recently acquired Setra 315s in the **Brentwood Coaches** fleet, now registered **WXC732** and **LUI7650**, have been repainted (by Lodge's) from Clarke's green to a new livery of gunmetal grey. WXC is seen at Brentwood School on 25th March.

Chris Stewart

- ZHM, re-registered WXC 732 and LUI 7650 respectively. The former WXC732 and LUI 7650 both Volvo B10M/ Jonckheere were re-registered back to P806 DPA and P807 DPA and sold to Palmer, Truro.
- COUNTY COACHES, Brentwood** Acquired from Anglian, Ellough is Mercedes Benz 0814D/Plaxton T81 JBA.
- CRUSADER, Clacton-on-Sea** Setra S315GT EU05 AVV has gone to Drury Coaches, Cranfield.
- FST COACHES, Bulphan** Acquired is L12 LBT a Scania K113/Irizar.
- HAILSTONE, Wickford** Acquired from Dan's South Woodford are Mercedes Benz Vario's YN53 EHU and FX58 ZNP.
- KEYS TRAVEL, Chadwell St Mary** This new operator has Ford Transits FN51 OPR and CA05 OTL.
- KOOL CARS, Canvey Island** Iveco 50C13 YX51 JRO has been acquired.
- LODGE, High Easter** Former Southend Transport, Leyland Olympian/Alexander F261 RHJ has been acquired from East Yorkshire.
- MALCOLMS BLUE BUS, Clacton-on-Sea** An unusual addition from Galloway, Mendlesham, is former Ipswich Buses Bristol B21/Alexander Belfast WOI 607 (B117 LDX).
- MANNING, Purfleet** Mercedes Benz 311CDI HX04 VSM has been acquired.
- NEW HORIZON, Frating** Mercedes Benz 0510, BX55 FYN has been sold.
- P&L MINIBUS, Colchester** Fiat Ducato DN06 EWJ has been acquired.
- PETER GODWARD, Basildon** Iveco 391E/ Beulas YO53 OAE has gone to Scania, Worksoop (dealer).
- RIVERVIEW, Chadwell St Mary** Ford Transit AJ58 JWU has been acquired.
- S-CAPE, Corringham** Ford Transit WN05 ENF has been acquired.
- SINNOTT, Molehill Green** Recent additions are Ford Transit DIG 2558 and from Vale of Llangollen, Ruabon Mercedes Benz 811D/Reeve Burgess RIB 9468 (F74 SHY) and VLZ 1594 (H383 HFH).
- SUPREME, Rettendon** Scania L94/ Van Hool R863 SDT has been withdrawn. MCW Metrobus BYX 239V and Mercedes Benz 709D/ Carlyle, have gone for scrap. MCW Metrobus C361 BUV is now a grandstand at a horse-riding school in south Wales.
- TWH, Romford** The two regular vehicles on services 392 (Harlow-Hoddesdon) are Transbus MPD SJ53 AXB/G.
- WARD, Alresford** Vehicles sold are Leyland Olympian/ECW C580 VMX (EMN 209U, C69 CHM) and Leyland Olympian/Alexander Belfast H693 PVW (91-D-1069) to Ensign (dealer), Purfleet and Volvo B10M/Plaxton R502 HUF to Scania, Worksoop (dealer).
- WILSON, Grays** Acquired is Ford Transit AX04 UGY.
- WWW.16SEATER, Benfleet** Acquired is Ford Transit EG02 LCL.
- NON -PSVs IN ESSEX**
Former Go-Ahead London Dennis Trident/Plaxton President X612 EGK is now with Essex Police as an Exhibition Unit

Thanks to PSV Circle and Essex Bus y-group

Enquiry Office

I have a request, which is a long shot but it would link two areas of bus interest for me.

Whilst researching something else in the ENEG/EBEG news sheets I came across reference to Eastern National tendering for London Regional Transport route 268 (Golders Green - Finchley Road Station) (EBN258/7). EN did not win the contract but subsequently it was reported that they loaned Mercedes 0222 (C222 HJN) to the successful tenderers, London Country Bus Services at Reigate on 6th January 1986 for inspection in connection with possible use of the type (EBN263/2) and then again on 22nd January 1986 for a test run over the route (EBN264/4).

London Country did opt for the same type of vehicle and used the name Hampstead Hoppa for the service. Now, if any member has a photograph or photographs of the vehicle with LCBS, especially on the test run, I would very much like to obtain copies - all costs of course would be reimbursed.

Andrew Colbourne

5 Wynndale Road, South Woodford, London E18 1DY
andrewcolebourne@yahoo.co.uk



Similar Mercedes 0210 (C210 HJN) on loan to Southdown at Eastbourne when new.

Andrew Colebourne

Hicks remembered



Just over 60 years ago, with effect from January 1st, 1950, the Braintree-based independent operator Hicks Bros Ltd came under Eastern National control after the Hicks family sold their business to the British Transport Commission. Hicks' operations remained separate initially, but in 1954 the employees transferred to EN, the company's assets moved to EN on 1st January 1955 and the road service licences transferred on 4th April 1955.

Hicks was a substantial concern; the fleet acquired by the BTC comprising 44 buses/coaches and a service van, and the company had 17 active service licences, plus authorisation for excursions and tours. The principal bus services were Braintree to Chelmsford and Braintree to Bishops Stortford; the longest was the 2½ hour run to London Kings Cross, which ran as a local service as far as Harlow and then express on to London.

To commemorate the sixtieth anniversary of the take-over, on Saturday March 27th the

Conductor (and group member) Nigel Turner sets the blinds outside The Dog, Wethersfield ready to return to Braintree; tour participants were issued with Eastern National tickets from a genuine Hicks Bros. Setright

Omnibus Society organised a study tour over various former Hicks routes (but not to Kings Cross - just a tad too far to go!). The only extant former Hicks bus is the Leyland TD1 WH 1553 now preserved by the Lincolnshire Vintage Vehicle Society in her original guise as Bolton Corporation 54; tentative enquiries had been made about bringing her to Essex for the day but sadly that proved too difficult to arrange. The tour used Lodge of High Easter's MJB 481, a 1956 Bedford SB/Duple coach, typical of the sort of coach that Hicks might have bought had it remained in family ownership. One very appropriate bus is however in preservation, former Eastern National VNO 859, one of three Bristol KSW5Gs bought in 1953 specifically for the London service (by then numbered 322), fitted with platform doors, heaters and staggered seating upstairs (as illustrated in EBN 545, September 2009), and the owning group kindly made her available for part of the day.

With the demolition and redevelopment of the former Braintree depot in Fairfield Street, few tangible reminders of Hicks remain today, but for one day in March 2010, the memories were rekindled for the 25 OS and EBEG members on the tour.

With due acknowledgement to the Group's Fact File No. 2 (now out of print) and the article by Peter Clark in the Omnibus Society's Eastern Bulletin (E153). For more information on WH1553 visit www.lvvs.org.uk (including an artist's impression of her in Hicks livery).



Richard Delahoy, who also took the photos



above: Lodge's SB stands at Lindsell old school where some journeys on Hicks service 15 terminated; the 15 served villages north of the A120 to the west of Braintree, with a couple of trips reaching Dunmow and, on Thursdays only, Bishops Stortford. Excel service 315 still covers some of the same ground every Thursday.

below: The Wethersfield terminus was in front of the 'The Dog' pub, now an Indian restaurant the Gurujee, but the former pub name is still recognised on signs outside.

opposite, bottom: EN buses drafted in to the Hicks fleet before the 1954 transfer of the road service licences carried 'on hire' notices, as illustrated by VNO 859's nearside cab window.



1269/1274 - A Tale of two Bristols

by Robin Jenkinson

Part 2 : Saving 1274 : JEV 430

Part one - the AJN 825 story - appeared in the March issue (EBN551)

Preservation prospects

We saw in Part 1 how AJN 825 can be saved but not quite in the way I had first envisaged. However I was still keen on the idea of owning an ex-ENOC bus and started looking round for examples that were now in the hands of second owners. United Counties, who had acquired many ex ENOC vehicles when they took over EN's Midland Area in 1952, were still using GPU 436, a pre-war single-deck Bristol L type, which had become a learner bus in 1956. I wrote to United Counties, who were very good and replied that it was still in use but they would contact me when it was withdrawn. It was a pity I didn't have the patience to wait, because they kept this promise (as per their letter from March 1963) but unfortunately I had by then spent my money on another bus. [United Counties finally sold the bus for scrap in January 1964, according to the PSV Circle fleet history of ENOC].

I had been sidetracked when I discovered that Heavy Motor Services of Leeds were still running one of the six ex-City, ex ENOC twin-steer Leyland Gnu's, but being young and

UNITED COUNTIES OMNIBUS COMPANY, LTD.

Director:
T. W. H. GALEY (CHAIRMAN) G. DOW G. MCKAY
W. O. REYNOLDS J. T. E. ROBINSON

Head Office:
HOUGHTON ROAD
NORTHAMPTON
Telephone - - 3669 (5 lines)

OUR REF.
JTER/RBC

YOUR REF.

DATE
26th March, 1963

R. A. Jenkinson, Esq.,
58, Petts Wood Road,
Petts Wood,
ORPINGTON.

Dear Sir,

I thank you for your letter of the 20th March and have to advise you that vehicle GPU.436 is at present stationed at the rear of our Central Works at Northampton where it is available for inspection. If you care to make an appointment I will arrange for someone to meet you.

Having regard to the circumstances I think a fair price for this vehicle would be £50.

Yours faithfully,

J. T. E. Robinson
J. T. E. Robinson
General Manager

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J. KEELING

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9th February 1960.

5067819 L.A.C. Jenkinson R.A.
Provost Flight,
Royal Air Force,
Marham,
KINGS LYNN, Norfolk.

Dear Sir,

With reference to your letter of the 25th January we would be prepared to accept £200. 0. 0. for this vehicle complete.

Yours faithfully,
H.P. Heavy Motor Services (Leeds) Ltd.,

H. P. Heavy Motor Services

naive, I made the mistake of writing to them an enthusiastic letter saying how only eight were built and how keen I was to own it. The result of this was that I received a letter from them, offering to sell it to me for £200 - a huge amount of money in those days. This was probably more than the total pay I would receive from the RAF in the whole of my two years National Service! I console myself with the thought that if I had bought it, when Bedford later bought out the twin-steer VAL they would have very much "stolen my thunder".

I then discovered that Rudling's of Shipdham in Norfolk, not very far from where I was posted, still owned AG 6470, a 1931 Reo Gold Crown that I was told once ran for City. So with the help of the Vintage Passenger Vehicle Society I purchased it for £60 and they later kindly drove it to Colchester for me.

Things were easier when preserving old vehicles in those days, there was no MOT test, so I just hitch-hiked from camp to

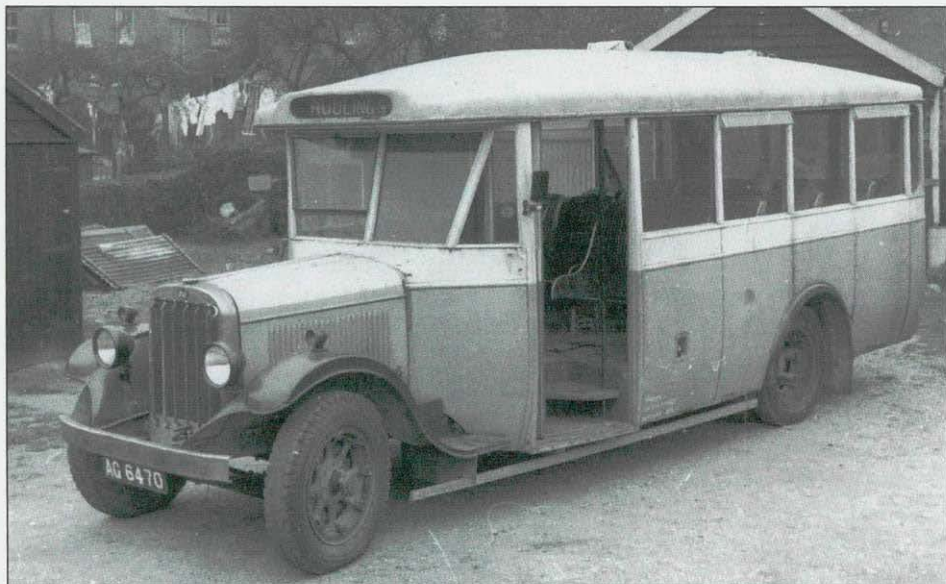
Norwich and licensed it as it was. I remember the date well, it was 28th May 1960 - my 21st birthday. I was an RAF police-dog handler and I had to be back on duty at the airfield by 5.00pm guarding the Valliant bombers and their atomic bombs. Going down into the silo with your dog and checking the row of atomic bombs in the middle of the night certainly put my hobby of owning a vintage bus, into perspective!

Although I had at last acquired a vehicle, I was soon to discover that the cruel hand of fate was still against me, when I was informed that it was not my bus that had been owned by City but the sister vehicle AG 6471 [see later for the history of these buses]. Totally disheartened, I sold it to Fowlers Coaches of Holbeach Drove in Lincolnshire.

Despite this I was still determined to buy an ex ENOC vehicle and although their pre-war buses were now all withdrawn, there was still one carrying the impressive "sit-up and beg" pre-war Bristol radiator, this being JYW 430, the 1944 Bristol K fitted with the



From the same batch as the 1938 Bristol L Robin had hoped to acquire from United Counties, here is GPU 432, EN 275, as Robin saw her in Brentwood in September 1957. She was withdrawn in July 1959. *Robin Jenkinson*



Here is the 1931 Reo Gold Crown AG 6470 after being bought by Robin and stored in his yard at Lexden, Colchester. Note the name of its last psv owner, Rudling's, on the blind. Contrast with sister AG 6471 in service with the Regent Bus Service in Brentwood, later to briefly become City's R1 before onward sale to LT. EN's AEV 766, a 1933 Dennis Lancet stands behind, ready to return to Chelmsford.

Alan Cross collection, J F Higham picture





JYW 430 worked variously from Chelmsford, Bishops Stortford and Braintree depots before ending her days at Maldon, where she was used on services to the nuclear power station at Bradwell on Sea, where Robin photographed her shortly after being renumbered 2201 in the August 1964 scheme referred to in the letter from EN's Chief Engineer.

Robin Jenkinson

prototype ECW post-war style low-bridge body (fleet number 1274).

Having previously had no luck with trying to buy a bus off ENOC, I joined forces with Terry Smith, who now owns Talisman Coaches and who at that time worked in the ENOC head office at Chelmsford, and we made a joint effort to purchase it. Eastern National had a new Chief Engineer and the copy of their letter shows how helpful they now were.

Accordingly in November 1964 we duly acquired it. I got married in July of the following year and Terry's dad, who also worked for ENOC, kindly drove JYW from Essex to Kent where the wedding was held. Using an old vehicle for a wedding was then unknown and JYW became a star, appearing on the front page of the Kent Messenger.

Much later it also later appeared on the front of

CHANGE OF TELEPHONE NUMBER
CHELMSFORD 56151 (7 lines)
TELEX 1996

To

**THE
EASTERN NATIONAL
OMNIBUS COMPANY LIMITED**

DIRECTORS:
H. A. POLMER (CHAIRMAN), R. F. BISHOP, M.B.E., T. R. BILEY, R. A. C. BUCKLEY, M.B.E.

HEAD OFFICE:
NEW WRITTLE STREET,
CHELMSFORD, ESSEX.

OUR REF: 4/SH
YOUR REF:

4th August, 1964

H. A. Jenkinson, Esq.,
58 Pettis Wood Road,
Pettis Wood,
Orpington,
KENT.

Dear Mr. Jenkinson,

Disposal of 1274 (JYW 430)

Thank you for your most interesting letter of 31st July explaining your interest in the above vehicle. As soon as we know definitely when 1274 will be taken out of the fleet I will let Mr. Smith know so that we can then agree the price and any other details.

Incidentally, I am afraid that we are going to put you to a considerable amount of work in amending your pages of notes and records in the fairly near future as we are very shortly going to renumber the Eastern National and Tilling fleets by vehicle class. I hope that you will think that the new system is an improvement on the present rather haphazard method of numbering the fleet.

Yours sincerely,

J. R. Kydd

Decorated for Robin's wedding in July 1965 in Orpington and displaying all three fleet number plates carried during her life - initially 3885, then 1274 from July 1954 and finally 2201 in the August 1964 scheme referred to in the letter from EN's Chief Engineer.

Robin Jenkinson



About the only recognisable part of the ex City Leyland Gnu in Joe Hunt's scrapyard was the front dome, on its side and detached from the rest of the body. Most of the Eastern National green livery had disappeared, revealing City brown underneath.

Richard Delahoy, February 19, 1983

the sales brochure for PK Historic Omnibus Company of Bridlington. This company ran, restored and hired out old buses and bought every available vintage bus and coach for a period before predictably they went bust. I had sold my share in JYW to Terry Smith some years earlier, and it had passed through a succession of preservationist owners before ending up with PK by 1986. Like some of their other vehicles JYW could have easily gone for scrap but was fortunately rescued and brought south again.

[The story of JYW's purchase and its role in Robin's wedding was also described by Geoff Mills and Terry Smith in Buses Annual 1971, under the title "National United"].

Robin continues to recount his experiences as a bus and lorry signwriter in the April issue of Vintage Roadscene magazine www.ianallanmagazines.com/vintage.php. And in part 3 of this article, we will discover what vehicle Robin finally settled on for his long-term preservation project.

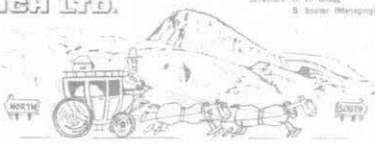
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Edited by **Richard Delahoy**, who adds that he too once almost became involved in preserving an ex City Gnu. Together with John Shearman he visited the legendary Joe Hunt's scrapyard at Molesworth in Cambridgeshire in February 1983, to view



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B. Souter (Managing)



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*BANK TRANSFER £4000.00*  
*2/11/88*

Invoice No: A.3113.  
Invoice Date/  
Tax Point: 28.10.88  
VAT No: 435 7578 19

To: Sale of one Bristol K5G  
Registration No: JYW 430

|         |            |
|---------|------------|
|         | £3750 . 00 |
| V.A.T   | 562 . 50   |
| Total : | £4312 . 50 |

*Received Cash Payment of £4312.50*  
*28/10/88*  
*pp Stagecoach Ltd.*  
*Liddell & Co*

By a strange coincidence, whilst editing this article, Richard chanced upon a further link in JYW 430's history. After the demise of PK Historic Omnibus Co, it had ended up with a small but growing Scottish independent by the name of Stagecoach, run by one Brian Souter! In 1988 however it was on the market again and was bought by Frank Spence of Thorpe Bay on behalf of the Eastern National Preservation Group. Frank's filing system readily yielded the original invoice, shown here - look at the quaint letterhead (clearly *not* a Ray Stenning design!). JYW remains in the care of the Castle Point Transport Museum today but is currently not on the road.

The story of the Reo Gold Crown also has an interesting twist or two. The bus that Robin bought, AG 6470, still exists today. It was one of four that were new to Liddell Brothers of Auchinleck (near Ayr) in Scotland in 1930/1. It and sister AG 6471 were bodied by Economy, a small

the remains of the former City G3 (HVV 214), one of those that Robin had enquired about when with Heavy Motor Services of Leeds. Sadly G3 was a hopeless case - the body had been totally crushed (and I do mean *totally* - little was identifiable at all), having been buried under another bus, and many mechanical parts were missing.

The most we could have hoped for was to salvage the chassis but that was too ambitious a project for either of us to contemplate, and what would we do with a bare chassis? John was already a key player in the group that had saved another former City bus, Leyland Titan LEV 917, and he also brought ex Kowloon Motor Bus A165, a 34' long AEC Regent decker, back from Hong Kong to the Oxford Bus Museum.

firm based in Lowestoft. Liddells were acquired by Western SMT in August 1932 and later in the year, their four Reos were part exchanged with the Gilford Motor Company. AG 6470 then passed to S D Abram of North Elmham, Norfolk, and then to Rudlings of Shipdham, also in Norfolk.

Jumping forward to the present day, happily AG 6470 survives and after a period in storage with Fowlers, has now been fully restored by the current owner (listed as Emerton of Nantwich, Cheshire) in the red and cream livery of The Bounty Motor Service, who operated between Slaidburn and Clitheroe in Lancashire; most recently it appeared at the 2009 Potteries Running Day. A much earlier Geoff Mills picture of it appeared in the 1978 edition of the Ian Allan

book "Preserved Buses", showing it in pseudo City livery.

So what of her sister, AG 6471? After passing through Gilford's hands, she went to work in Essex in May 1933 with H F Fuller of Brentwood, who traded as the Regent Bus Service. Three years later Fuller sold out to the City Coach Company, who were then expanding their local operations in the Brentwood area, and the Reo became City R1. However, three months later, all three buses and the service from Warley to Coxtie

Green that had been acquired from Fuller passed on to London Transport [the Woodman Road to Warley section of the Regent route was not transferred and was later picked up again by City]. The service became the 339A but the vehicles were immediately withdrawn by LT, and AG 6471 was sold to dealers, Chiswick Lorry Company in June 1937. It is fair to assume that she was never painted in City colours, so had Robin acquired the "right" Reo, even then some poetic licence might have been called for!

## ***Preservation Notebook***

### **COLCHESTER REs**

#### **Sold!**

Woottens Coaches of Chesham, Bucks. have sold their preserved former Colchester Bristol RELL6L/ECW SWC 24K to heritage bus operator, Dreadnought Coaches, Northumberland.

#### **Buy one, get one free!**

Another Colchester RE is now for sale: OWC 720M, in as-withdrawn condition from its last operator, the Blue Bus Services unit of Busways Travel Services. Owner, Freddie Curry is offering the buyer of OWC another RE, free of charge: Marshall-bodied ex-East Midland MS RELL6L (CRR 537J), otherwise the latter will go for scrap. CRR requires a Leyland engine and gearbox, one side window, seats (but a full set is available, located in Nottingham). Front and rear corner panels are also supplied. Fibreglass mould for front panel supplied. Call 07718 305813 for further details.

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#### ***Opposite page***

*top:*

VNO 859 pauses at Beazley End, The Cock en route to Wethersfield.

*centre:*

This Hicks sign was once displayed over the doors of the Dunmow depot, latterly used by Dons of Dunmow, and rescued by Geoff Mills.

*bottom:*

Unfamiliar - at least in the Eastern National fleet - were the platform doors fitted to VNO 859; only eight of EN's KSWs were so equipped.

*all : Richard Delahoy*

#### ***Rear cover : hail and farewell!***

*top:*

**Heddingham's** new 10-plate ADL Enviro Dart 200 L385 (EU10 AOX) poses in Coggeshall. *Dave Arnold*

*bottom:*

Now withdrawn is **First** former Yorkshire Rider Alexander Dash-bodied Dart **47226**, seen in January 2010. *Terry Clark*



## Hicks remembered



