

ESSEX BUS NEWS

**No. 550
February 2010**



ESSEX BUS ENTHUSIASTS GROUP
www.essexbus.org.uk



Former Arriva Southend (and new to Kentish Bus) Dart / Northern Counties L145 YVK, now with Essex County Buses is seen in Chelmsford on the City 42, here shown as C42
[Kevin Smith]



Lodge's smart ex-Meteor Parking Excel V936 VUB in Chelmsford on the Tuesdays and Thursdays 18 (Gt. Dunmow - Leaden Roding - Good Easter - Chignalls - Chelmsford).

[Kevin Smith]



The 55 (Harlow to Loughton/ Ongar) enjoys a mixed bag of vehicles provided by TWH. Ex-Lothian Olympian F369 WSC is seen at the King's Head, North Weald on 26th January.

[Chris Stewart]

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
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
March
April

reports to Editors by
27 February
27 March

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).

■ EBN 549 ~ CORRECTIONS

Front cover shows 66799 behind 66798.

The photo of FLF coach 2614 departing VCS on page 26 was by Steven Hughes, not as stated.

■ 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. In Wickford town centre, turn into Swan Lane from Runwell Road (Swans pub is on the corner); then turn right into the entrance about 100ft up on the right - marked Wickford Tennis Club. This is an unmade road, so beware of potholes. Go straight ahead towards the tennis courts and then left at the end - the cricket clubhouse is in front of you. Car parking available on site.

Doors open at 1930 for an informal chat, with the main talk or show from 2000 to 2145/2200; a cash

Front cover: The first Trident to be transferred from First Eastern Counties and enter service was Harwich's 32804, seen on its first day in service, 3rd February 2010, at Colchester Bus Station.
[Colin Humphrey]

Rear cover:

Tridents, ex-East London Bus Group, have also appeared with Amber Coaches and Fords of Althorne.

Amber's T690 KPU is seen on rail replacement work, and Ford's T90 BUS (formerly T694 KPU) on the Fridays-only Tillingham - Chelmsford service, at the Chelmsford retail market. [both Kevin Smith]

bar is available. Members and guests welcome. £1 donation please towards the hire of the room.

Richard Delahoy

Winter/Spring 2010 programme

- ▶ **Monday March 8** - AGM, followed by slide show "The Eastern National Midland Area, Past & Present" by *Alan Osborne*.
- ▶ **Monday April 12** - more archive slides of Essex/East Anglia operators by *Martin Weyell*.

Further dates for 2010 will be announced later.

■ 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 March 12 - <i>Alan Osborne</i> | ▶ Friday August 13 - <i>Steve Maskell</i> |
| ▶ Friday April 9 - <i>Dave Mitchell</i> | ▶ Friday September 10 - <i>Russell Young</i> |
| ▶ Friday May 14 - <i>Richard Delahoy</i> | ▶ Friday October 8 - <i>to be advised</i> |
| ▶ Friday June 11 - <i>Steven Hughes</i> | ▶ Friday November 12 - <i>Gary Sharpe</i> |
| ▶ Friday July 9 - <i>Dave Arnold</i> | ▶ Friday December 10 - <i>to be advised</i> |

■ TOURS

The following was inadvertently omitted from EBN549. Members wishing to take part are advised to make a booking as soon as possible.

The Omnibus Society (Eastern & Southern Branch) is organising a study tour to mark the 60th anniversary of the end of **Hicks Brothers** of Braintree as an independent operator - Hicks having been taken over by the British Transport Commission as of January 1st, 1950 and placed under Eastern National control.

The tour on **Saturday March 27** will cover various former Hicks routes (but not the whole of the London service, which became EN's 322!) and will use a 1954 Bedford SB coach from Lodges Coaches. The fare is £15 and the tour starts in Chelmsford at 1000, returning there by about 1800. Various photo opportunities will be possible and it is hoped that preserved Bristol KSW VNO859 - a stalwart of the 322 service - will join the tour for part of the day.

Pre booking is essential, contact **Alan Cornwell** on a-cornwell@supanet.com or phone 01689 858155 for details.

■ EVENTS

- ▶ **Saturday / Sunday February 26-27** - London Transport Museum, Guided Tours at Acton Depot.
- ▶ **Fri/Sat/Sun March 12-14** - North Norfolk Railway, Celebration Spring Steam Gala, Free classic bus services and reinstatement of Sheringham level crossing to link with national rail network.
- ▶ **Saturday / Sunday March 13-14** - London Transport Museum, London Transport in Miniature, Family Open Weekend at Acton Depot.

- ▶ **Monday April 5 - Easter Bus Event, "Red Bus Day"** (Eastern Counties), Ipswich Transport Museum, Suffolk.
- ▶ **Sunday April 11 - Annual Open Day and Bus & Coach Gathering (with Green Line 80th anniversary display)**, London Bus Preservation Trust, Wisley Airfield, with bus services to Cobham Museum and Weybridge Station.
- ▶ **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, Suffolk.
- ▶ **Sunday May 16 - ADX 1 Day (Ipswich 60th)**, Ipswich Transport Museum, Suffolk.
- ▶ **Sunday May 23 - 100 Years of the London B-Type Bus**, Pump House Transport Museum, Walthamstow.

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.

New members

A warm welcome is extended to the following new members who have recently joined:

Mr A Portsmouth of Braintree (1005)
Ian Quelleron of Edinburgh (1006)

Richard Delahoy

Colour prints for sale

The Group Sales Stock contains a considerable number of duplicate prints that I have formed into sets of vehicle types. This month, I can offer a set of colour prints of Southend Transport Routemasters at 30p each for Group members, plus cost of postage. ST Leyland National prints advertised last month are still available.

Contact **pat_woodliffe@hotmail.com** or write to
196 Sinclair Road, Chingford, London E4 8PT.

Owen Woodliffe

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 Shobury 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 Shobury 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

Publicity News

Further items of publicity obtained recently are:-

Essex County Council timetable leaflet for services 140 dated 28.08.07; 301/2 dated 01.09.09; 306 dated 05.07.09; 318 dated 01.09.09 (service runs Thursdays only).

First multi fold "overground" style leaflets for 47 dated 10.01.01; 54/55/56 dated 10.01.10.

First corporate A4 folded leaflet for services 551 dated 18.06.07.

First Clacton Area bus guide. 40 page booklet for all First timetables, plus a line route diagram dated 11.01.10.

Your sub-editor (Ian Ransom) would appreciate any help with publicity from the Saffron Walden, Southend and Clacton areas. Thank you.

Ian Ransom, 34 Donald Way, Chelmsford, CM2 9JE
ianandsallyr@gmail.com

Service changes

Arriva Southend

11 Dec 09 18

F Belfairs to Ashingdon service extended to Leigh with revised timetable.

Arriva East Herts & Essex

22 Mar 10 4
500/1

D Harlow to Latton Bush revisions to timetable.
D Old Harlow to Warley revisions to timetable.

First Essex

8 Mar 10 66/A

D West Bergholt to Old Heath/Rowhedge revised timetable on Mondays to Fridays.

75

D Colchester to Maldon revised timetable on Mondays to Fridays.

15 Mar 10 520

Schs Chelmer Village to Colchester High School revision to timetable.

National Express

22 Mar 10 727

D Norwich to Gatwick Airport revised timetable.

767

D Stansted Airport to Nottingham revised timetable.

777

D Stansted Airport to Wolverhampton service curtailed at Birmingham.

797

D Cambridge to Brighton revised timetable.

Regal Busways

15 Jan 10 150

Schs Margaret Roding to Great Dunmow: new schoolday service.

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



On the latest Essex County Buses route - 70 (Colchester-Braintree): Dart / MCV AE08 DLF in Coggeshall on Saturday 16th January. [Russell Young]

■ FIRST ESSEX BUSES LTD

We have been asked by First Essex to remind everyone that prior approval from the Engineering Director at Head Office needs to be obtained before entering any company premises. Even with this, advance arrangements must be made with the depot concerned so they can run through an H&S briefing and discuss what, if anything, can be photographed on site.

Acquired vehicles

By the end of January, Clacton was host to Tridents 33162/4-71 (LR02LXX, LR02LYA/C/D/F/G/K/O) with 33152 (LR02LXL) at Hadleigh. However all except 33162/9 departed to First Eastern Counties at Norwich on 31st January, when the older Tridents listed below arrived for service with First Essex. 33168 was used by Harwich (DT) for one day only on 20th January but none of the other 02-plate vehicles entered service here. So far FEC also have 33146/51/5/7 from those originally intended to come to Essex.

32804	T804LLC	Dennis Trident SFD113BR1XGX20269	Plaxton 6576 H39/20D	6/99	new to Capital Citybus TN804
32857	V857HBY	Dennis Trident SFD113BR1XGX20372	Plaxton 6699 H39/20D	9/99	new to First Capital TN857
32859	V859HBY	Dennis Trident SFD113BR1XGX20382	Plaxton 6701 H39/20D	9/99	new to First Capital TN859
32860	V860HBY	Dennis Trident SFD113BR1XGX20383	Plaxton 6702 H39/20D	9/99	new to First Capital TN860
32863	V863HBY	Dennis Trident SFD113BR1XGX20393	Plaxton 6705 H39/20D	9/99	new to First Capital TN863
32881	T881KLF	Dennis Trident SFD113BR1XGX20440	Plaxton 6723 H39/20D	8/99	new to First Capital TN881
32882	V882HBY	Dennis Trident SFD113BR1XGX20441	Plaxton 6724 H39/20D	9/99	new to First Capital TN882

These have all been converted to single door and details of revised seating capacities will be confirmed when known. It now appears that all 27 T & V reg Tridents currently with FEC will move to First Essex (seven for DT, five for CN and 15 for HH).

The reason behind these exchanges is the phased introduction of the Norwich Low Emission Zone, a partnership scheme between Norfolk CC and Norwich City Council to tackle poor air quality made in response to the Environment Act 1995. First Group have been heavily involved in the process along with Anglian and other operators. Much fuller details can be found on www.norfolk.gov.uk/consumption/groups/public/documents/article/ncc060130.pdf

Also arrived in Essex is 43679 (R679MEW), one of two Dennis Dart/Marshall due here for CN depot (the other being R678MEW). These have been in use at Bristol Airport but were new to Capital Citybus. Although converted to single door and repainted, it has yet to be MOT'd by First London.

Allocation changes

Period 10: list dated 24th January 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.



Heading from Ongar to Chelmsford on 26th January, former Harwich Solo 53138 passes through Fyfield on 26th January. Solos are now the normal allocation for this ECC tendered service. [Chris Stewart]

Ex-First Eastern Counties Dart SLF/Plaxton 43358 (V358 DVG) in a damp Chelmsford bus station in January. [Kevin Smith]



FGC=First Group cascade, i.e. transfer to/from another First fleet; FEC=First Eastern Counties (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

33162 FGC-RES; 33165 FGC-RES; 33166 FGC-RES; 33167 FGC-RES; 33170 FGC-RES;
33171 FGC-RES

Omitted from Period 9 (see EBN549): 67036 D/L(D)-sold; 67038 D/L(D)-sold

First Essex official vehicle allocation list as at 27 December 2009 - corrections

Apologies - add:

BN: 46187

HH: 43732-38

D/L(D): 20110, 60031, 60130

Disposals:

to Erith Commercials: 67036 67038 (Period 9)

Area News - workings and sightings

[x] indicates route branding

Clacton (CN) & Harwich (DT)

January

11th CN47223 on 76

20th For one day only – Trident 33168 on 103/104 (noted on 13.20 ex DT and 14.45 ex CR); 34282/4/8 and 44517 all away for repairs or unserviceable, CR65650 at DT, DT65652 at CR

22nd FEC20102 on X22 (all of 20351-3 have been out of service at some stage with engine, wiring and ramp problems)

30th CN57002 at DT (57001 at CN with fuel tank leak), DT34282 at BN for MOT, DT34288 at CN/Volvo Ipswich for repairs, DT65651 still at CN

February

3rd The first Trident to enter service after transfer from FEC was 32804, which worked five 103/104 trips on 3rd.

Colchester (CR)

Heavy snow on 6th January led to reduced services around Colchester. Severe morning peak congestion on the A120 at Coggeshall affected 70s and X22s. 61s didn't serve University Quays, 63 missed out Abbey Fields, 66 didn't serve Barnhall or Mountbatten Drive, 66A turned short at Rectory Road instead of operating to The Whalebone PH at Rowhedge, 67A left out Peldon and 88/A avoided Aldham village/Fordham. Essex CC evening services in CR all operated.

The following day, more snow meant much the same situation, but by the afternoon 61s were serving University Quays and by late afternoon 66A was serving Barnhall and Mountbatten Drive. Normality returned from the 10th onwards.

The appearance of a Volvo Olympian on 63s during early M-F mornings is apparently because it is on a diagram that later runs onto route 62s.

January

6th CR67008 on 64

9th BE31198 and CR34308 on Witham-Colchester rail replacement

11th CR65691 on 66

- 13th CR67005 on 65
- 14th CR34308 on 63 (evening) - appears to be another part of diagram linked to service 62.
- 15th CR34310 on 65
- 16th CR62406 on X22, CR34013 & CR34301 on Witham-Colchester rail replacement
- 18th CR60102 on 71, CR67010/1 both on 65, CR66811 noted at Volvo Ipswich
- 19th CR34284 on 63 (first time a P-TGD has been reported on the 63), CR62408 on X22, DT65651 on CN76, CR67004/7 on 65, CR65682/7 on 70
- 23rd CR34305 on 65, CR67006 on 64A
- 25th CF34815 on 525
- 28th CR67010 on 65
- 29th CR60755 on 71 (06.30 ex CR)

Chelmsford (CF) & Braintree (BE)

January

- 5th CF42485 on 36 (14.20 to SW), CF53125 on 73 (14.25 to MN), BE43358 on 33 to BS, BE43359 on 41 (14.32 to Chignal Estate), CF47102 on 54 (14.30 to Wicklow Avenue), BE43360 on 40 (14.42 to Gt Baddow), CF40733 on 42 (14.39 to Galleywood), BE43357 on 45, CF47252 on 50 (14.57 to Gt Baddow), CF40737 on 31X (15.05 to BOC), CF43744 on 56 (15.23 to N Melbourne)
- 8th BE43357 on 132, BE43360 on 40/50
- 9th CF53129 on 33
- 11th CF40736 & CF66809 on 70
- 15th BE43357 on 132
- 18th CF41647 & CF66810 on 42, CF47101 on 73, CF53139 on 46, CF43744 on 54
- 19th CF41647 on 42, BE43357/60 on 21, CF69434 on 70
- 20th CF46140 on 42
- 21st CF46140 on 351 (15.55 ex CF)
- 27th CF41647 on 21

February

- 4th CF34815 on 351 (18.05 ex CF), CF47102 on X30 short
- 5th CF46140 on 351, CF46132 on 56, CF53139 on 33, CF42934 on 70, CF41647 on 54, CF40734 on 45, 46120 in CF, CF43744 on 45, CF40736 on 61, BE43359 & BE43801 on 54, CF53116 on 21, CF53128 on 46, CF40733 on 33 and BE43802 on 42.

Basildon (BN) & Hadleigh (HH)

January

- 5th FEC48085 on 25, HH46145 on 27, HH46182/3 on 21
- 14th 48085 on 25B
- 16th HH46156 on 21
- 19th BN34012 on 25A, BN43845 on 100, HH46146 on 21
- 20th HH46146 on 21A
- 22nd BN41235 on 73/73A, 48085 on 81/82 (and 12th & 20th), BN65632 & BN46170 both on 100
- 28th 46120 on 82
- 31st Tridents 33857/9 were taken from Norwich to Hadleigh

February

- 1st 48085 on 81/82
- 2nd 48085 more unusually on 73/73A

Other News

'Blue' KSW5G open top WNO480 has been sold by Ken Larkin to Talisman, Great Bromley and is expected to revert to EN livery (ex Town & Country colours) in time for the 6th June Clacton rally.

Happy Al's of Birkenhead have withdrawn former Eastern National Olympian coach 4507 (A14 ALS, B695 BPU). Externally at least, it seems to be in near-original condition, complete with period Vultron electronic blinds. Contact details for anyone interested are: Als Coaches Ltd., 400 Cleveland Street, Birkenhead, CH41 8EQ (0151 653 0222).

Sources: Own observations, with many thanks to *First Essex* and to A Bird, N Clark, T Clark, J Collins, D Edwards, M Farmer, J Long, J Podgorski, D Pretty, I Ransom, J Salmon, '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.bustlistsontheweb.co.uk, *Real Bus News*, LOTS, PSV Circle, 'Terminus', CEC 'Review' 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 or by conventional post. Many thanks to all who do so.

Chris Stewart

Arriva

■ ARRIVA EAST HERTS & ESSEX LIMITED

Vehicles in

from Arriva The Shires 3229 (Hemel Hempstead), 3241 (Stevenage) 11/09

3229 T829 NMJ Dennis Dart SLF 322BR1WGW12772 Plaxton 9810.7HLB9584 B36F 8/99

3241 R602 WMJ Volvo B6LE YV3R3A910WC006454 Wright Y451 B38F 3/98

Allocations

11/09: 3229/41.HA; 3356.u; 3418.w; 3834.u

12/09: 3367.w

Vehicles out

443 (YS 02 UBY): Hertfordshire County Council 11/09

444 (YS 02 UBX): Hertfordshire County Council 7/09

2107 (M 47 WUR): Blythswood, Glasgow (dealer) 1/07

2177 (R177 VBM): Arriva The Shires (Hemel Hempstead) 2177 11/09

3834 (M504 VJO): MK Metro 3834 12/09

Subsequent histories

2107 (M 47 WUR): Garrion, Larkhall (dealer) 7/09 ex Blythswood, Glasgow (dealer)

2116 (N186 EMJ): JST, Darwen 6/09 ex J&S Travel, Darwen

2140 (N370 JGS): re-registered MJZ 9338 by Pickford, Chippenham (dealer) 3/08; exported 4/08

2186 (R186 DNM): Arriva Guildford & West Surrey F186 ex Arriva Kent Thameside 2186

2417 (N177 DWM): 1st Choice, Llanelli 8/08 ex Pickford. Chippenham Pickford,

Chippenham by 8/09; re-registered REZ 8524 8/09

3096 (H243 MUK): Copeland, Meir Staffs by 9/06 ex Ace, Aintree, Merseyside; gone by 9/09

3358 (K408 FHJ): Hardwick, Carlton (dealer) 11/09 for scrap ex Olympus/SM Coaches, Harlow

3377/8 (M267/8 VPU): Centrebus 767/8 9/09 ex Galleon, Harlow

Liveries

10/09: Interurban: - 3830 (KE 04 CZF), 5427/42 (W427/42 XKX)

11/09: Arriva 2003 (previously known as Interconnect/Interurban) - 5446 (W446 XKX)

Ancillary Vehicles

Fleet as at 11/09

1152	YS03 UBT	Vauxhall Combo 1700 Van	Harlow
1153	YB53 YXZ	Vauxhall Combo 1700 Driver Travel Van	Harlow
1161	HN55 KCE	Vauxhall Combo 1700 Van	Ware
1162	DJ55 NXP	Vauxhall ?	Ware
1171	R823 CNB	Ford Transit 80 Engineers Van	Harlow
1172	NC04 XLH	Ford Transit 200 Engineers Van	Ware
1185	W356 LFS	Vauxhall Combo 1700 Driver Travel Van	Ware
1188	Y758 RUT	Vauxhall Movano 3500 Engineers Van	Harlow
1191	Y657 RUT	Vauxhall Astra Envoy Engineers Van	Ware
1199	BV53 WYF	Vauxhall Combo 1700 Driver Travel Van	Ware

Mark Garrett

TGM Group

■ EXCEL PASSENGER LOGISTICS LIMITED

To follow up the notes in EBN547 (Nov), the promised fleet list, plus summary of services operated and other information, correct as of the end of January 2010 appears below.

A number of recent withdrawals include Mercedes 709D L316 YDU (the last vehicle from the original fleet when Excel was set up in July 2003), Dart/Northern Counties L113 YVK and coaches X734 MFL and YN04 WSY. Please note that some withdrawn vehicles remain in store at Stansted, along with other vehicles stored for Arriva and not part of the Excel fleet.

There are also regular transfers of vehicles between Excel and Network Colchester, for example Scania saloons 867/73 are currently on loan to Network Colchester for service 133, as noted last month; we will not report all such moves here.

Depot: Stansted Airport business park.

On the web: www.excelpl.co.uk/
www.airportbycoach.com/

Fleet list: 1 February 2010

Bus fleet

No.	Reg. no.	Chassis	Body	Seating	Key	Original owner
208	G806 JRH	Scania N113DRB	East Lancs	H51/37F	*	Hull CT
212	F712 LFG	Scania N113DR	East Lancs	H47/33F	*	Brighton & Hove
234	G34 HKY	Scania N113DRB	Northern Counties	H47/33F		Liverline
239	F639 LMJ	Leyland Olympian	Alexander	H47/32F		Luton & District
240	F640 LMJ	Leyland Olympian	Alexander	H47/32F		Luton & District
261	M161 GRY	Scania N113DRB	East Lancs	H47/33F	†	Midland Fox
264	M834 SDA	Scania N113DRB	East Lancs	H45/33F	†	Midland Fox
275	G725 RYJ	Scania N113DR	East Lancs	H47/33F		Brighton & Hove
276	G726 RYJ	Scania N113DR	East Lancs	H47/33F		Brighton & Hove
277	G727 RYJ	Scania N113DR	East Lancs	H47/33F		Brighton & Hove
278	G728 RYJ	Scania N113DR	East Lancs	H47/33F		Brighton & Hove
326	BU51 REG	Dennis Dart MPD	Plaxton	B29F		Regs, Hertford
327	EU56 FTO	Dennis Dart MPD	Plaxton	B29F		new to Excel
410	S310 JUA	Dennis Dart SLF	Plaxton	B32F	‡	Arriva London South
411	S311 JUA	Dennis Dart SLF	Plaxton	B32F	‡	Arriva London South
412	S312 JUA	Dennis Dart SLF	Plaxton	B26D	#	Arriva London South

No.	Reg. no.	Chassis	Body	Seating	Key	Original owner
413	S313 JUA	Dennis Dart SLF	Plaxton	B32F	‡	Arriva London South
414	S314 JUA	Dennis Dart SLF	Plaxton	B26D	#	Arriva London South
516	HX51 LRJ	Dennis Dart SLF	Caetano	B40F		Burtons Coaches
517	HX51 LSN	Dennis Dart SLF	Caetano	B40F		Burtons Coaches
529	AY54 FRC	Dennis Dart SLF	Plaxton	B37F		Burtons Coaches
530	KP54 BYY	Dennis Dart SLF	Plaxton	B37F	@	Dawson Rentals
551	KU52 RXT	Dennis Dart SLF	Plaxton	B37F	@	Dawson Rentals
552	KP51 UFL	Dennis Dart SLF	Plaxton	B37F	@	Dawson Rentals
556	KP54 BYZ	Dennis Dart SLF	Plaxton	B37F	@	Dawson Rentals
561	AE56 MDV	MAN 14.220	MCV	B31F		new to Excel
562	AE56 MDX	MAN 14.220	MCV	B31F		new to Excel
563	AE56 MDY	MAN 14.220	MCV	B31F		new to Excel
564	AE55 VGK	MAN 14.220	MCV	B40F	@	Dawson Rentals
565	AE55 VGL	MAN 14.220	MCV	B40F	@	Dawson Rentals
710	S550 BNV	Mercedes Vario	Plaxton	B31F	%	Meteor Parking
713	S553 BNV	Mercedes Vario	Plaxton	B31F	%	Meteor Parking
802	M722 CGO	Dennis Dart	Plaxton	B35F		Metrobus
867	N167 PUT	Scania L113CRL	East Lancs	B51F		Midland Fox
869	N169 PUT	Scania L113CRL	East Lancs	B51F		Midland Fox
870	N430 XRC	Scania L113CRL	East Lancs	B51F		Derby CT
872	N172 PUT	Scania L113CRL	East Lancs	B51F	†	Midland Fox
873	N433 XRC	Scania L113CRL	East Lancs	B51F		Derby CT
876	N176 PUT	Scania L113CRL	East Lancs	DP49F	†	Midland Fox
898	LT04 CTV	Ford Transit	Ford	-8-	§	
899	LT04 CWL	Ford Transit	Ford	-8-	§	

Coach fleet

Airport By Coach branded:

ABC	YN08 MPE	Scania K340	Irizar	C53Fl		new to Excel
ABC	YN08 MPF	Scania K340	Irizar	C53Fl		new to Excel
ABC	YJ57 BOU	VDL DAF	Van Hool	C49Ftl		Burtons Coaches
ABC	YJ57 BTU	VDL DAF	Van Hool	C49Ftl		Arriva The Shires

National Express livery:

NX	YN54 DDJ	Volvo B12B	Plaxton	C51Ft		Burtons Coaches
NX	YN54 DDK	Volvo B12B	Plaxton	C51Ft		Burtons Coaches
NX	YN54 DDL	Volvo B12B	Plaxton	C51Ft		Burtons Coaches
NX	YN54 DDO	Volvo B12B	Plaxton	C49Ft		Burtons Coaches
NX	YU04 XFB	Volvo B12B	Plaxton	C49Ft		Burtons Coaches
NX	GSU 348	DAF SB4000	Van Hool	C49Ft	•	Classic Coaches

Private hire & contract fleet:

PH	Y83 HHE	Scania K124	Irizar	C53F		Buddens Coaches
PH	GO03 CLA	Scania K114	Irizar	C49Ft	§	Classic Coaches
PH	YN53 GDV	Scania K114	Irizar	C49Ft	§	new to Excel
PH	GB04 LLC	Volvo B7R	Plaxton	C57F		Linkline

Key

* to be withdrawn shortly

† loan from TGM hire fleet

‡ rebuilt to single door

away for conversion/refurbishment

@ long-term loan

% used airside

§ PCV licenced, mainly used as crew bus

• loan from Classic

§ due to move to TGM Coaches

This list excludes vehicles withdrawn or stored at Stansted for other TGM companies.
The National Express coaches are operated by Burtons Coaches but based at Excel, Stansted.

Services

1	Takeley - Ugley - Saffron Walden	Schooldays
5	Saffron Walden - Stansted Airport - Bishops Stortford	M-S
47	Harlow Town Centre - Matching Tye - Ongar	TThFS
133	Bocking - Blake End - Stansted Airport	Daily
146	Hatfield Heath - Fyfield - Ongar	TTh
147	Harlow Town Centre - Matching Tye - Toot Hill	W
301	Stansted Airport - Bishop's Stortford - Quendon - Saffron Walden	M-S
308	Stansted Airport - Bishop's Stortford	M-S
314	Braintree Town Centre - Blake End - Great Dunmow	WS
315	Great Dunmow - Little Easton - Stebbing	Th
317	Elsenham - Takeley - Bishop's Stortford	M-F
321	Sheering - Little Hallingbury - Bishop's Stortford	Th
322	Old Harlow - Birchanger - Saffron Walden	Schooldays
346	Great Dunmow - Leaden Roding	Th
446	Saffron Walden - Clavering - Manuden	Schooldays
446B	Newport - Wicken Bonhunt - Clavering	Schooldays
451	Saffron Walden - Quendon - Stansted Mountfitchet	Schooldays
452	Takeley - Elsenham - Stansted Mountfitchet	Schooldays
453	Hatfield Broad Oak - Gt Hallingbury - Stansted Mountfitchet	Schooldays
454	Watch House Green - Dunmow - Takeley - Stansted Mountfitchet	Schooldays
455	Wicken Bonhunt - Stansted Mountfitchet	Schooldays
613	Fuller Street - Witham - Braintree, Notley High School	Schooldays
652	Steeple Bumpstead - Finchingfield - Braintree, Tabor College	Schooldays
X3	Grays Bus Station - Basildon - Stansted Airport	Daily
X5	Stansted Airport - Braintree - Marks Tey - Ipswich	Daily

National Express diagrams worked by Burton Coaches from Stansted:

010	Kings Lynn / Cambridge - London	Daily
	worked by Burton Coaches from Haverhill:	
314	Cambridge - Birmingham	Daily

Contracts are also operated to Cambridge Regional College, the Geest banana factory and for BAA.

Peter Mansbridge with thanks to Richard Delahoy, Excel, and national_express y-group

■ NETWORK COLCHESTER

Volvo B10BLE/ Alexander 902 (W902 UJM) has received fleet livery in place of the TGM-based Classic Buses livery, and has gained route 8 branding (light blue).

Former Colchester Borough Transport Lynxes G40 YHJ and H130 LPU are still active, numbered 240 and 230 with Tanat Valley Coaches of Llanrhaedr ym Mochnant, Powys. 240 is allocated to Kerry (Nook Lane, Kerry, Newtown) and 230 to Llanrhaedr, nr. Oswestry.

A preservationist has sister Lynx G38 YHJ for sale. Taxed to 28th February; MOT until mid-March. Small blow in exhaust; one battery new; other may need replacing. Fitted with almost new Michelin X tyres, much work carried out including replacing airbags, brakes and alternator. Bodywork is fair; Arriva paint is wearing thin on some panels. Wayfarer 3 ticket machine and Arriva Cymru blinds fitted. £150 of diesel in the tank. Quick sale required as vendor is moving: £1,450. Ring Scott on 07838 119 115.

Peter Mansbridge with thanks to John Podgorski, David Harman and CEC Review

Centrebus / Galleon / Trustybus

Correction (EBN 549): Dart R141 RLY is numbered 510 not 610.

Dart/MCV 543 (AE55 MVL) has been repainted into Centrebus livery.

The new Scania K230/Wrightbus Solar B44F are 748-51 (YN08 MRO, YR59 NNT/U/V). These are in standard Centrebus livery, with Lea Valley Connect branding for the C3 (Harlow - Waltham Cross). 749-51 were new in December 2009, but 748 dates from 2008 or earlier, and had previously been with Coach Services, Thetford.

Former Ipswich Buses Dennis Dart SLF/East Lancs 509 (P131 PPV) and ex-Metroline Dart/Plaxton 510 (R141 RLY) have been repainted in Centrebus colours and transferred to sister company Huddersfield Bus Company for use on newly-won routes in Halifax.

Ian Ransom with thanks to LOTS and Buses magazine

Ensignbus

■ DEALER STOCK MOVEMENTS

Vehicles in

from

ACE Travel, Liverpool:	Metrobus open tops GYE 359/61W
Heddingham Omnibuses:	Olympian BBW 213Y, Bristol VR PWY 39W
Hookways, Okehampton, Devon:	Scania NIL 9875, (formerly J814 HMC)
Lothian Buses:	open top Olympians E300-2 MSG
Rambler, Hastings:	Olympian H649 PVW.
Rotala Group:	Plaxton Primos BU08 ACV/Y/Z, ADX, AEA
Stagecoach East Midlands:	Olympian L605 NOS
Stagecoach Fife:	Olympian L965 MSC
Stagecoach North East:	Darts P783-5 WCN, P791-3 WVK,
	Olympian H676 BNL, Volvo B10M K566 GSA
Stagecoach Highlands:	Volvo B10Ms L422 ORS, M457 TSS, M688KVU, N583
	DAS, P491 FAS, J64 ESO, J257 NNC, K65 BKG
Transdev Blazeefield:	Javelins M945 JBO, L145 BFW,
	Darts KL52 LZX, KG52 VAA
Wards, Alresford, Essex:	Olympian H693 PVW.

Vehicles out

to

Darts KL52 LZX, KG52 VAA:	Central Buses, Birmingham.
Darts P784/5WCN, N465 PAP:	Chambers, Bures, Suffolk
Olympian K824/5 TKP:	Classic Omnibus, Folkestone, Kent
Dublin B6 99-D-60016:	now V671 PHJ with DAC, Gunnislake, Cornwall
Scania K859 LMK:	Decker Bus, Peterborough
Olympian L965 MSC:	Dew, Somersham, Cambs.
Olympian L961 MSC:	Fowler, Holbeach Drove. Lincs.
Olympian F605 MSL:	Freedom Travel, Ely, Cambs.
Dart P508 RYM:	Hackney Community Transport
Trident X508 EGK:	long term hire to Hackney Community Transport
Olympian R702 DNH:	Heddingham Omnibuses.
Olympian P261 PSX:	Hookways, Okehampton, Devon
Olympians K821 TKP, J813 NKK:	Howlett, Winslow, Ches.
Dart V559 JBH:	Judge, Corby, Beds.
Olympian H676 BNL:	Over the Top, Ramsgate, Kent

Darts P791-3 WVK, P783 WCN: **Rolling Solutions** (Strawberry), St Helens
Darts W181/223/7/33 DNO, S304/5 MKH, R457/78 LGH:

Rotala Group, Birmingham
Darts P741RYL, R476/81/5 LGH: **SM Travel**, Harlow, Essex
Dart R455 LGH: **Tates Travel**, Barnsley
Volvo B10M K566 GSA: **Travelmasters**, Sheerness, Kent
Spectras M134 HPR, L128 ELJ: **Wards**, Alresford, Essex

Olympian H649 PVW: **A S Bone**, Hook, Hants.
Trident X612 EGK: **Essex Police**, Chelmsford
Olympian G807 GSX: **Pizza Tabun Ltd**, Stroud

Primos BU08 ACY/ADX: **Blythswood Motors**, Glasgow
Scania RDZ 6125/9/30: **Geoff Ripley**, Barnsley

■ CITY SIGHTSEEING

Former dealer stock Dublin Olympians 97-D-336/9 have been converted to part-open top and allocated to City Sightseeing Belfast - Lavelle's Coaches.

David Harman, with thanks to Ross Newman of Ensign Bus Co. Ltd.

Essex County Buses

Acquired vehicles

W429 CWX Optare Excel L1150 / Optare B18D new 3/00. ex Meteor Parking, Stansted.

This retains its former blue livery.

Ian Ransom, PSV Circle



W429 CWX, with airside roof beacon, "Park the car! Stay the night! Take the flight!" slogan, paper route number and destination, awaits custom for the 70 in Braintree Bus Park.

[Kevin Smith]

Heddingham Omnibuses

Acquired vehicle

from Stagecoach East (United Counties) 16222 via Ensignbus (dlr) January 2010.

L384 R702 DNH Volvo Olympian YV3YNA417 WCO 28450 / Alexander RL 9711/32
H51/36F. New 11/1997 to United Counties, 702.

Disposals

Bristol VR L253 (PWY 39W) and the first Leyland Olympian to be withdrawn, L306 (BBW 213Y) have been sold to Ensignbus.

Traffic

Snow report by John Podgorski:

Heavy snow on 6th January: services 88 (not via Aldham village), 91 seen running, but 2 (Clacton-Mistley), 3 (Colchester-Hythe) or 4 (Colchester-Tollgate) did not run due to particularly bad snow in these areas. Honywood, Rickstones & Thurstable School services ran, but all these schools had closed by lunchtime.

On 7th January, services 3 and 4 did not run and all the above schools remained closed. The 88 continued to not serve Aldham village.

On 8th January, Honywood School reopened on restricted hours, but Rickstones, Stanway and Thurstable remained closed. Colchester town route 3 did not run, but 4 did.

Some Honywood School services were revised, to take account of the weather conditions:

Bus 1 ran through Wakes Colne, not serving Middle Green.

Bus 4 started from Copford, not serving Easthorpe.

Bus 5 ran via the A12 and A120, not serving Observer Way or Coggeshall Hamlet.

Bus 6 ran via the A12 and A120, not serving Feering Post Office.

Bus 7 started from Kelvedon, running via the A12 and A120, not serving Silver End, Rivenhall or Coggeshall Hamlet.

All services returned to normal from 11th January.

*with thanks to Mr D R MacGregor of
Heddingham Omnibuses and John Podgorski*

National Express

■ NATIONAL EXPRESS OPERATIONS

Unusual sightings

January

2nd National Express Operations CO52 on 490 - an extra diagram ?

3rd Excel Scania/Irizar YN 53 GDV on 010.

3rd FN06 FNC on 490.

3rd National Express Operations FJ 07 DVK on 010 - Start Hill diagram.

General

The Burtons Coaches share of service 010 is now run from the Excel depot at Stansted.

Traffic

Severe disruption occurred to NX services across Essex on 6-8th January due to heavy snow.

John Podgorski

NIBS

New Scania/Optare Olympus EU59 BFK is H51/29F, not as reported in EBN 549.

Chris Stewart

Olympian / SM Coaches

■ SM COACHES

Further recent additions are Dennis Dart/Alexander N606/7 KGF.

Ian Ransom

Regal Busways

Recently acquired Dennis Dart/Plaxton N414 NBW is numbered 514.

Dennis Dart/Plaxton 505 (J505 DUV) is reported as now being back in service. Similar 507 (K877 UDB) and Leyland Olympian/ECW C264 XEF are out of service. Vehicles loaned from Barham (dealer), Harwich to cover a vehicle shortage in mid January were Leyland National YEV 307S and National Greenway PDZ 6275 (UFG 54S).

Ian Ransom

Stephensons of Essex

Tri-axle Olympian 992, L762SNO, has been sold to Cedar Coaches, Bedford. This has reduced the fleet of vehicles acquired from Fargos in 2007 to just one - sister 998 (L808SNO), which remains in the fleet for now.

Ian Ransom with thanks to Lyn Watson

Talisman Coachlines

Former Eastern National WNO 480 a Bristol KSW5G/ ECW open topper, has been acquired from Ken Larking (preservationist).

Setra S250 S268 BTL has been re-registered WSU 225, while Setra S250 S6 TRA is now registered NSU 668. Setra 315GT LSU 788 (W2 SET) is now in all white livery, ex blue and silver.

To correct the disposal of Mercedes Benz 709D/Plaxton K633 GVX, the sale was to Malcolms Blue Bus, Clacton-on-Sea. It was only owned for a couple of months, before being sold to A1 Van & Truck (dealer), Clacton-on-Sea and has now been exported to Africa.

Ian Ransom with thanks to Paul Smith of Talisman Coachlines

Other Essex operators

AC ROSS, Braintree Recent additions are rare Mercedes Benz 1018/Unvi YN05 UVJ and more common Ford Transit PF55 OLV (non-PSV).

APT COACHES, Rayleigh Recently acquired from Warwick School, is LDV Convoy FA04 FLC.

BARKER, Roydon Duple 425 HKZ 3852 (J8 WSB) has been sold to Skymore, Paisley.

BURNETT, Wickford This operator has ceased and Ford Transit PN55 DPE has been sold.

CEDRIC, Ardleigh Recently acquired from Ensign (dealer), Purfleet are former Wilts & Dorset DAF DB250/Optare Spectra M133 HPR, M137/41/45 KRU

CEEFA, Thundersley Vehicles acquired to replace those destroyed by fire last year are: Volvo B10M/Jonckheere SDZ 9026 (G174 RBD) ex Bull & Nicholls, Shotgate,

similar TIL 8148 (new as G382 RNH) ex Supreme, Southend, and Beulas FE51 REU ex Diamond Travel, Ryde. The Beulas has been re-registered C3 EFA.

CHELMSFORD TAXIBUS Ford Transits acquired from sister company Excellent Connections, Edinburgh are EA05 EYB/EXS/EXV/EXX/EXZ, EA55 FVU/YBJ (numbered 16-22).

CM3 CARS, South Woodham Ferrers Ford Transit NJ04 SOE was previously reported as sold in error. In fact, it remains here.

DON, Great Dunmow Dennis Javelin/Neoplan DUI 672 (accident damage) and Leyland Leopard (rebuild)/Plaxton A62 OJX have been withdrawn. DUI 672 has been sold for scrap. Former Regal Dennis Dart/Plaxton L4 YTB has been acquired via Barham (dealer), Harwich.

FORD, Althorne Dennis Trident/Alexander



Former Southern Vectis Bristol-built Olympian/ECW 690, latterly one of several with London Borough of Redbridge, worked Shenfield-Billerica rail replacements on three Sundays during January for new owner SBC Leisure of Southend. Still in Redbridge's later pink and white livery, RDL 690X is seen leaving Shenfield on 10th January with snow still on the ground from a few days earlier. [Chris Stewart]

T694 KPU has been re-registered T90 BUS.
HAILSTONE TRAVEL, Basildon The operating centre has moved from Chelmsford Road, Rawreth to Robert Way, Wickford.

LONDON HERITAGE TRAVEL, Rettendon MCW Metrobus A975 SYE, has joined this formerly all Routemaster fleet.

LONG, Loughton This operator has ceased and Ford Transit S590 AEV has been sold

NEW HORIZON, Frating Buses reports that Leyland Olympian/ECW C62 CHM is for sale.

PETER GODWARD, Basildon Recently acquired is Scania K340/Irizar YN08 MOA.

RAYLEIGH ROADWAYS, Shotgate Recently acquired from TGM, London is Volvo B12B/Plaxton KX07 HDG.

SBC LEISURE, Wickford Acquired from London Borough of Redbridge is RDL 690X a Leyland Olympian/ECW.

SUPREME, Southend The operating centre has moved from Sutton Road, Southend to Main Road, Rettendon.

TWH, Collier Row A varied selection of vehicles have appeared on service 55

(Harlow to Loughton/Ongar) during January. These include semi open top Metrobus GYE 443W, AEC Routemaster RM 909 (WTS 418A), Leyland Olympian/Northern Counties G551 VBB, Bristol VR/ECW PWY 39W (on loan from Ensigns, having been purchased by them from Heddingham), former Lothian Leyland Olympian/Alexander F369 WSC, BMC Falcon CN04 XCL and recently acquired Dennis Trident/Alexander KN52 NDY.
TURNERS, Little Maplestead Acquired from Mullany, Watford is former Hong Kong, Dennis Condor/Duple Metsec G303 FWC (EN 1721).

WARD, Alresford Acquired from Thompson Tours, Christchurch is YR02 ZYY a Scania K114/Irizar.

WWW.16SEAT.CO.UK, Benfleet Ford Transit N433 WKL is here.

YELO, Braintree Acquired last year was Ford Transit FP07 UGZ.

Don's A62 OJX was the last Leyland Leopard left in service in the county.

*Thanks to Matthew Cable, PSV Circle,
Chris Stewart, Essex Bus y-group*



ALL BUSES (used to) STOP HERE

An old Eastern National green bus stop pole still standing at Vange, "The Barge" (in the Basildon-bound direction). The Barge (pub) is the large building on the left at the end of the road. The new bus stop is behind the photographer, *Ian Banks*, who remembers pulling up here many times).

EASTERN NATIONAL

Enthusiasts Guild

SERVICE UPDATE : BAD WEATHER IS NOT AFFECTING BUS SERVICES

A couple of articles in the January issue of EBN were of particular interest to me. Firstly the editor printed a picture of Bristol KSW TNO 690 in the snow at Braintree Bus Park. I have several photos in my collection which appear to have been taken on the same day, apparently on a date between January 1961 and February 1963. I can confirm that the bus entered service at Braintree brand new on March 1st 1952 and was certainly still there on January 1st 1967. In fact 1952 probably saw Braintree receiving more new buses than in any year before or since, Eastern National having finally realised the older members of the Hicks Bros fleet were life expired. TNO 690 replaced Hicks 70 CK 4263, an ex Ribble Leyland TD1.

Without realising it David Harman opened a can of worms by asking if "HIGH STREET" on the via blind referred to Braintree or Witham. It actually relates to Braintree, however in the early sixties Bob Williamson recorded the details of many Eastern National blinds and his recording of the Braintree via blind shows three options for service 352 as follows-



**FAULKBORNE
BLACK NOTLEY
HOSPITAL**

**HIGH STREET
NOTLEYS
FAULKBORNE**

**SKITTS HILL
NOTLEYS
FAULKBORNE**

These are on the original part of a blind whose production can be accurately dated to between August 14th 1955 and May 11th 1958. The problem is that despite having a fairly comprehensive set of timetables I can find no reference to any journeys serving Skitts Hill at that time and despite having been an assiduous collector of Braintree bus

photos for more decades than I care to count I have never found one showing the Skitts Hill display. So was it for a service revision which never happened? Perhaps there was a feeling in the mid fifties that Skitts Hill ought to be served and diverting some 352 journeys would have been one way of doing that. At that time there were certainly some duplicate buses on the 352 which worked along the normal route as far as Challis Lane which was where the road through Skitts Hill joined Notley Road. For instance on Saturday October 16th 1954 the late John Farmer worked a 1015pm relief to Challis Lane using a bus more often seen on the London service namely Bristol KSW5G VNO 859 so there clearly would have been enough passengers in the area to justify additional services. Why nothing happened may well remain a mystery unless we have a very knowledgeable member who can tell us. Some years later, on 29.1.61, the area did receive a service by rerouting the Braintree town service (312) to run to Skitts Hill (Chaucer Crescent) instead of Cressing Road but this did not affect the 352.

The other article which caught my eye was the very interesting memoirs of Terry Challis. It was nice to see Bob Beaumont's photo of 2378 at Jaywick Sands. Incidentally, going back to the topic of Group membership numbers mentioned some months ago, Bob's number was in the low single digits.

Terry recalled driving VNO 859 which I mentioned above. This was at Clacton from January 1968 until its withdrawal on September 30th 1970. He is certainly right that you need a lot of patience when driving it. Although a number of photos have come to light depicting its time there we have never found any taken during its sojourn at Southend (January 1966 - January 1967) or Hadleigh (February 1967 - December 1967). If any member has any photos of it working from those depots then I would be very pleased to hear from them.

Nigel Turner

REMEMBERING LUTON CORPORATION TRANSPORT

The announcement of an impending sale of Ipswich Buses coincided with the 40th Anniversary of the sale of Luton Corporation Transport to United Counties. For, in 1969, LCT were in debt due to their inability to reduce costs in the face of union resistance and also there was a failure to fully operate their half share of the Co-ordination Agreement that resulted in financial penalty. The Agreement commenced in 1948, so the original partner was Eastern National and passed to United Counties with the rest of Midland Area four years later.

The Co-ordination Agreement came about at the insistence of the then all-powerful Traffic Commissioner who had become rather irritated at the continuous counter-applications whenever either ENOC or LCT wished to apply for routes to serve new developments. As LCT had running powers well outside their Borough Boundary due to their 1933 takeover of three independents

controlled by Mr. A.F England (the Union Jack (Luton) Omnibus Company Ltd., XL Motor Services and Bluebird Services), the Area extended west to Whipsnade and north to Toddington.

On 3rd January this year, the Herts. and Beds. Group of the Omnibus Society held a tour of the Co-ordination Area which, as far as possible, mirrored that tour four decades ago. The Three Counties Bus And Commercial Vehicle Museum Collection provided former UCOC Bristol FS 712 for the occasion. From Luton Station, the route followed that of once numerous services to Vauxhall Works, now a shadow of its former self at just one tenth of the size when it employed some 13,000 workers. Retracing our route through now derelict terrain, we turned north-east following the routes to Luton Airport where, thankfully, there has been expansion. After visiting another north-east terminus at Stopsley, the tour continued



*At Toddington in the north-west of the Luton Co-ordination Area was a one time Eastern National (Midland Area) outstation for two buses. As is evident, clues to its former use are still apparent.
(Owen Woodliffe)*



When the Toddington allocation was increased to three, the yard of Bell Inn, seen in the background to FS 712, was used. (Owen Woodliffe)

via a sharp descent back to the Town Centre before climbing west to the Farley Hill Estate. Then, on to the Warren Road terminus, which, although adjacent to Farley Hill, is about 100 ft below, so this involved a trip back into town.

The original tour visited the Corporation garage in Kingsway, then just six years old, to photograph their fleet that included Bristol LHS, REL, Dennis Loline and Albion Lowlander types as successors to Leyland. The purchase price of £294,000 did not include the premises, although these were used by UCOC for 6 months. Today it houses council vehicles and is a recycling centre, so the lunch stop this year was taken in Dunstable.

After a tour of routes south of the town FS

712 stormed to the top of Dunstable Downs, nearly 800ft above sea level, in great style before meeting former LT routes bound for Whipsnade Zoo. The northern boundary of the Area was at Toddington, reached again by a stiff climb from Houghton Regis and a detour to serve the villages of Wingfield and Tebworth. At Toddington, mulled wine was provided when the bus was met by Three Counties members, which was much appreciated and we all enjoyed a warm glow for the return journey via Sundon Park.

Perhaps this article has whetted your appetite for the talk on Eastern National, Midland Area by, I am sure, a much greater authority, Alan Osborne, at Wickford on 8th March.

Owen Woodliffe

Transports of Delight ~ Memoirs of a Bus Anorak : 1940 to 2009

by the Revd. Terry Challis

Chapter 7 : Relations with Eastern National "Renewed Yet Again!"

Part 3 : A Driving Experience - Rural Rides

(The previous part of this story was in Essex Bus News issue 549, January 2010)

One of the rarely appreciated skills of a bus driver at a garage like Clacton or Rock Ferry is the wide route knowledge that is required. This is more than just knowing the local geography of North Essex, in the case of Clacton, or the Wirral and North Wales in the case of Rock Ferry. Most routes divert into a village or a town housing estate on their way to their destination. This can be especially true of school journeys and works services. My children told me that on the highly developed school-bus network in Bolton, it was not unusual for the driver to ask the school children for directions. This is

in no way a criticism of Bolton drivers as I imagine this may well be the case in other towns.

As I have already mentioned, at Clacton Garage in the summer, seasonal crews were sometimes offered overtime on routes covered by the permanent rota. This usually entailed working half of a shift. In the summer most of the permanent rota was taken up with the longer distance services, as the town services were nearly all worked by the seasonal crews. While overtime was always welcome to seasonal crews, many of whom were students, it was a definite advantage if you, as the driver, knew where to go!



Some of Terry's overtime stints saw him cover the 101 group to Point Clear and St. Osyth with Bristol LS or MW buses and a conductor. Usually operated by OMO saloons, here is Bristol MW 1313, 208 MHK, a Dovercourt car laying over in Clacton Bus Station. [EBEG collection]



"By 1968, services 19, 19A & 53 were worked by Bristol FLFs": Kelvedon depot-allocated 2852, QVX296D, proves the point in Colchester Bus Station en route to Clacton. Note the multi-storey car park under construction, dating this picture to 1970, we think. [Richard Delahoy collection]"

The overtime on the permanent rota which I did was mainly on the shorter distance services such as the 101A to Point Clear and the 101B to St. Osyth Beach. Both of these services were worked by single-deckers; usually the older LS type as against the MW. This involved the usual game, for me at least!, of 'find the gear'. In the event I managed to cope without any great disasters or embarrassment.

The other out of town route that we tended to work on overtime was the 107 to Walton-on-Naze. I only worked the direct journeys but some went via Kirby-le-Soken and some went via Ashes Corner. Some journeys were also extended beyond Walton Bus Station to The Naze. Most of these services were worked by FLF Lodekkas but I worked one early morning journey with one of the older LD5G Lodekkas.

Two incidents come to mind when writing about the 107 route. First, late in the morning, there were two services from Walton that ran into Clacton within five

minutes of each other. We were on one of these journeys but by some chance we arrived at Clacton out of order. Both buses were left on the stand for Walton. However the conductor of the other bus left his ticket machine on the bus ready to work back to Walton. When he and his driver returned from a quick visit to the canteen, their bus was gone: and so had the conductor's ticket machine! I do not know how they resolved that problem as it was time for us to go home.

The other event was caused by one of the activities that was part of Walton Carnival Week. On the evening of one day the Walton services were disrupted by a pram race (!) which had taken over the streets of Walton. My conductor and I finished our shift just before 2100 (9pm) and my conductor lived at Walton. He wanted to get home and so did a reasonable sized queue of people waiting at the Walton stand in Clacton Bus Station. All the buses on the Walton service were trapped in Walton. My conductor and I therefore offered to work a 107 service to

Walton on the understanding that he would get off at Walton and I would bring the bus back to Clacton 'dead' (light). The regulator, who happened to be the instructor who put me through my driving test, readily agreed with our suggestion. He allocated us an FLF Lodekka from the half-dozen that were parked in the middle of the bus station and promised us two hours overtime. So off we went to Walton with a good load of happy passengers. On our way out of Clacton, between the Railway Station and Holland Road School, we passed all four buses on the Walton service making their way to Clacton, having escaped from Walton. Some of the drivers gave us very strange looks! Having arrived at Walton Bus Station, the most difficult thing was explaining to the waiting passengers why I could not take them to Clacton! I then had a leisurely evening drive back to Clacton across the Holland Marshes and parked the FLF in the middle of the bus station.

One Saturday lunch-time we worked one of the infrequent and irregular journeys on service 102 to Brightlingsea. I knew that the route ran via Great Bentley and that it was necessary to take the second lane on the right after the dip in the main road after St. Osyth. This I did successfully and the journey there and back was uneventful. The vehicle allocated to the working was an FLF Lodekka. Great Bentley Green makes the claim to being the second largest village green in England, covering 43 acres. I imagine that most people who live there and use public transport to get to Clacton or Colchester use the regular electric train service. There was an equally irregular service from Great Bentley to Colchester (77/77A). The other service that served Brightlingsea was the regular 78 to Colchester. At one time there was a British Rail branch line from Wivenhoe. This closed in June 1964 as part of the Beeching cuts. The only time that I travelled on it, it was worked by a J15: happy days! *[The J15 was a very large class of 0-6-0 tender locos introduced by the Great Eastern Railway which lasted through LNER days well into the BR era].*

The two main trunk routes were from Clacton to Colchester. They were the 19/19A (to Southend) and the 53 (to Tilbury Ferry).

Clacton Garage shared the workings between Clacton and Colchester with Colchester Garage. As mentioned in chapter 2, the 19/19A services had been worked by Bristol K5Gs and re-bodied G05Gs in the early post-war days. Later on Lodekkas had taken over. Interestingly it is one of the services that I cannot remember being worked by a Bristol KSW. In the late 1950s, the General Manager of Eastern National, Mr Richards, had a vision of making the 19/19A like a Green Line route and thus the double-deckers were replaced by LS and MW single-deckers. I imagine the crews appreciated this especially on the quiet evening journeys. Anyway, by 1968 these services were worked by Bristol FLF double-deckers.

In many cases on the 19/19A and the 53, half of a shift consisted of two round trips to Colchester. However, as far as I can remember, when we worked service 19, we just worked the last round trip: the 9pm (2100) from Clacton and the 10.15pm (2215) back. Throughout the day service 19/19A left Colchester on the hour but the last journey left at 10.15pm and ran via the recently opened Essex University at Wivenhoe Park to provide a slightly later service for the students. I knew where the University was but I had never been inside the gates. In the event we found our way inside the gates all right but, in the dark, I could not see the stands very well and pulled up at the wrong stand. As far as I know no harm was done as we were the only bus in sight and we did not leave anyone behind.

The service 19/19A route to Colchester was about sixteen and a half miles long. For most of the way it followed the A133 which has some good straight sections on it between Weeley, Frating and Elmstead Market as well as a dual carriageway section between Elmstead Market and the Wivenhoe junction. Service 19/19A was one of the routes where the fifth gear on the FLFs came into its own. With a running time of 55 minutes, it was fairly easily timed for most of the day. The busiest section of the route was between Weeley and Clacton. The 53, on the other hand, was more tightly timed. It followed a route of about a mile longer than the 19 and had the same running time.

It also diverted into St. Osyth and Wivenhoe, and the only relatively fast section of the route was the main road between Thorington Cross and Wivenhoe. My experience of the 53 was to work two return journeys one evening in August: the 6.30 pm and 8.30 pm from Clacton.

The 53 and 51 had an interesting history. The 51 was the service to Harwich and in my time at Eastern National it was worked as a separate service between Colchester and Harwich by Dovercourt and Colchester Garages. Service 51 had been created in 1930 by combining the services originally numbered 17A (Harwich to Colchester), 5 (Colchester to Chelmsford) and 42 (Chelmsford to Tilbury Ferry). The 51 was publicised as 'The straight line across Essex by Eastern National - Coast to Coast' (as illustrated on page 10 of *"The Years between 1909 - 1969: Vol.2 The Eastern National Story from 1930"* by Crawley, MacGregor and Simpson). That straight line had however been broken in April 1964 when the route was curtailed to run just between Colchester

and Harwich, but a new "straight line" was created the following year when the 51 was combined with the 70 (Colchester to Braintree, ex Moores) and 310 (Braintree to Bishops Stortford) as the 70, Harwich to Bishops Stortford, from 11th April 1965. [Meanwhile, the number 51 was appropriated for a new Chelmsford town service that started in June 1965.]

However I would think that it would be true to say that for most of its history the main service was the 53 to Clacton. It is also true to say that, for most of its history, the through workings were operated by single-deckers of one sort or another. In my experience they were LS/MW under floor engined vehicles but before that they were Bristol L5Gs. This was, I think, because the section through Laindon and over Langdon Hills was deemed not suitable for double-deckers. When Basildon New Town was developed in the 1950s and 1960s, the roads were improved and the route became suitable for double-deck operation. This would have brought good savings for the



With the recent bad weather, a shot of a bus in the snow is appropriate, even if it does not quite reflect Terry's summer season at Clacton! In this shot taken between 1961 & 1964, we see Colchester Bus Station before the car park covered much of the area. CN allocated 408, 967 DHK, a Bristol LS bus, looks to be on a Colchester to Clacton short working, if the intermediate blind is any clue. Note the Osbornes RT in the background. [Richard Delahoy collection]

Clacton Area

bus guide

Includes timetables for services:

3, 4, 5, 5A, 6, 7, 7X, 8, 10, 11, 12,
13, 15, 17, 17X, 18, 74, 74B, 76, X22

Serving:

Frinton
Holland
Jaywick
Little Clacton
St Osyth
Walton-on-the-Naze
and including buses to
Colchester, Harwich
and Stansted Airport

11 January 2010



Last month we commented that the Clacton area often justified its own separate timetable booklet in EN days. Well, First has just resurrected that idea, with this DL sized edition cover-dated January 11, 2010. The route numbers may be different, and the bus station but a distant memory, but Terry would find some similarities with the routes he worked there in 1968.

company as the section between Chelmsford and Colchester was heavily duplicated to meet the needs of traffic and, I imagine, also because Moore Brothers of Kelvedon ran a competing service over this section of the route. Between them the two companies provided a half-hour frequency between Chelmsford and Colchester.

For the enthusiast and drivers bored with Bristol buses, service 53 held other delights. After Eastern National took over Moore Brothers in 1963 the Moore's Colchester to

Chelmsford service was absorbed into service 53. This meant that Kelvedon Garage had a share in the working of service 53. The occasional delights were in the form of ex-Moores or 'ordered by Moores' 30 foot long Guy Arab IV double-deckers with Massey 67 seater low-bridge bodies. I never saw one of the two Northern Counties bodied ones on service 53. These buses were fitted with Gardner 5LW engines. In the excellent book *'The Colours of Greater Manchester'* (by Michael Eyre and Peter Greaves and published by Capital Transport), a batch of Daimler CVG5s with Crossley bodies of 1949 are described as 'the most underpowered buses ever'. These Moore Brothers Guys are also surely strong contenders for this title as well as many buses in the ex-Tilling Group companies. Eastern National's KSW5Gs with platform doors come to mind as well as Eastern Counties many Gardner 5LW powered Lodekkas also fitted with platform doors.

In Brian Everitt's book *'The Story of Moore Brothers Kelvedon, Essex'*, he says: "Some reduction of weight (on 30 foot Guy Arabs) was achieved by the use of fibreglass instead of metal for the bonnet top, front wings and concealed radiator panel, but increased power was desirable for this larger bus and therefore Guy Motors decided they would not offer the 5-cylinder Gardner engine for this chassis version. However, it is interesting to note that an exception was made for Moore Bros. and the five-cylinder engine was fitted, principally because of their services operating over flat terrain".

On the one occasion that I saw one of these buses at Clacton on the service 53, it was one of the two that had been ordered by Moores' and delivered to Eastern National and to Eastern National specification (581/2 AOO, 1049/50, later 2018/9). This meant that the seats were covered with Eastern National pattern moquette and the buses were fitted with Tilling type 'T' destination indicator at the front (only). The Clacton driver who was taking over this bus, who also happened to be an OMO driver and therefore was on overtime, looked delighted in having such an interesting bus to drive to Colchester. Whether he was just as delighted when he got there, I cannot say!

Early in September 1968, on my last Friday as a driver at Clacton Garage, my conductor and I were asked to cover the second half of a duty that involved the 6.30pm (1830) to Ipswich and 8.30pm (2030) return plus the 10.30pm (2230) to Thorpe Green and return. As I have mentioned before, service 123 to Ipswich was a long route of 29 miles with a running time of 1 hour and 45 minutes. It diverted from the direct road to Ipswich to take in Bradfield on its way to Mistley and Manningtree. Then after Brantham it went off the main road at Tattingstone to run through Holbrook. Neither my conductor nor I were completely sure of the route but we thought that we could cope between us if we were allocated a single-decker. The normal bus was an FLF Lodekka which, from the driving point of view, I would have preferred. Such was the urgency that we were given an MW single-decker and successfully navigated our way to Ipswich. At Ipswich Railway Station we caught up with an Eastern Counties single-decker and followed it to the bus station. Fortunately we found the Clacton stand successfully and after a visit to the canteen returned to Clacton without incident. At 10.30pm we returned the way that we had just come on the short working to Thorpe Green and back on service 106. For some reason all the short workings to Thorpe Green were included in the 106 service timetable although they covered exactly the same route as the 104 and the 123.

The next day I worked my rostered shift on the seasonal rota and signed off as a bus driver for the last time. Thus ended one of the dreams of a lifetime: I had been a bus driver!

I must conclude this part of my memoirs by eating a large portion of 'humble-pie'! Throughout these memoirs I have been less

than complimentary about buses fitted with Gardner 5LW engines. However my experience as a driver has brought about a sneaking regard and affection for them! In fact the Bristol KSW5G with low-bridge body is one of my all time favourite buses. This is partly because it is the type of bus that I passed my PSV test on and partly because I preferred the higher driving position than the more 'laid back' position of the Bristol Lodekka. It also had a relatively simple gear-box.

In 1958 a group of parishioners from St. James Church in Hadleigh came to Clacton for the induction of their old Rector, the Revd. Roger Lewis, as the new Vicar of St. Paul's Church in Clacton. Their transport was a Bristol KSW5G of Southend Garage: one of the EJM batch. Rather cheekily, I said to the driver: "How do you think that you will get up Market Hill, Maldon?". He answered: "Once I get her into her crawler gear she will go anywhere!". I am sure that he was right!

In due course and as space permits in *Essex Bus News*, I will write about my experiences as a bus passenger and customer during the rest of my much travelled life, which I hope will be of interest.

*Edited by Richard Delahoy,
who supplied the photos.*

- > Now that the main part of Terry Challis's fascinating story has been concluded here in EBN, the complete series of articles covering the period 1940 to 1958 are being published online at www.workingonthebuses.co.uk, on the "In words" page, for anyone who missed the earlier articles.

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*In December 1984 Heddingham & District acquired the business of H S Springett (Jennings Coaches) of Ashen, including the Thursdays only market day service to Sudbury, which became Heddingham service 1.*

*Twenty-five years later, ADL Dart L350 (EU56 FLN) is seen working the same service and is crossing the River Stour (and back into Essex) at Redbridge in winter sunshine. [Keith Woods]*





*Terry recalls occasional forays to Clacton by ex Moores Guys on the 19/19A. They also reached the other end of the route at times, as illustrated by 2012, 8935 NO, on the forecourt of Southend Victoria Station, the southern terminus. A 1958 built Arab IV model with Massey bodywork, this is the bus that was exhibited at the 1958 Commercial Motor Show at Earls Court, as explained in our October 2008 issue (EBN 534). [EBEG collection]*







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