

ESSEX BUS NEWS

**No.574
February 2012**



ESSEX BUS ENTHUSIASTS GROUP
www.essexbus.org.uk



Bradley Brooks is a new contributor to EBN who captured former First Essex's ex-First Eastern Counties (and Capital Citybus) Olympian 34333 in Clacton on 30th January, as well as reinstated Lance 67003 providing a contrast with Hedingham's E200 Dart L381. Bradley says much of his inspiration to become involved with buses - he helped paint the 'Westcliff' National - came from his uncle Graham Cole, a one time Colchester BT employee who sadly passed away two days after these photographs were taken.



Dates for your diary

■ EBN PRESS DATES

<i>EBN dated</i>	<i>reports to Editors by</i>
March	March 3
April	March 31

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 Distribution Officer (see Group Directory).

■ SOUTH ESSEX MEETINGS

Venue - **Wickford Cricket Club, off Swan Lane, Wickford** - five minutes walk from Wickford Station and five 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. £1.50 donation please towards the hire of the room.

Spring-Summer 2012 programme

- ▶ **Monday February 27** - Martin Weyell concludes his *A to Z of operators* with S to Z.
- ▶ **Monday March 26 - 19.45 SHARP.** Followed by 'Out with the Old - In with the New' - contrasting experiences of end of Blackpool trams and the new Cambridge Guided Busway by Richard Delahoy.
- ▶ **Monday April 30 }**
- ▶ **Monday May 28 }** These meetings will be at Freight House, adjacent to Rochford Station.
- ▶ Meetings in **June and July** will be outdoors with a return to Wickford for September meeting.

Richard Delahoy

■ 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*

2012 programme ~ slide shows

- ▶ **Friday March 9** - Dave Arnold / Fred Lawrance continue the Harris Story: *Part 2 - the London bus operations.* (note date change)
** Photos wanted for this show: We are looking for photos of the following in East Thames red (London) livery: P327 NHJ, P340 ROO, P342 ROO, P347 ROO, P348 ROO, R357 XVX, R359 XVX, R360 DJN, R377 DJN, M649 RCP, P317 KTW, P318 KTW with East Thames or any ex-Harris buses with East Thames. We are also after any other Harris Bus/Coach or ex-Harris Bus/Coach photos. Prints, slides or scans, please to

Cover

Ensignbus's newly acquired ex-Aintree Coachlines East Lancs LoLyne-bodied Trident 195, formerly registered W5 ACL, but now GVV 205. Seen here working a c2c rail replacement between Upminster and Pitsea on 29 January. *Russell Young*

Essex Bus News

Magazine Editor

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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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Dave Arnold, 21 Cedar Chase, Heybridge, Maldon, CM9 4NR or email:

david@arnold1.fsnet.co.uk

- ▶ Friday April 13 - Gary Sharpe
- ▶ Friday May 11 – Richard Delahoy
- ▶ Friday June 8 – Paul Smith
- ▶ Other dates: July 13, August 10, September 14, October 12, November 9, December 14. Details to follow.

■ TOURS

- ▶ **Saturday May 26** The 'Interesting Independents' Group Tour. Join us for a full day tour visiting operators with fascinating fleets of both modern and historical vehicles: Dons of Dunmow, Myalls of Bassingbourne, Kenzies of Shepreth, Youngs of Haddenham and Dews of Somersham. Departure Colchester North Station 08.30 (return approx. 18.30) Dunmow High Street 09.30 (return approx. 17.30). To book, please send cheque/P.O. For £20, payable to E.B.E.G., together with a S.A.E. To **Keith Woods, 34 Normandie Way, Bures, Suffolk CO8 5BE**. Please state choice of pick up point.

■ EVENTS ETC

- ▶ **Saturday February 25** North London Transport Society Bazaar. St Stephens Church Hall, Park Avenue, Enfield. * *The Group Sales Stall will be at this event* * Copies of Westcliff



M&D and EK 60

Kent Showground, near Maidstone, Kent ♦ Saturday 31st March 2012

Celebrating the Diamond Jubilee of
The M&D and East Kent Bus Club

Brought to you by
the organisers of



M&D 100

Saturday 31st March 2012

at

Kent Showground

on the A249 at Detling, near Maidstone, 10am to 4pm

- ♦ Admission ticket £7.50 per person or £5 in advance ♦
- ♦ Children under 12 years of age admitted free ♦

- ♦ Ticket includes entry to 'M&D and EK60' and the Heritage Transport Show and Auction, plus unlimited free bus rides
- ♦ Large display of former M&D and East Kent vehicles plus those of current operators in Kent and East Sussex. All others welcome!
- ♦ Free bus rides around the showground
- ♦ Reunion for M&D and East Kent employees
- ♦ Guest speakers and slide shows
- ♦ Sales-stands and displays.

For full details visit
www.arrivabus.co.uk/MDEK60
and www.facebook.com/MDEK60

Don't forget to tell your friends about 'M&D and EK 60'

In association with the
Heritage Transport Show and Auction



on Sea MS Outline History (£20). Canvey's Early Buses (£4.95), LTS History (£12.95), Blackwell's (£4). Pride & Passion (Grey-Green - £10) plus pre-owned books and photos available*.

- ▶ **Saturday March 31.** M&D and East Kent Bus Club: *M&D and EK 60 Event*, Kent Showground at Detling. Owners of any former M&D or East Kent vehicles, both preserved or still in active use, are very welcome to bring them along to 'M&D and EK 60'. All other buses and coaches welcome too! www.arrivabus.co.uk/MDEK60/ and on Facebook: www.facebook.com/MDEK60 ***The Group Sales Stall will be at this event** * Talisman Coachlines' preserved DAF / Plaxton coach will be attending this event and members and guests are welcome to travel from Colchester and points en route for a modest fare. Further details next month or email paul@talismancoachlines.co.uk
- ▶ **Sunday April 15** - *North Norfolk Railway Train & Vintage Bus Day*.
- ▶ **Saturday April 21** - *Theydon Bois Transport Bazaar and Epping Forest Running Day*
- ▶ **Sunday April 29** - *London Bus Museum Spring Gathering*. Return to Wisley this year.
- ▶ **Sunday April 29** - *Commemorative run* on former EN 251 route from Southend (Seaway) to Wood Green. 20 buses expected – in aid of BosomPals breast cancer charity – donations are hoped for.
- ▶ **Sunday July 1** - *North Weald Bus Rally*

Information is published in good faith and members are strongly advised to check details with the organisers, as the Group can accept no liability if events are cancelled or altered.

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

MISSING / DEFECTIVE EBNs

For replacements, contact the Distribution Officer:

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

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

Welcome to new members ...

A warm welcome to new members :

Colin Pine of Frinton on Sea, 1045

Richard Delahoy, Membership Secretary

Book Review



An Outline History



Alan Osborne
J. R. Young

WESTCLIFF-ON-SEA MOTOR SERVICES LTD: AN OUTLINE HISTORY

by Alan Osborne & J R Young.

224 pages. 500 illustrations.

Laminated board covers with dustjacket.

ISBN 978-0-9568158-0-4 2011

Published by Farley Publications, 7 Farley Drive, Seven Kings, ILFORD, Essex, IG3 8LT.

£25 direct from publisher, selected local bookshops and Group meetings.

What a blessing it is to have memories of growing up and being aware of everyday things of the late 1920's and 1930's - apple green LNER steam locomotives, Queen Line and Eagle paddle steamers sailing from Southend pier, the airship R101, to name just

a few of many things of interest to a boy. To come to the point, something your reviewer saw as a child and which made a deep impression was a red and cream double deck bus in Romford Market jostling for road space with farm animals, market stalls and a London bus on a service to Brentwood. This would have been in the early 1930's and although such buses had been seen before on occasional visits to Southend, why was it that such a minor incident made such a lasting impression on a young mind? In all probability it was the rich red livery of this different sort of bus in that environment, a red much richer than that on the London buses based at Seven Kings Garage which were seen every day. Yes, Westcliff buses were seen outside the area from which they took their name.

This book is important - very important in fact - in that it is a complete history (ignore the sub-title) of a bus company which was, in effect, a local one which became more widely known because of its out of area services and the fleet of touring coaches. This is the first opportunity to give a comprehensive history of this Tilling company and the authors have done it exceedingly well. Before this book we had only references in others', although there were the two card-covered, mainly picture, booklets published in 1987 and 1991, now long out of print and forgotten but listed in the bibliography.

The authors have given so much more than list upon list of this and that - essential to a serious researcher but perhaps not so important to the student of local or transport

history or the general reader. There are lists of course, as in many cases there is no other convenient way of presenting the information. After an informative introduction and background, in which we are told the Company was first registered in April 1914, there are chapters on local services and extended tours, the 35-years of the Southend Co-ordination area, vehicle history, timetables, tickets, and even buildings. There are many interesting facts which come to light - for instance Westcliff had an AEC Q double-decker (which more recently appeared as a Corgi model) and an AEC 3-axle Renown (both illustrated together on p.156), new vehicles were delivered in green from 1954 and the Westcliff name disappeared in 1962, some years after Eastern National had assumed full control of Westcliff. The Company, as Westcliff-on-Sea Motor Services Ltd., was

finally dissolved in November 1977, 63 years after registration.

Something which will strike you about this book is the number of early photographs from the 20's and 30's when, apart from the professional photographers commissioned to take pictures for trade, most people were happy to use a Kodak folding camera or the ubiquitous Box Brownie. Your reviewer particularly liked the photographs on pages 71 and 200 of the Pier Hill garage and booking office with the display of chalked boards advertising forthcoming trips. He searched in vain however for a line-up of char-a-bancs on Southend seafront to the east of the pier with the white coated drivers in attendance and chalked boards advertising day and afternoon trips. Such a picture remains to be discovered - there must be one somewhere. Southend was more of a



"A red and cream double deck bus in Romford Market jostling for road space" – just as Ray remembers, but post-war rather than in the 1930's, Westcliff AEC Regent JN3230 nears its destination of Romford Market Place and in so doing passes a London Transport bus in a subtly different shade of red. Alan Cross's nostalgic photo was taken in July 1951 and another of his shots taken at this location, probably on the same day, of another Westcliff Regent but as rebodied by ECW (JN4745), appears in the book – which you'll have to buy if you want to enjoy that shot!

holiday place in those days and you could go to Clacton for the day in competition to the paddle steamers or, perhaps, for an afternoon's ride to Great Wakering or Canewdon with a stop for tea at a farm.

This is a book which, as the authors explain, fills a niche in the histories of the various Tilling companies and, indeed, of Southend. The principal author Alan Osborne has written in a personal style rather than a clinical one, the book is profusely illustrated in black and white and colour - predominantly the former because of the period covered. Produced to a high standard using high quality gloss art paper, the reproduction of photographs, maps and

posters is excellent as is the jacket illustration of the preserved 1939 Bristol K5G which shows the red/cream livery to perfection and is repeated on the laminated board cover. The extensive bibliography is useful as is the cross reference guide between vehicle registrations and illustrations. A short index might have been useful, although it is easy to find one's way through the book without one.

The price may appear high but this is a quality book and, in the reviewer's opinion, worth every penny. Highly recommended.

Ray Palmer

Service changes

Arriva Southend

19 Feb 12

- | | | |
|-----|-----|---|
| 1 | D | Shoeburyness to Rayleigh: revised timetable with Sunday timetable expanded to half hourly throughout whole service. |
| 4/A | D | Southend to Great Wakering: revised timetable. |
| 5 | M-S | Southend to Basildon: revised timetable. |
| 6A | M-F | Belfairs to Leigh Station: peak hour service withdrawn. Off peak shopping service to operate Thursdays as well as Tuesdays. |
| 7/8 | D | Rayleigh to Shoeburyness: revised timetable. |
| 9 | D | Rayleigh to Shoeburyness: revised timetable. |
| 29 | D | Belfairs to Temple Sutton: revised timetable. |

Braintree Community Transport

2 Feb 12

- | | | |
|------|----|---|
| SB27 | FO | Great Saling to Saffron Walden: day of operation changed from Friday to Thursday. |
|------|----|---|

Ensign Bus

3 Jan 12

- | | | |
|----|-----|---|
| 73 | M-S | Tilbury to Lakeside: introduction of all night service on Mon to Thur nights (updated information). |
|----|-----|---|

First Essex

23 Jan 12

- | | | |
|-----|-----|--|
| 511 | Sch | Billericay to Southend: minor revision to timetable. |
|-----|-----|--|

Go Ahead Group (Docklands Buses)

10 Mar 12

- | | | |
|-----|---|---|
| 549 | D | South Woodford to Loughton: minor timetable change. |
|-----|---|---|

Nelsons (NIBS)

5 Mar 12

- | | | |
|-----|-----|---|
| 236 | M-S | Wickford Station to Basildon Hospital: new evening service. |
|-----|-----|---|

	237	M-S	South Woodham to Basildon Hospital: revised route and timetable.
19 Mar 12	104/6	M-F	Basildon to Langdon Hills: revision to timetable.
SM Coaches			
20 Jan 12	T15	M-S	Harlow to Pinnacles: revised timetable
28 Feb 12	T15	M-S	Harlow to Pinnacles: revised route and timetable operating as a circular service between Bus Station, Tripton Road and Tumbler Road only. Withdrawn from Templefields, Potter Street, Southern Way and Pinnacles.
4 Mar 12	X22	D	Epping to Stansted Airport: service withdrawn without even starting (updated information).
Stephensons of Essex			
30 Jan 12	59	M-S	Haverhill to Clavering: minor timetable revision.
	514	Sch	Hatfield Peverel to Westcliff: minor changes to intermediate running times.
	594	Sch	Witham to South Woodham: minor changes to intermediate running times.
20 Feb 12	6A	M-F	Belfairs to Leigh Station: new commuter service.
27 Feb 12	D1/2	M-S	Maldon to Bradwell/Southminster: minor timetable changes to meet rail connections.
	D4	M-S	Burnham to Bradwell: minor timetable changes to meet rail connections.
	D6	M-F	Southminster to Althorne: minor timetable changes to meet rail connections.
Travel with Hunny			
6 Feb 12	E20	D	Harlow to Stratford: service withdrawn without even starting (updated information).
TGM Group (Network Harlow)			
1 Jan 12	2/3	M-S	Harlow to Kingsmore(circular): minor timetable changes.
12 Jan 12	4	M-S	Harlow to Latton Bush: service diverted via Commonsides Road due to a road closure at Rundells.
1 Mar 12	522	Sats	Harlow to North Weald Market: service withdrawn.

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

Publicity News

First recent issues: 28 page booklet for H1,H2, H3 dated 9th January 2012; multifold leaflet for 40 dated 8th January 2012; 12 page leaflet for 70 dated 8th January 2012; 10 page leaflet for 71/ A/C dated 8th January 2012; 28 page booklet for 100/200 dated 8th January 2012; 12 page leaflet for 102/3/4 dated 8th January 2012; 38 page booklet - Braintree Area Bus Guide dated 8th January 2012 and 44 page booklet - Clacton Area Bus Guide dated 8th January 2012

Ian Ransom

■ FIRST ESSEX BUSES LTD

Acquired Vehicles

30888	W743DWX	Volvo B7TL-57 YV3S2C616YC00424	Alexander H49/29F 0009/30 new 7/00
34333	H132FLX	Leyland ON2R50C13Z4 ON11645	Northern Counties H47/30F 4129 new 10/90
41523	LK03UFA	Transbus Dart SLF 17078	Caetano B33F SCC4428/03 new 8/03
41525	LK03UFC	Transbus Dart SLF 17080	Caetano B33F SCC4430/03 new 8/03
41542	LK53FEG	Transbus Dart SLF 17186	Caetano B33F SCC4447/03 new 10/03
41544	LK53FEJ	Transbus Dart SLF 17188	Caetano B33F SCC4449/03 new 10/03
67241	M241MRW	Dennis Lance 11SDA3113/414	Plaxton B49F 9511.9HAL3191 new 6/95

30888 and 34333 from First Eastern Counties Buses Ltd, arriving 29th December and 17th January respectively. 30888 was new to Yorkshire Rider (5743) whilst 34333 was new to London Buslines (32) at Southall. It subsequently operated for Centrewest, First Capital and First Manchester before moving to FEC.

41523/5/42/4 ex First Capital East Ltd, originally B29D; 41523/5 were new to First Capital and 41542/4 to Centrewest. Chassis prefixes are SFD2BACR32GW (41523/5) or 33GW (41542/4).

67241 ex First Midland Buses Ltd, new to Midland Red West. It was later one of three vehicles to gain 'Green Bus' colours for a dedicated school service (for those with internet access see <http://midlandred.net/pix/dl/241w/05.shtml>)

Allocation changes

These are, and always have been, taken from the Company's allocation sheet. For operational reasons there may sometimes be discrepancies with the actual situation on the ground.

FSM=change of legal ownership within First South East & Midlands; FGC=First Group 'Cascade' (to/from any other FG company); RES=reserve (spare/retained, licensed); D/L(S)=spare/retained (delicensed); D/L(D)=delicensed for disposal; DS=Driving School; PH=Private Hire; Sh=shuttle bus (non PCV)
BN-Basildon; BE-Braintree; CF-Chelmsford; CN-Clacton; CR-Colchester; DT-Harwich; HH-Hadleigh

December 2011

30888 FSM-BE; 41523 FGC-BN; 41525 FGC-BN; 41542 FGC-BN; 41544 FGC-BN; 42436 BN-D/L(D); 42441 BN-D/L(D); 43357 BE-CF; 53124 CF-FSM

January 2012

43743 CN-RES; 41653 BN-CR(Sh); 67241 FSM-CN

in addition Routemaster 39623 moved from Chelmsford to Great Yarmouth on 11th January.

Disposals:

29th Dec: 53124 to First Eastern Counties Buses Ltd at Norwich

Area News - workings and sightings

Clacton (CN) & Harwich (DT)

Ex FMR Lance/Plaxton 67241 is being used at Clacton - almost exclusively on 17/18 - to cover for 43743 which is out of action with defective engine, albeit that Primo 57002 has been out of action with electrical faults. In addition, 'native' Lance/Northern Counties 67003 (P502MNO) has re-entered service to cover further shortages (including CN41644 which is reported to be out of MOT) - it was first reported on 10th January (see below) and has operated a mixture of services 17/18 and 74/76. Meanwhile ex FEC Olympian 34333 was confined mostly to town services, mainly 5B and 16/17 but occasionally on the 16.10 service 74 to Colchester. It was expected to be used only until MOT expiry in mid February; it was then joined on 1st February by 34610 (K610LAE) which had been out of use with mechanical defects. CN32852/4/5/6 all spent time variously on loan to DT at the end of January along with Scania CR65650. The Tridents were covering for the unavailability of several DT examples, including 32801/4/10 at various times along with accident-damaged 32809. Meanwhile DT32849 was in use from CN during early February; with servicing of Harwich vehicles now taking place at CN such interchanges are more frequent.

Volvo CR32475 is believed to have been in CN workshops for several weeks. Heavily cannibalised spares donor Scania 65524 remains in the yard.

January

10th CN67003 on 76 (13.10 ex CR)
18th CR41653 on 75 (Tiptree short pm)
25th CN34333 on 5B, CN67003 on 5
28th CR34308 in CN depot
30th CN32856 all day on 22

February

1st CN34333 on 76 (16.15 ex CR), CN34610 on 74 (16.35 ex CR), CN32854 on 22
2nd CN34610 on 74/76, DT44519 on CN 10/11
3rd DR44519 on CN 17/17A/18
4th CR65534 on CN 5B/16

Colchester (CR)

Olympians are now rare on 61/62, relatively common on 68 and can still be seen regularly on 71A (peak), 75/B and 88/A/B. The diagram on 63 using an Olympian continues

On 16th, 17th and 19th January, the Crouch Street/Southway/Balkerne Hill/Maldon Road roundabout in Colchester was closed for resurfacing. Closures from 21.00 to 06.00 affected services 1 (both directions), 63 (St Michael's bound), 64/A (Shrub End/St Michael's bound) and 65/70 (both directions).

January

6th CR32477 on 8E
9th CR32480 on 1, CR34304/5 on 65, CR34308 on 64
11th CR32476 on 68 & 71A
13th CR34056 on 71A

- 14th CR34305 on 61 (usually B7TL), CR65680 on 88A (usually Olympian)
- 16th CR32477 on 65, CR65553 on 62
- 18th CN34333 in CR depot, having arrived on 17th en route from Great Yarmouth to Clacton
- 23th CR65527 on 62A, CR65538 on 88, CR65677 on 61
- 28th CR32476 on 64A

Chelmsford (CF) and Braintree (BE)

Olympian 34310 (L310PWR) remains in use at Chelmsford, on the morning of 27th January unusually working route 619 in lieu of a Yellow School Bus (or Volvo coach if unavailable). It had been on service 42 on 6th December and the 36 on 11th January.

Since the January timetable changes, route 45 has become mainly Dart with Hospital services H1/H2 generally Solo. On 3rd January, a fallen tree at B1008 Main Road, Broomfield caused disruption to 47/48, 49 and 70.

Braintree compound in Springwood Drive was still host to Lances 60103/4, 67001/2/6/7/10/1/2/3 as at 25th January.

January

- 5th CF20501 on 525 - usually yellow BMC
- 4th BE30888 on 70 (and again on 24th, 26th & 27th)
- 5th Dart CF46158 on 42
- 9th Dart CF46158 on 51
- 10th Olympian BE34613 on 70
- 11th CF43358 on 42/42A, BE66809 on 132
- 12th CF65626 on 42/42A
- 13th BE66828 on 132
- 16th BE66169 on 131
- 17th CF65626 on 71/X
- 18th BE66177 on 131
- 19th CF53116 on 42, CF42930 on 71
- 23rd CF65671 on 42
- 25th CF53139 on BE132 (covering BE53701- away for MOT) - and 26th; BE34613 unfit for use at depot
- 26th CF53134 on 71A
- 27th CF53139 on BE131, but BE53701 back and BE43360 on loan to CF
- 29th CF66794 on X30

February

- 3rd CF42936 on 71, CF65029 on 31

Basildon (BN) & Hadleigh (HH)

The Caetano-bodied Darts have become common on Sunday 80A/80C and 140 workings as well as regularly appearing on 351/551 (on which 41523/5 were first sighted on 12th December) and occasionally on 100 (including 41544 on 31st December).

January

- 1st HH32864/84, 33001/2 on NXEA Newbury Park-Ingatstone rail replacement
- 15th HH32877/82/3/4, CF34284 on NXEA Billericay-Southend Vic RRS; CF66794 on X30
- 19th BN65627 on 100

25th BN34301 on 551 (18.15 ex Brentwood), BN34314 on morning 15 ex Southend
28th BN42927 on 200, BN65627 on 100
29th BN66822/5 on 25

February

1st BN31462 on 200

Other news

1965 Bristol FLF 2839 (LWC665C), later Eastern Counties FLF427 (when swapped for one of VRs 3042-7) went on to work for Top Deck Travel. In an amazing feat, an overland London-Katmandhu trip has recently been completed - with only one mechanical incident - by 'Tadpoles', a 53 year old former Southern Vectis LD6G (PDL519) which normally resides in the Isle of Wight Bus & Coach Museum. The Australian leg all the way from Perth to Sydney was undertaken successfully in mere youngster 2839, now re-named 'Robbie' in memory of a former driver.

Sources: Own observations, with many thanks to First Essex and to A Bird, N Clark, R Clark, T Clark, J Collins, D Edwards, M Farmer, F406LTW, A Kelleher, J Long, J Podgorski, D Pretty, I Ransom, J Salmon, 'Solo', A Spindler, R West, the Essex, East Anglia and British Buses in North America yahoo! groups, Essex Buses Google group, www.buslistsontheweb.co.uk, Real Bus News, LOTS, PSV Circle and 'Terminus'

Reports relating to First Group may be sent by text on 07973 509459, by e-mail to shenfield252@gmail.com or by conventional post. Many thanks to all who do so
Chris Stewart

Arriva

■ ARRIVA SOUTHEND LTD

The Versas stray fairly regularly from service 9, with for example 4203 on service 7 on 15th Jan and 4202 on service 1 on 25th Jan. A particularly noteworthy recent Versa working was 4210 on Wednesday only service 10 (Paglesham to Rayleigh) on 1st Feb.

Previously unreported is that six of the Versas carry mega rear adverts portraying a theme associated with Southend life and carrying the slogan 'Southend on Sea - town, shore and so much more'.

4201 "Fun on Sea"

4203 "Nightlife on Sea"

4206 "Sports on Sea"

4202 "Smiles on Sea "

4204 "Thrills on Sea"

4207 "Culture on Sea"

Further to EBN 571, ousted Darts 3181 (P181 LKL) and 3400 (R310 NGM) did not in the event pass to Arriva Kent & Sussex, but were transferred direct to MK Metro (now numbered 3383) and Arriva Guildford & West Surrey (3400) respectively. 3172 (N234 TPK) and 3403 (R313 NGM) entered service at Sheerness (Arriva Medway Towns) and Tunbridge Wells (Arriva Kent & Sussex) as planned. 3403 at least retains roller blinds.

Peter Mansbridge with thanks to Richard Delahoy, David Flatman, John Podgorski and Invicta (M&D and East Kent Bus Club)

TGM Group

■ NETWORK HARLOW

At the end of January there was little evidence of the transfer of Arriva East Herts & Essex operations at Harlow to TGM. Buses continued to carry Arriva fleetnames.

On 3rd February, Versa 2407 worked the 16:35 ex Chingford journey on service 505. It is very rare that the Harlow Versas stray from service 59.

Peter Mansbridge with thanks to Owen Woodliffe

Centrebus

586 (V559 JBH) Dart SLF/Plaxton Pointer B29F, new 1999 has been transferred to Harlow from Corby. This retains London (Sovereign) red but now has a blue skirt. Solo 363 (S285 NRB) has also been transferred to Harlow, being previously at Stevenage.

Ian Ransom with thanks to LOTS

Ensignbus

Darts 727/70/1/2/7 sold to Valero Energy, Pembroke.

With thanks to Ross Newman

Heddingham Omnibuses

Allocations

L370 (EU58 JCJ) is no longer considered a loan from TY to CN but a permanent allocation.

Repaints

L364 (K107 JWJ) Volvo Olympian/NC has been repainted.

L347 (W649 FUM) Volvo B10M/Plaxton is currently in the paint shop.

General

L370 (EU58 JCJ) has been used on Service 4 in Colchester and has also been in use on all day service on 137 in Clacton.

Step entrance B6's L207 and L258 have been seen on services 131 and 135 in Clacton during January.

Allocations - January 2012

Depot		DDA		DDA					
		double-deckers	saloons	saloons		coaches	double-deckers		Total
Hedingham	HD	L355	L84	L211	L326		L337		12
		L386	L297	L212	L328		L374		
				L301	L340				
				L325					
Sudbury	SY		L243	L380		L291	L366		7
			L342			L298	L378		
Kelvedon	KN		L198	L334		L282	L300	L372	12
			L208				L365	L373	
							L367	L375	
							L367	L379	
Tollesbury	TY		L148	L343	L385		L160	L376	16
			L210	L349			L368	L377	
			L344	L350			L369	L384	
			L354	L370			L371		
Clacton	CN	L330	L207	L312	L356	L244	L333	L359	38
			L241	L335	L381	L281	L336	L360	
			L258	L338	L382	L285	L341	L361	
			L296	L339	L383	L286	L345	L362	
				L346		L290	L352	L363	
				L348		L295	L357		
				L351		L299	L357		
						L309	L358		
Reserve									
total		3	14	24		13	31		85

Mark Lloyd with thanks to Mr D R MacGregor of Hedingham Omnibuses

NIBS

Acquired is ex Reading Buses, Dennis Dart SLF/Plaxton NK55 KBU, numbered 055. This replaces similar R507 SJM, sold to Regal.

Ian Ransom

Olympian

Scania L94/Irizar S343 SET has been sold, as has YR10 BBK a Scania K440/Irizar, the latter to Barrys, Weymouth.

Ian Ransom

Regal

Dart / Plaxton R507 SJM has been acquired from NIBS and is operating in yellow/red. Following its failure on New Years Day in Southend, Leyland National 101 (BYW 365V) has been repaired and returned to service. Panther Dennis Dart/Alexander P390 LPS was on loan in January, due to a vehicle shortage. This vehicle was previously owned by Regal

Ian Ransom

Roadrunner

Volvo B7TL/Plaxton W473 BCW has been sold.

Ian Ransom

Crusader

Fleet list ~ 1st December 2011

EU06JBX	Setra S415 GT-HD	EU07FHY	Setra S415 GT-HD	EU08FAF	Setra S416 GT-HD
EU06JBO	Setra S416 GT-HD	EU07FHX	Setra S416 GT-HD	EU08FAJ	Setra S416 GT-HD
EU06JBV	Setra S416 GT-HD	EU07FHW	Setra S416 GT-HD		
EU07FHZ	Setra S415 GT-HD	EU08FAA	Setra S416 GT-HD		

The four 07's were moved soon after to the Chertsey area and have been advertised in the trade magazines, the other six (3 x 06's & 3 x 08's) are still at Clacton and have been advertised by Wyles Hardy for sale in trade magazines and now on the internet through a bidding event. This also includes the MB Vito service van, Renault Grand Espace and the workshop/garage equipment.

The PSV Circle reports that the following minibuses, used on feeder work, were sold early in 2011. Mercedes Benz 515CDI BF59 NHN, Vauxhall Vivaro DY10 SLU and Ford Transit AY60 YBM.

Paul Smith

Other Operators

APT COACHES, Rayleigh Vehicles re-registered are Volvo B12/Caetano PT03 APT, back to FJ03 VND and now sold. Scania K114/Irizar PT04 APT has gone back to YN04 G GK.

BARKER, Roydon Acquired from Sussex Bus, Billingshurst is G112 ENV a Volvo B10M/Duple 300, new to Northampton Transport. Duple 425 XAZ 2718 has been resealed to 70 seats.

BASILDON TRAVEL, Rayleigh Scania K113/Irizar N411 SFH has gone to Moseley (dealer), South Elmsall.

CEDRIC, Ardleigh Dennis Javelin/Marco Polo AIG 5289 (N755 VAY) has been sold to KK Minibuses, Milton Keynes.

CJ TRAVEL, Harlow Peugeot Boxer HG51 AUK has been sold.

CM3 CARS South Woodham Ferrers Ford Transit NJ04 SOE has been sold.

CLINTONA, Brentwood Mercedes Benz 412D/Autobus R399 EJV has been sold. Clintona provided a shuttle service between Danbury and South Woodham Ferrers, using LDV Convoy minibuses from 9th January to 10th February, following a road closure in Bicknacre.

COACH TRIPPERS, Chelmsford Neoplan Skyliner 481 EXO (new as J301 FSR) has been sold.

COLCHESTER COACHES, Clacton-on-Sea Volvo B10M/Plaxton K285 NHU has been sold.

FLAGFINDERS, Braintree Optare Solo MX57 CBF, was sold to Mistral (dealer), Knutsford, following the loss of the Freeport contract (to Regal), on which it operated.

FORD, Althorne Vehicles sold are Leyland Olympian/ECW C810 BYY and Iveco

- 59E12/Mellor W805 AAY.
- GREAT CLACTON MINIBUSES, Great Clacton** Acquired are Mercedes Benz Sprinter V427 LJH and non-PSV Mercedes Benz 109CDI PJ02 CAB and Renault Trafic CA07 YEK.
- JOHN JAMES, Coxtie Green** Ford Transit NH06 ECY has been acquired.
- KB COACHES, Wickford** Acquired from Scott Coaches, Lake is C5 DUR (X477 ROA) a Setra S315. It joins similar C6 DUR (X474 ROA) already here.
- KINGS COACHES, Stanway** On loan from Moseley (dealer) between 8th-15th November was WA54 ECT a Bova Futura FHD12.340.
- LODGE, High Easter** Setra S416GT coaches acquired are BX05 UWS from Reynolds Diplomat, Watford and BV55 FPN from Kings Ferry, the latter has been re-registered 46 AEW. The previous 46 AEW a Setra S315 has been registered back to Y377 UOM and sold to Essex Dog Display team, Kelvedon Hatch (Non PSV).
- LOGIC, Nazeing** Vehicles re-registered are JOE 44L a Dennis Javelin/Berkhof, back to P890 FMO and MAN 18.310/Marco Polo T884 JBC, now P100 TTA. Mercedes Benz 814D/Plaxton ELZ 4545 (M203 VWF) has been sold.
- MILESTONE MINIBUSES, Canvey Island** Iveco 49-10/Translinc N469 MFE has been sold.
- NEW HORIZON, Frating** Dennis Trident V124 MEV has returned to service
- NIKITA, Shotgate** Renault Trafic MA08 UYK has been sold.
- PANTHER TRAVEL, White Roding** Acquired from First Hampshire & Dorset is N611 APU a Volvo B10M/Plaxton, new to Thamesway.
- RONDA COACHES, Rochford** Mercedes Benz 711D/Plaxton K392 BVS has been sold.
- RYDERS TRAVEL, Harlow** Renault Master PJ53 TJO has been sold.
- SJH, Crays Hill** Mercedes Benz 0814D/ Autabus Y4 SMS (Y727 OBE) has been sold to Vale (dealer), Thruxton.
- SOLITAIRE TRAVEL, Hockley** The first full size coach for this operator is SUI 4554 (K566 GSA) a Volvo B10M/Plaxton, acquired from Shoreline Travel, Bournemouth. LDV Convoy P628 JKN has been sold.
- SUPREME, Rettendon** This operator's licence was revoked recently. Vehicles here were MCW Metrobus B184/269 WUL, C374/439 BUV, E750 SKR, F773/5 EKM; Volvo B10m/Van Hool JJI 5614 (H176 DVM); Setra G393 CLH; Scania L113/Van Hool R454 YDT; Scania K124/Irizar T376 JWA and Iveco 59-12/UVG N418 UWN. Most of these were already out of use.
- TALISMAN, Great Bromley** Setra S415HD EW03 NLY has been exported to Malta.
- THURROCK COACHES, Grays** BHZ 9622 (F24 WNH) a LAG Panoramic, has been sold for export. This was the last of its type in PSV use with an Essex operator.
- TRUCK & BUS, Rettendon** This new operator has ex Supreme, Rettendon R863 YDT a Scania L94/Van Hool and PN09 CXB a MAN 18.360/Beulas from Holmeswood Coaches.
- TURNERS, Little Maplestead** Dennis Javelin/Berkhof S148 FVE has been sold to Peyton Travel, Brynna and N17 JWS a Mercedes Benz 814D/Autobus to an unknown owner.
- VICEROY, Saffron Walden** Scania K114/Irizar GO02 CLA has been sold.

Thanks to Peter Mobbs (Kings Coaches) and PSV Circle and Essex Bus y-group

ONO 289 ~ Where was it?

On page 20 of EBN 572 (December 2011) there was a most interesting photograph of Eastern National Bristol JO5G 3622 and Primrose Coaches Daimler CVD6 ONO 289, the caption posed the question "where at Kings Cross was it?"

we need to go back to 1932. At this time Eastern National operated just one express service, inherited from the National Omnibus & Transport Co. Ltd. This ran from Clacton to London, and from 10 March 1932 terminated at the impressive new Coach Station at Victoria.

In order to answer this question and to explain why the question needed to be posed Bird Motor Services (A. Akers) of Halstead

TIMES OF DEPARTURE FOR **LONDON (Mondays & Fridays)**

Via Chelmsford, Brentwood, Romford, Ilford
and Stratford Broadway.

Leave HALSTEAD BULL	...	8.30 a.m.
„ GOSFIELD		8.40 a.m.
„ BOCKING ...		8.50 a.m.
„ BRAINTREE		9. 0 a.m.

ALL SEATS TO BE BOOKED.

LEAVE LONDON, STRATFORD YOUNG MARTINS CORNER.

Leave STRATFORD		7 0 p.m.
„ CHELMSFORD		8 50 p.m.
„ BRAINTREE		9.25 p.m.
Arrive HALSTEAD		9.50 p.m.

5/- Single, 6/- Return.

Bus Garage in London Metropolitan Supply Co.,
Martin Street, Stratford.

All enquiries at Sullivan's, Caterer, opposite above Garage.

SEASIDE TRIPS A SPECIALITY.

Terms Moderate.

PRIVATE PARTIES CATERED FOR ON ANY DAY.

CHAPEL HILL GARAGE,

PHONE 47. HALSTEAD, ESSEX. PHONE 47.

The Essex Colours Printing Company—Geo. Root

(1)

DAILY LONDON SERVICE

(Liverpool Street and Kings Cross)

MONDAY to FRIDAY Departures

Via HALSTEAD, GOSFIELD, BOCKING, BRAINTREE.

Halstead depart (Bull) 8.30 a.m., Gosfield (Kings Head) 8.40.

Bocking Church Street (Bricklayers Arms) 8.50, Braintree 9 a.m.

Leaving London, Coaching Station, Kings Cross, at 6.15 p.m., Liverpool Street 7 p.m., Eldon Street End.

SATURDAYS—	a.m.	p.m.
Leave Halstead	8.30	2. 0
„ Gosfield	8.40	2.10
„ Bocking	8.50	2.20
„ Braintree	9. 0	2.30

Returning from London, Central London Coaching Station, Kings Cross 2 p.m., 7.30 p.m., Liverpool Street (Eldon Street End) 2.30 and 8 p.m.

SUNDAYS—	a.m.	p.m.
Leave Halstead ...	9. 0	7. 0
„ Gosfield ...	9.10	7.10
„ High Garrett ...	9.15	7.15
„ Bocking ...	9.20	7.20
„ Braintree ...	9.30	7.30
Depart from C. L. C. St. Kings Cross	8.30	7.15
„ London (Liverpool St.)	9. 0	8. 0

MONDAYS—From London to Braintree, Halstead and Heddinghams
Leave C. L. C. St. 9 a.m. Liverpool Street 9.30 a.m.

FARES:—

Halstead, Gosfield, High Garrett, Bocking. 4/6 Single, 5/6 Return,
8/6 Period

Heddinghams to London 5/- Single, 6/- Return, 9/- Period.

Braintree to London, 4/- Single, 5/- Return, 8/- Period.

Two-third fares for Children.

(2)

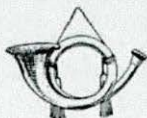
established an express service into London at an early stage. A timetable leaflet (1) dated 1 April 1925 indicated that this did not venture completely into the smoke, the London terminal actually being Stratford Broadway. Later the service ran from Sible Heddingham into central London, the terminal point being the Central London Coaching Station.(2) This had been opened in 1928 in Cartwright Gardens behind St. Pancras Church in between Kings Cross and Euston. Bird Motor Services was taken over by Eastern National on 19 December 1933, the timetable remaining unchanged.

The Horn Motor Coach Company (C. M. Taylor) of Braintree also pioneered an express service from Great Bardfield via

Braintree to London.(3) Their terminal was the undercover Kings Cross Motor Station at 17, Euston Road, which had been opened around 1931. Horn was acquired by Eastern National on 24 August 1935, the service again being continued as previously. The Eastern National timetable dated 1 October 1935 shows the combined services. (4) The picking-up point at Liverpool Street (Eldon Street) continued to be used, even though this was restricted to Saturday afternoon and Sunday only.

In 1936 express services were allocated letter identifications. The Clacton service became A. The letter B was allocated to the Halstead service. At the same time the service was rationalised, with all journeys now

HORN COACHES



TIME TABLE

COMMENCING DECEMBER 1st, 1933.

DAILY SERVICE

between

LONDON

(King's Cross Motor Coach Station)

LIVERPOOL ST. (Eldon St. Corner)	SHOREDITCH
STRATFORD	ILFORD
BRENTWOOD	INGATESTONE
BRAINTREE	BOCKING
SHALFORD	WETHERSFIELD
	FINCHINGFIELD

and

GREAT BARDFIELD

also Time Table of

LOCAL SERVICE BETWEEN

BRAINTREE and BARDFIELD



Please follow carefully Instructions and Regulations printed on the back hereof.

MAIN LONDON AGENTS—Phone: Terminus 6420

HEAD OFFICE: THE HORN MOTOR COACH CO., HORN GARAGE, BRAINTREE
PHONE: BRAINTREE 37.

(3)

terminating at Kings Cross. The coaches operated to Braintree and Halstead with bus connections at Braintree for Great Bardfield and at Halstead for Castle Hedingham. The service then continued essentially unaltered until withdrawn for the wartime period.

Kings Cross Motor Coach Station re-opened in February 1946, service B recommenced soon afterward. Unfortunately the lease on the Coach Station soon expired which required operations to be transferred overnight to a temporary coach station in nearby Judd Street from 29 September 1947. The Liverpool Street timing point ceased to be used from 1950.

Primrose Coaches (Rose Bros.) of Chelmsford ran an express service from the county town to London via Romford, Wanstead, Walthamstow, Tottenham, Finsbury Park and Euston which terminated at Charing Cross (Victoria Embankment). From 1 October 1933 the service was revised to start from Kings Cross Coach Station in Euston Road (5), although certain journeys still ran through to Charing Cross. Around 1935 following the acquisitions of Bird and Horn, Eastern National made an approach to purchase the Primrose express service, however, this was declined.

Express Services—

LONDON - BRAINTREE - HALSTEAD - HEDINGHAMS.

LONDON - BRAINTREE - WETHERSFIELD - GT. BARDFIELD.

— continued —

Mondays-Fridays.

Saturdays.

	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Great Bardfield, The Vine... dep.	Y	7 45	1245	6 15	Y	7 45	1015	1 15	6 15	Y	7 45	1020	1 20	6 20	6 15
Finchingfield, The Fox...	...	7 50	1250	6 20	...	7 50	1020	1 20	6 20	...	7 50	1020	1 20	6 20	6 20
Wethersfield, Village Hall	...	7 57	1257	6 27	...	7 57	1027	1 27	6 27	...	7 57	1027	1 27	6 27	6 27
Shalford, The George	...	8 2	1 2	6 32	...	8 2	1032	1 32	6 32	...	8 2	1032	1 32	6 32	6 32
Shalford, Village Hall	...	8 4	1 4	6 34	...	8 4	1034	1 34	6 34	...	8 4	1034	1 34	6 34	6 34
Panfield, Post Office	...	8 13	1 13	6 43	...	8 13	1043	1 43	6 43	...	8 13	1043	1 43	6 43	6 43
Castle Heddingham, The Bell	...	...	8 0	1 30	6 30	...	...	8 0	1 30	6 30	...	...	8 0	1 30	6 30
Sible Heddingham, The Swan	...	...	8 5	1 35	6 35	...	...	8 5	1 40	6 40	...	...	8 5	1 40	6 40
Halstead, L.N.E.R. Stn.	...	7 0	8 25	2 0	7 0	...	7 0	8 25	2 5	7 5	...	7 0	8 25	2 5	7 5
Bocking, Church Street	...	7 15	8 20	4 01	2 02	15 6	50 7	15 6	50 7	20	...	7 15	8 20	4 01	2 02
Braintree, Bus Park	...	6 30	7 25	35 8	55 2	0 2	30 7	57 30	30 7	25 8	35 8	55 11	0 2	5 2	35 7
Chelmsford, E.N. Bus Stn.	arr.	6 56	7 51	1 9	21 2	26 2	56 7	31 7	56 6	56 7	51 9	1 9	21 12	26 2	31 7
Ingatestone, Post Office	...	7 9	8 4	14 9	34 2	39 3	9 7	44 8	9 7	9 8	4 9	14 9	34 1	39 3	14 7
Brentwood, Yorkshire Grey	...	7 22	17 9	27 9	47 2	52 3	22 7	57 8	22 7	22 8	17 9	27 9	47 1	52 2	57 7
Romford, Market Place	...	7 38	8 33	43 10	3 3	8 3	38 8	13 8	38 7	38 8	33 9	43 10	3 12	8 3	13 8
Ilford, Outside Messrs. Harrison Gibsons	...	7 53	8 48	58 10	18 3	23 3	53 8	28 8	53 7	53 8	48 9	58 10	18 3	28 3	58 8
Stratford, Manby Pl. Rd.	...	8 8	9 3	10 13	10 33	38 4	8 8	43 9	8 8	8 9	5 10	13 10	13 38	43 4	13 8
Shoreditch, Calvert Avenue	...	8 23	9 18	10 28	10 48	3 53	23 8	58 9	23 8	23 9	18 10	28 10	13 3	58 4	28 8
Liverpool Street, Eldon Street	...	...	...	...	...	...	...	...	...	...	...	...	...	4 34	33 9
Euston, Central	...	...	...	...	...	...	...	...	...	...	...	...	...	4 48	9 48
London, Lon. C'ng Stn.	...	9 38	...	11 8	...	4 43	...	9 43	...	9 38	...	11 8	...	4 48	9 48
King's X Coach Station	...	8 43	...	10 48	...	4 13	...	9 18	...	8 43	...	1 13	18	...	9 18

Y—Mondays only as from October 7th.

FOR BOOKING OFFICES & AGENCIES—See Pages 15 & 16 of Yellow Inset.

Express Services—

LONDON - BRAINTREE - HALSTEAD - HEDINGHAMS.

LONDON - BRAINTREE - WETHERSFIELD - GT. BARDFIELD.

— continued —

Sundays.

	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Great Bardfield, The Vine... dep.	A	7 45	...	1 15	...	6 15
Finchingfield, The Fox...	...	7 50	...	1 20	...	6 20
Wethersfield, Village Hall	...	7 57	...	1 27	...	6 27
Shalford, The George	...	8 2	...	1 32	...	6 32
Shalford, Village Hall	...	8 4	...	1 34	...	6 34
Panfield, Post Office	...	8 13	...	1 43	...	6 43
Castle Heddingham, The Bell	...	...	8 35	...	1 30	6 30
Sible Heddingham, The Swan	...	...	8 40	...	1 35	6 40
Halstead, L.N.E.R. Stn.	...	6 0	9 0	...	2 0	7 5
Bocking, Church Street	...	6 15	20 9	15 1	50 2	15 6
Braintree, Bus Park	...	6 25	30 9	39 2	5 2	30 7
Chelmsford, E.N. Bus Stn.	arr.	6 53	8 9	56 2	31 2	56 7
Ingatestone, Post Office	...	7 4	9 10	9 2	44 5	9 7
Brentwood, Yorkshire Grey	...	7 17	9 24	10 22	2 57	22 7
Romford, Market Place	...	7 33	9 38	10 38	3 13	38 8
Ilford, Outside Messrs. Harrison Gibsons	...	7 48	9 53	10 53	3 28	53 8
Stratford, Manby Pl. Rd.	...	8 3	10 5	11 3	43 4	8 8
Shoreditch, Calvert Avenue	...	8 18	10 15	11 23	3 58	4 23
Liverpool Street, Eldon Street	...	8 23	10 20	11 28	4 34	28 9
Euston, Central	...	...	...	...	...	...
London, Lon. C'ng Stn.	...	8 38	...	11 43	...	4 43
King's X Coach Station	...	...	10 30	...	4 18	9 18

A—Not after December 29th.

For Outward Journeys, see page 4.

For Fares, see next page.

FOR BOOKING OFFICES & AGENCIES—See Pages 15 & 16 of Yellow Inset.

FOR DETAILS OF
INTERMEDIATE SERVICE

between

CHELMSFORD,
BRENTWOOD,
ROMFORD, ILFORD,
STRATFORD,
LONDON (Bow).

See

Yellow Pages 9 & 10.

(4)

SPECIAL NOTICE!

On and after OCTOBER 1st, 1933

the terminal point for this Service in London will be

KING'S CROSS

COACHING STATION, EUSTON ROAD

and not CHARING CROSS as hitherto.

The Service will be extended to Charing Cross on Saturday afternoons, Sundays, and at certain other times to be shown on Time Table.

On the Journey to London passengers will be picked up at the following points only: Chelmsford, Margareting, Ingatestone, Mountnessing, Brentwood and Romford.

On the journey out of London passengers will be picked up at the following points only:

Charing Cross (at certain times)

King's Cross Coaching Station,
Euston Road

Isledon Road, Finsbury Park

Broad Lane, Tottenham
(by the Tottenham Tradesmen's Social Club)

The Bell, Walthamstow
(opposite Tram Standard No. 627)

Gates Corner, Woodford
(in Grove Road, 50 yards west of the junction
with road A 11)

Woodford Road
(50 yards west of the junction with Eastern
Avenue) and at—

Romford Brentwood

Mountnessing Ingatestone

Passengers may alight at any point where traffic conditions permit.

Any further information apply:-

ROSE BROS.

66a, DUKE STREET - - CHELMSFORD

Printed by A. Driver & Sons, Chelmsford.

(5)

By the summer of 1937 all Primrose coaches started from Kings Cross, there were then 11/12 journeys at weekends with a connecting service to the seaside at Steeple Stone (St. Lawrence Bay). However, when the service resumed after the war it was much reduced, the 1946 timetable leaflet (price ½d, 0.2p !) showing only 4-6 journeys. The service transferred to Judd Street in September 1947.

Judd Street closed on 31 December 1953. Eastern National service B then re-located to

a new E.N. terminal at Euston Square. The Primrose service transferred to the replacement Coach Station in Pentonville Road. Although it featured in this revised form in the London Transport local Romford area timetable in January 1954 the service was then in decline, being withdrawn just a few months later. Primrose Coaches then held Excursions and Tours licences only. The remaining coach operations were acquired by Eastern National on 13 June 1958. One vehicle was taken over, 015 (SEV 814) a Thurgood bodied Leyland Royal Tiger which

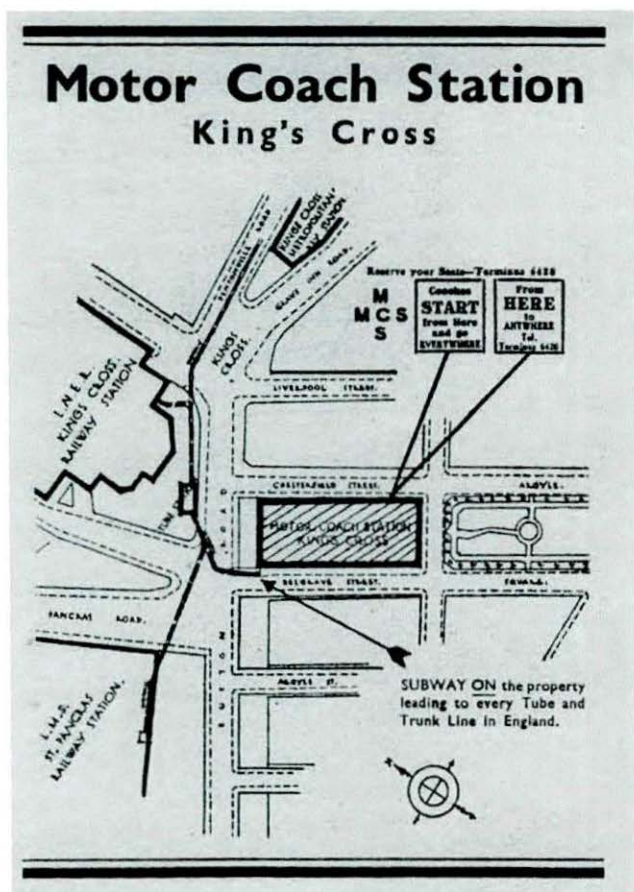
was later used on a Group coach tour.

The Daimler CVD6 double decker, ONO 289, was purchased by Primrose in April, 1949 to minimise duplication on certain departures. However, with the operation then in gradual decline the need to use this vehicle faded away. Since City was a keen user of double deckers, and was already using Daimlers on their Wood Green service, then such an exchange would have been beneficial to both parties. Moreover, since the two operators route into London via Wanstead, Walthamstow and Tottenham paralleled each other, then City would have been an obvious choice. The replacement Leyland PS1 was clearly much more suitable for the

diminished Primrose requirements. Since the exchange took place in May 1950, then the photograph location has to be the open air motor coach station at Judd Street.

It can therefore be seen that many locations have served as terminals in the Kings Cross area, which is why the question needed to be posed. Incidentally, the undercover Motor Coach Station building is still there, partially occupied by McDonalds. So next time you are in the Kings Cross area why not inspect this surviving monument to the golden age of coaching, the period map (6) shows the area. Thanks to Peter Clark for assistance with this article.

Alan Osborne



(6)

More on Enfield

In the November issue Terry Challis described his days in Enfield in the 1980s and his delight in seeing Eastern National buses there on the W9 service (Enfield, Cecil Road to Muswell Hill Broadway), which we illustrated with three contrasting shots of the short Bedford YMQS midibuses with Wadham Stringer bodies. Terry's story prompted a former EN colleague, **Bob Beaumont**, to add some more to the story of those early days of tendering for London Transport routes. Bob picks up the story:

"It was I who at that time set up the Enfield Outstation for the W9 as my last but one big task at EN. I spent a day looking round for a place, Pickfords were not interested and nothing came up on the industrial sites. I then noticed that the London Borough of Enfield were running Bedford school buses, so I went to their huge depot in Carterhatch Lane and found that they were willing to help with fuel, cleaning and running repairs, with servicing to be done at BD [Brentwood EN depot].

I also had to go to the Nat West Bank

and arrange for drivers to have night safe bags and paying-in books. The drivers were given an extra 15 minutes at the end of their duty, to pay direct into the bank night safe.

I think LT wanted rid of the service because of the small vehicle size and the running time which I think was just over 35 mins with a half-hourly off peak frequency, giving a lot of stand time and hence inefficient duties. If I remember correctly, LT drivers did only one trip and back to garage, whereas EN drivers did two or three and changed over in the town centre. EN used the small auto Bedfords which were not well liked in Essex".

The contemporary ENEG news-sheets recorded that the new depot (more properly an outstation) started work on July 13, 1985 with an allocation of five Bedfords 1051-4/7, for a pvr of 4, all carrying "ED" depot plates. Subsequently the operations were moved into the new Ponders End depot, does anyone have the date for the last day of operation from Enfield?

What's in a (nick)name

Editing Doug Brown's most recent article for the January issue (*Tales from the cab – and the platform: Part 6*) I came across his reference to a "conker box" and instinctively added "Bristol Lodekka" by way of explanation. Only I was wrong. Doug has pointed out that to the crews, at Brentwood at least, "conker box" referred to the Bristol LWL5G single deckers and on the 261, they were a necessity due to overhanging trees in certain locations. Indeed today the 261, Blackmore to Brentwood, is still single decked, now operated by Regal who recently took over the contract from Imperial. Mind you, I

suspect that today a single decker suffices for the traffic on offer, low trees or not!

The question of enthusiast nicknames for vehicles differing from the professional's view is not new and indeed the debate is reignited by the editorial in this month's *Bus & Coach Preservation* magazine on the vexed subject of just exactly who did call Southdown's full-fronted PD3s "Queen Marys". And those who read the railway history or nostalgia press will know that many former railwaymen have poured scorn on enthusiasts' use of "Jinty" for the

ubiquitous ex LMS 0-6-0T locos. This came as a great revelation to me, having grown up with talk of Jinties since I first took an

interest in railways just as steam finished on BR – now I know!

Richard Delahoy

Basildon Dupes : 1963

More reminiscences from Ted Miles

Hopefully some information on duplication at Basildon depot (BN) in 1963 will be of interest. On the blinds, RELIEF was always shown, although on duty cards these journeys were referred to as 'DUP's.

Service 34: Basildon - Chelmsford

06:26 service: always duplicated as follows:

Depart BN at 06:23 three minutes in front of the service car. This was a very busy journey in the days when you reversed in Billericay High Street to face the Chelmsford direction after coming up from Ramsden Heath. Normally, on leaving Stock War Memorial you had a standing load. Then, flat out to Chelmsford via Marconi's. Arrive at Chelmsford (CF) at 07:40. Here, have a quick tea and cheese roll at the canteen which was very good.

07:45: service 53 to Billericay (full load for station)

08:25 Billericay 53 to Chelmsford, arrive 09:00 (full load)

09:05 Chelmsford to Basildon service 34.

This was always an overtime duty. The fact that we took so much money on it never put into the schedules by union agreement. The duty was always OT1 and it was good to have overtime available like this as it was much sought after.

Duty no. OT2 (Saturdays only)

09:57 Orsett Hospital - Tilbury

10:30 Tilbury - Orsett

10:57 Orsett - Tilbury

11:30 Tilbury - Orsett

11:57 Orsett - Tilbury

12:30 Tilbury - Laindon

13:26 Laindon - Garage (dead)

This duty had very tight running time and was a real moneyspinner.

Bata Shoe Factory services

Service 245 shows a journey from Stanford-le-Hope at 07:57. In fact this started from Homesteads, Mackley Drive at 07:50 for commuters from Stanford station. Passengers could book from Homesteads to Bata if they wished. Services to Bata's were busy and on Monday mornings, the secret was to run off, say 30 or 40 weekly tickets in advance and hope and pray the level crossing would be closed at East Tilbury to give you enough time to issue the passengers with their tickets. Needless to say, the rest of the week was a piece of cake.

The 16:45 from Bata's was shown in the timetable as going to Stanford-le-Hope station but in fact operated to the Homesteads, again for the benefit of commuters at Stanford.

Duty no. OT3 - Wednesdays (am) was for a duration of four and a half hours. You reported to inspector at Pitsea Broadway and worked duplicates as required to suit Pitsea Market which was very busy in the 1960s. Normally we did two or three journeys to Corringham on service as required. Eric Cellar was normally the inspector and he was very easy to get on with and didn't overwork you.

Whitsun and August Bank Holidays

A real treat this - meal breaks paid *and* bank holiday pay rates. BN had two duties right through to Clacton (lovely!)

Duty 1

Dead to Chelmsford: arrive 07:30

08:15 Duplicate: Chelmsford - Clacton; arrive 10:25. LS saloon, normally 409



Basildon allocated LS 409 (29 ENO) inside Kings Cross depot. *Chris Stewart Collection*



Ex-Westcliff K5G 1280 (BJN 114) blinded-up for the 34 inside Basildon depot. *Chris Stewart*



Southend FLF 1578 (87 TVX) in trouble on Bell Hill, Billericay in February 1963.

Chris Stewart Collection

(29 ENO) or 410 (30 ENO).

16:30 Clacton - Chelmsford

Dead to Garage (BN)

19:35 Finish

Duty 2

Dead to Chelmsford: arrive 08:30

09:15 Duplicate: Chelmsford - Clacton;
arrive 11:25

17:30 Clacton - Chelmsford; arrive 19:45
Dead to Garage (BN)

20:35 Finish

These duties were sought after and were allocated by means of lucky dip ballot organised by the union rep. I was lucky just once.

I hope readers find this topic of duplication interesting. BN depot had continual staff shortages. These guaranteed overtime duties It was hoped would encourage staff to stay as there was guaranteed extra money to be earned especially in the winter months.

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I always find Doug Brown's notes interesting and can add some BN notes to his account of the cold winter of 1963.

Harold Biggs, Mechanical Superintendent at BN decided to economise, and so, no anti-freeze was put in the motors. Well, you can imagine what happened! I don't know how many motors had cracked blocks on the first Monday. Driver Brian O'Connell and myself were on service 243 from Pitsea to The Knares with 1332 (ONO 65) and - yes it happened at Clay Hill Road - a motor with a cracked block. BN depot in a state of chaos with no motors spare! However, anti-freeze was the rule after this in all vehicles.

During this cold spell, services at works times were very busy. Out of the peaks just no-one used the services. I remember being on the 244's at Pitsea station with 1352 (SHK 513) and the condensation had frozen and was hanging in icicles. (I should have had a camera to picture this!). BN was so short of serviceable vehicles that buses were brought in on loan from all over the fleet for two or three weeks. Is there any record of this?



## ***Fifth Southend Heritage Running Day ~ follow up***

Just a few comments to add to David Harman's article in the January EBN. In total there were around 1,400 passenger journeys made (including concession passes), and the fares and donations totalled £1,530. All of the running day participant operators/crews agreed to donate their takings to charity; this is being distributed as follows:

|                          |         |
|--------------------------|---------|
| Essex Air Ambulance      | £992.50 |
| MacMillan Cancer Support | £215.00 |
| Cancer Research UK       | £107.50 |
| Help for Heroes          | £107.50 |
| Wickford War Memorial    | £107.50 |

Ensign's Green Line RB coach actually subbed for the Regal Lynx on the 251 rather than the Ensign RT and that bus, RT1431, was actually a substitute for the planned RT4421.

And finally, yes, Green Line RB's did reach Southend on the 795! The 795 was a 1980's creation, a Green Line service that ran from Southend to Brighton via the Dartford Tunnel, Gatwick and Crawley; at one stage it was operated jointly by Eastern National, London Country, Southdown and Southend Transport. Here in Richard Delahoy's photo taken on June 30th, 1984, London Country RB125, EPM125V, passes through Chalkwell en route to Southend, on the 1130 Crawley to Southend working; it will return to Crawley at 1515. As far as we recall, London Country coaches didn't normally work south of Crawley on 795.

Memo to self: must write an article for EBN about the 795!

*Richard Delahoy*





## ***The Essex Bus ... in print***

**Pride and Passion** by John Wilks

Lulu Publishing

ISBN: 978-1446734957

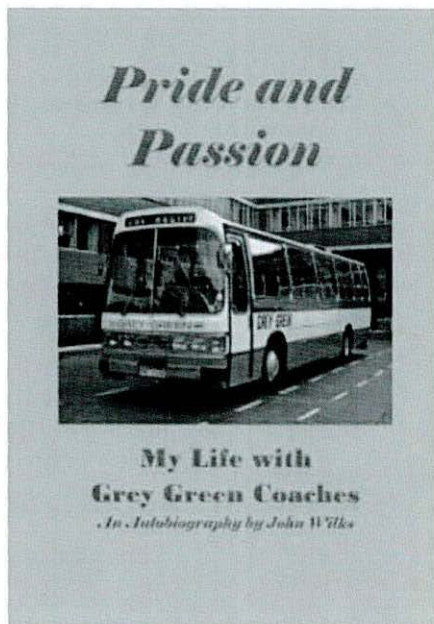
£10

This is a different type of book as it is mainly a collection of personal reminiscences of John's days from the early seventies as a driver for Grey-Green Coaches. Probably the youngest driver with Grey-Green, he progressed from training to the Essex Coast/East Anglian Express services and recounts his experiences with vehicles and well-known characters of the time. The book is an easy read and is a valuable record of life at the 'sharp end' with one of the most diverse and famous coach operators in the country.

For those of us of a certain age who may remember the Remington shaver advert. about the chap who liked it so much he bought the company - well, John has done a similar thing. Is it a wind-up? All is revealed in the book.

Available at Group meetings, on the Sales Stall and by post (plus £1.25 p&p) from Sales

Officer, see Group Directory for address). Please make cheques payable to John Wilks.



*rear cover*

Service 10 from Paglesham to Rayleigh is the sort of obscure rural route that rarely features in the pages of EBN, being a Wednesday only operation by **Arriva Southend** with support from Essex CC. Particularly unusual fayre on February 1st was one of the Optare Versas normally to be found on the 9, **4210** (YJ61 CJX), seen here on the outskirts of Canewdon. We've resisted the temptation to Photoshop out the power cables and poles! *Matthew Evans*

The 'norm' on the new Broomfield Hospital H routes in Chelmsford, a Solo **53116** is seen in Victoria Road South on 25 January. *Russell Young*



### Olympians in contrasting Colchester weather

17th January: **Carters** route 94 (Hadleigh - Colchester) retains double deck operation throughout the day on Mon - Fri schooldays. Ex-Stagecoach Northern Counties example 479 (L679 HNV) in Severalls Lane, Colchester.

18th January: Now deregistered (from 6 February) is **Stephensons** 5 service. Former Lothian Alexander-bodied 874 (K874 CSF) in Turner Road, Colchester. *both: Russell Young*





