

ESSEX BUS NEWS

**No.572
December 2011**



ESSEX BUS ENTHUSIASTS GROUP
www.essexbus.org.uk



NEWS IN COLOUR

On the borders of Essex and TfL-land, the 372 normally single deck, gets a weekend frequency increase for the lead up to Christmas, usually using deckers. **Stagecoach London Enviro 400 19714** is seen at Lakeside.

Russell Young



Regal Busways used their MCV bodied Dart 701 (AE55 EHM) on Essex C.C. contract service 269 on 28 November, the first day they took over from **Imperial**. By coincidence, 701 was used in a similar role when Imperial withdrew their H1 service nearly two years ago (EBN 549). One of the former Imperial Darts, Marshall bodied S526 KFL, that had worked a journey on its previous route, then transferred to Regal route 565 and both met around midday at Grays. See p8/9.

Owen Woodliffe



On December 1, Crusader Holidays, based in Clacton, called in administrators Ernst and Young, who are trying to find a buyer for the firm. **Staines Crusader Coaches Ltd.** was well-known for their immaculate all-Setra fleet, the newest coach in which was EU08 FAJ, a 2008 S416 integral.

Dave Arnold

From the Editor ...

The end of another year and of another 12 issues of EBN. The Editorial team once again thank all those members, operators and other societies and organisations, for their contributions, large and small. We look forward to another 12 issues in 2012, packed full of news, articles and photos, and hope you do too.

David Harman

The Group Committee and Editors wish
**A Merry Christmas
and a Happy New Year**
to all members, friends in other societies
and in the bus industry

Dates for your diary

■ EBN PRESS DATES

<i>EBN dated</i>	<i>reports to Editors by</i>
January 2012	31 December
February	28 January 2012

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 above).

■ 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.

- ▶ **Monday December 19** - Christmas Social and "20 years ago" slide show by Richard Delahoy.
- ▶ **Monday January 30, 2012** - Russell Young. Another of his excellent topical presentations.
- ▶ **Monday February 27** - Martin Weyell concludes his *A to Z of operators* with S to Z.
- ▶ **Monday March 26** - t.b.a.

Richard Delahoy

Front cover

Spanking new *Ride the Wave*-branded Versa 4201 (YJ61 CHV). *John G Lidstone*

Rear cover

Ensign Vintage Running Day: Superb Royal Blue Bristol LS VDV 749 takes the corner at Shenfield Parish Hall on December 3. *Chris Stewart*

Cravens Country Area RT1499 at rest before the last but one X81 from a festive Bluewater.

David Harman

Essex Bus News

Magazine Editor

Eastern National Enthusiasts Guild

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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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■ 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 January 13** - *Malta before and after 'A' Day*, by Owen Woodliffe.
- ▶ **Friday February 10** - Dave Arnold continues the *Harris Story: Part 2* - the London bus operations.
- ▶ **Friday March 9** - Alan Osborne.
- ▶ **Friday April 13** - Gary Sharpe.
- ▶ Other dates: **May 11, June 8, July 13, August 10, September 14, October 12, November 9, December 14.** Details to follow.

■ EVENTS ETC

- ▶ **Saturday December 17:** Vintage Bus to Winter Wonderland at Hyde Park and Christmas Lights Tour. Details as in EBN 571.

- ▶ **Sunday January 1, 2012: 5th Southend Heritage Running Day.** Full details overleaf.
Feeders services from:
Brentwood (0855), Shenfield (0900), Billericay (0915), Wickford (0935), Rayleigh(0950)
Chelmsford (0925)
London (Aldgate,Mansell Street, (0930), All Saints Stn (for DLR) (0940), Bus Stop,
A13 at Goresbrook Leisure Centre (for Becontree Stn) (0950). Inclusive
fare (includes Day Rover) from these points £12 (no concessions)
Colchester (0900), Witham (0920)
Lakeside (0920)
- ▶ **Saturday January 7: Chiswick Rail and Bus Collectors Fair.** Chiswick Town Hall, W4.
- ▶ **Saturday February 25 North London Transport Society Bazaar.** St Stephens Church
Hall, Park Avenue, Enfield.
- ▶ **Saturday March 31. Diamond Jubilee of M&D and East Kent Bus Club Event,**
Detling Showground, from the same team that organised the 2011 M&D 100 Event.
www.arrivabus.co.uk/MDEK60 and on Facebook: www.facebook.com/MDEK60

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.

Membership Renewals

I'm delighted to say that around 200 members had renewed their subscriptions for 2012 at the time of preparing these notes - thank you all for your continued support for the Group. If you are one of the few who haven't yet paid, this will be your last issue of EBN. We hope you've enjoyed reading the magazine over the past 12 months and that you will renew shortly. Please do so before Christmas, using the reminder slip is enclosed with this issue, to ensure an uninterrupted supply of Essex Bus News.

Richard Delahoy, Treasurer

Welcome to new members ...

A warm welcome to new members :

R Shuttleworth of Grantham - 1041

David Heath of Dorking - 1042

Richard Delahoy, Membership Secretary

Other Operators and Publicity News Sub Editor

Ian Ransom has decided to stand down from his Sub Editor roles due to increasing demands on his leisure time, and also changes in his interests. Having taken on the role of News sheet editor on 1st January 1987, he feels his silver anniversary is perhaps a fitting time to stand down.

We now seek a member or members willing to cover Other Operators and Publicity News. Jobs can be tailored to suit individual circumstances but PC expertise and an internet connection are distinct advantages. For more details or to discuss further, please contact:

David Harman, 24 Frankfield Rise, Tunbridge Wells, TN2 5LF
essexbusnews@casuarina.org.uk 01892 519550

Special bus services for January 1st, 2012

 **Stephensons**

3 Southend - Westcliff - Leigh Elms - Hadleigh - Tarpots - Benfleet - Canvey

Southend, Travel Centre stop B	--	09:45	10:15	--	15:45	16:20	16:45
Victoria Circus, Queensway	--	09:47	10:17	--	15:47	16:22	16:47
Westcliff, Plough	--	09:53	10:23	then	15:53	16:28	16:53
Leigh, Elms	--	10:00	10:30	every	16:00	16:35	17:00
Hadleigh Church	--	10:09	10:39	30	16:09	16:44	17:09
Tarpots Corner	10:00	10:18	10:48	mins	16:18	16:53	17:18
Benfleet Station	10:08	10:26	10:56	until	16:26	--	17:26
Canvey Village, King Canute	10:14	10:32	11:02	--	16:32	--	--
Canvey, Haystack	10:19	10:37	11:07	--	16:37	--	--
Castle Point Transport Museum	10:27	10:45	11:15	--	16:45	--	--
Castle Point Transport Museum	--	--	--	10:45	11:15	--	16:45
Canvey, Haystack	--	--	--	10:51	11:21	--	16:51
Canvey Village, King Canute	--	--	--	10:56	11:26	then	16:56
Benfleet Station	--	10:02	--	11:02	11:32	every	17:02
Tarpots Corner	--	10:10	10:40	11:10	11:40	30	17:10
Hadleigh Church	09:30	10:20	10:50	11:20	11:50	mins	17:20
Leigh, Elms	09:49	10:29	10:59	11:29	11:59	until	17:29
Westcliff, Plough	09:56	10:36	11:06	11:36	12:06	--	17:36
Victoria Station forecourt	10:01	10:41	11:11	11:41	12:11	--	17:41
Southend, Travel Centre	10:03	10:43	11:13	11:43	12:13	--	17:43

Watch out for the heritage buses with conductors running certain journeys today



Visit the Castle Point Transport Museum today! Open from 1115 to 1630. Light refreshments available.

6 Southend - Southchurch - Garon Park

Southend, Travel Centre, stop F	10:15	then	17:15
Southchurch, White Horse	10:23	hourly	17:23
Hamstel Road top, Garon Park rbt	10:26	until	17:26
Hamstel Road top, Garon Park rbt	09:27	then	16:27
Southchurch, White Horse	09:30	hourly	16:30
Southend, Travel Centre	09:37	until	16:37

12 Southend - Rochford - Canewdon

Southend, Travel Centre, stop H.T.	10:50	14:30
Sutton, Cemetery Gates	10:59	14:39
Rochford, North Street	11:06	14:46
Canewdon, Anchor	11:20	15:00
Canewdon, Anchor	11:22	15:02
Rochford, East Street	11:38	15:18
Sutton, Cemetery Gates	11:48	15:28
Southend, Travel Centre	11:55	15:35

7 Ashingdon - Rochford - Southend - Thorpe Bay - Shoebury

Ashingdon Schools	--	09:19	--	10:10	then	--	16:19
Rochford, East Street	09:00	09:30	--	10:30	at the	--	16:30
Prittlewell, Bell, Prince Avenue	09:07	09:37	--	10:37	same	--	16:37
Southend, Victoria Station forecourt	09:14	09:44	--	10:44	time	--	16:44
Southend, Travel Centre, stop H	09:20	09:50	10:20	10:50	past	16:20	16:50
Woodgrange Drive, Lifstian Way	09:26	09:56	10:26	10:56	each	16:26	16:56
Thorpe Bay Station	09:29	09:59	10:29	10:59	hour	16:29	16:59
Shoebury, Asda	09:35	10:05	10:35	11:05	until	16:35	17:05
Shoebury, East Beach	09:44	10:14	10:44	11:14	--	16:44	17:14
<i>Note: service 7 today will run via Victoria Ave & Chelmsford, NOT Prittlewell Chase</i>							
Shoebury, East Beach	09:19	09:49	then	16:19	16:49	--	--
Shoebury, Asda	09:25	09:55	at the	16:25	16:55	--	--
Thorpe Bay Station	09:30	10:00	same	16:30	17:00	--	--
Woodgrange Drive, Lifstian Way	09:33	10:03	time	16:33	17:03	--	--
Southend, Travel Centre, stop H	09:45	10:15	past	16:45	17:15	17:20	--
Southend, Victoria Station forecourt	09:48	--	each	16:48	--	17:23	--
Prittlewell, Bell, Prince Avenue	09:54	--	hour	16:54	--	17:29	--
Rochford, Market Square	10:01	--	until	17:01	--	17:36	--
Ashingdon Schools	10:11	--	17:11	--	--	--	--

Fares and passes

Special fares apply on January 1st:

- £2 Adult single
- £1 Short hop single, Southend town centre area
- £1 Child single (aged 5-15)
- £6 Day rover - unlimited travel
- English National Concession passes accepted all day.
- Arriva and First tickets are NOT valid today.
- Octopus period tickets are valid today but will not be sold.
- Profits from today's services go to various charities.

Feeder buses will run from:

- London Aldgate, All Saints & Goresbrook
- Lakeside shopping centre
- Brentwood, Shenfield & Wickford
- Chelmsford
- Colchester & Witham
- see separate publicity for times

21 Southend - General Hospital

Southend, Travel Centre, stop C	09:42	then	16:42
Southend, Victoria Station	09:45	hourly	16:45
Westcliff, General Hospital	09:54	until	16:54
Westcliff, General Hospital	09:55	then	16:55
Victoria Station forecourt	10:03	hourly	17:03
Southend, Travel Centre	10:06	until	17:06

61 Southend - Bournemouth Park Rd - B&Q

Southend, Travel Centre, stop I	--	08:42	then	19:42	20:12
Bournemouth Park Road, School	--	08:48	hourly	19:48	20:18
Sutton Cemetery, Main Entrance	--	08:52	hourly	19:52	20:22
Fossetts Park, B&Q	08:30	08:58	until	19:58	20:25
Bournemouth Park Road, School	08:35	09:03	--	20:03	--
Southend, Travel Centre	08:42	09:10	--	20:10	--

The 1st bus starts from Rochford at 0820: the last continues to Rochford

251 Southend - Kent Elms - Eastwood Road - Rayleigh

Southend, Travel Centre, stop D	10:30	16:30	16:50	17:00	Rayleigh Station	10:05	10:10	10:35	11:05	16:05
Southend, Victoria Station	10:33	then	16:33	16:53	17:03	Rayleigh High Street	10:08	10:13	10:38	11:08
Prittlewell, Bell	10:37	hourly	16:37	16:57	17:07	Eastwood Rise, The Oakwood	10:17	10:22	10:47	11:17
Eastwood, Kent Elms Corner	10:43	until	16:42	17:02	17:12	Eastwood, Kent Elms Corner	10:22	10:27	10:52	11:22
Eastwood Rise, The Oakwood	10:49	--	16:49	17:09	17:19	Prittlewell, Bell, Prince Avenue	10:25	10:30	10:55	11:25
Rayleigh Town Centre, Eastwood Road	10:56	--	16:56	17:16	17:26	Victoria Station forecourt	10:32	10:37	11:02	11:32
Rayleigh Station	11:00	--	17:00	17:20	17:30	Southend, Travel Centre	10:35	10:40	11:05	11:35

Arriva and First bus services are NOT operating on January 1st (except Stansted Airport on h 8/10)

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



Wyvern Community Transport YX03 BJE, a Mercedes 403CDi with Jaycas conversion on the SB71 Hadleigh Shopper Bus. Morrisons car park, Hadleigh. 11th October.

David Harman



Official launch of Arriva's new Versas for Southend

Essex Bus News was delighted to be able to attend the official launch of Arriva's £1.8 million fleet of Optare Versas at London-Southend Airport on 11th November. These mark the first new vehicles for the company since 2000, Stephenson's of Essex being the only operator to have bought brand new vehicles since then specifically for use within the town. The opportunity has been taken to re-brand Arriva's route 9 as 'The Wave', making the most of its links between the town's eastern seafront, Shoeburyness to the east and Rayleigh to the west. On the way it passes London-Southend Airport - itself undergoing massive expansion since sale to the Stobart Group - hence the occasion being hosted by Airport Director Alistair Welch

and his staff. The joint importance of these airport and bus developments to the two adjacent local authorities was reflected by the presence at the event of the Chairman of Rochford District Council Cllr Simon Smith, the Mayor of Southend Cllr David Norman (himself a one time Eastern National employee at Hadleigh) and council leader Cllr Norman Holdcroft, along with Southend West MP David Amess.

The Airport is keen to capitalise on its good public transport links. The recently-opened dedicated railway station will soon be linked directly to the new terminal, and cross-town connections by route 9 for the increasing numbers of both staff and passengers are





now being actively marketed by encouraging them to 'Ride the Wave'. The stylish appearance of the Versas - each with digital CCTV fitted and with Arriva promoting the obvious environmental benefits of their new

Mercedes engines - is a considerable contrast with the remainder of the Southend fleet. As well as restrained route branding on every vehicle, six of the twelve new vehicles have very attractive all-over rear vinyls promoting various aspects of Southend life (seen as part of the current 'City Status' bid and 'Better Southend' project).



The Versas were all arranged for inspection and photographs during the morning, each wearing a red poppy for Armistice Day and preparations naturally halting for silence at 11am. Similar photographic opportunities were exploited by the many guests after the speeches, after which the new vehicles returned to Short Street garage prior to entering service from the next day. Sadly the weather didn't show the same enthusiasm as those present, the day being very grey and cold, but this did not detract from the importance of these new buses. Our thanks are due to Arriva Southern Counties and Stobart Air for their hospitality.

*Chris Stewart
Pictures by John G. Lidstone*

Imperial Sunset



Imperial's contracted services 71/72 (Brentwood-Stondon Massey), 261 (Brentwood-Blackmore) and 268/269 (Blackmore/Brentwood-Grays) were relinquished and transferred to Regal Busways from Monday November 28. A number of drivers and four vehicles were also included in the transfer, including X371 CUY, an MPD Dart. This is seen in Doddinghurst Road, Brentwood on 16th November, prior to the changeover, although it continued to work for Regal with no outward change. *Chris Stewart*

Dart R181 VLA is seen on the 269 at Grays Station on the final Imperial day. *David Harman*





The first sighting of one of Regal's own vehicles on the 71/72 or 261 (which interwork to some extent) was Solo 210, photographed in Costead Manor Road on Wednesday 30th November. *Chris Stewart*

Regal Dart R510 SJM in Brentwood High Street on the 261. Pity about the unpainted panels. *Russell Young*



Service changes

Beestons

26 Sep 11 236 M-S Sudbury to Haverhill: minor timetable changes.

Brentwood Community Transport

28 Nov 11 898 M-F Blackmore to Brentwood: revised timetable.

Colchester CVS

28 Nov 11 SB33 M-F Greenstead to Colchester General Hospital: new flexible service linking estates to hospital.

Ensign Bus

13 Nov 11 22 D Aveley to Stifford Clays: Sunday service renumbered 22A.
22A Sun Aveley to Tilbury: new Sunday service.

First Essex

3 Dec 11 45X Sat Chelmsford to Westlands Estate: additional journeys introduced over the Christmas period.
4 Dec 11 75/B M-S Maldon to Essex University: Mon to Sat service extended to Essex University all year round with major timetable changes.
P&R M-S Chelmer Valley & Sandon P&R: service introduced on Sundays during December for Christmas.
5 Dec 11 66 M-S West Bergholt to Rowhedge: minor timetable changes.
88 M-S Colchester to Halstead: timetable changes.
4 Jan 12 618 Sch Debden to Ingatestone: revised route and timetable.

Go Ride

14 Nov 11 79A TS Brightlingsea Town Service: service withdrawn.
15 Nov 11 79 TS Brightlingsea to Clacton: revised route and timetable including Brightlingsea Town Service and also introduced on Thursdays.
19 Nov 11 72 Sat Clacton to Colchester: new service.
4 Dec 11 753 Sun Bury St Edmunds to Colchester: new service introduced on Sundays before Christmas.

Flagfinders

17 Nov 11 FP D Braintree to Freeport: service withdrawn.

Imperial Bus Co

19 Sep 11 261 M-S Brentwood to Blackmore: minor timetable change.
28 Nov 11 71 M-S Stondon Massey to Warley: service withdrawn.
261 M-S Blackmore to Brentwood: service withdrawn.
268/9 M-S Blackmore to Grays: service withdrawn.

Olympus Bus & Coach

3 Sep 11 386 Sch Buntingford to Bishop Stortford: service withdrawn.
808 Sch Bishop Park to Bishop Stortford: service withdrawn.

Regal Busways

17 Nov 11	FP	D	Braintree to Freeport: new service
28 Nov 11	71	M-S	Stondon Massey to Warley: new service
	261	M-S	Blackmore to Brentwood : new service.
	268/9	M-S	Blackmore to Grays: new service.

Stephensons of Essex

1 Jan 12	513	Sch	Chelmsford to Southend High School: minor route change in Chelmsford on afternoon journey.
	514	Sch	South Woodham Ferris to Westcliff: revised route and timetable to serve Hockley.
	594	Sch	Witham to South Woodham: new schoolday service.
	676	Sch	Broomfield to Colchester: minor route and timetable change in Broomfield and Colchester.

TGM Group (Network Harlow)

1 Jan 12	2/3	M-S	Harlow to Kingsmore Circular: minor timetable changes.
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1st January 12 is the formal date for the transfer of route registrations of Harlow area routes from Arriva East Herts & Essex Ltd to TGM Group. We have reported changes under TGM for many months now. Routes involved are: 1B, 2, 3/A, 4, 5, 6A, 7/A, 8/A, 10/20, 14, 59, 392, 501, 505, 510, 522, 541, 542, 543, 724, 725, 901. The only actual change is a timing alteration on college route 901 and withdrawal of service 900.



On December 4, the two vehicles used by Go Ride on the 753 (Bury - Colchester) were Colchester Community Voluntary Services Mercedes WX05 FXJ and a smaller Ford Transit, GU52 RRX, provided by Go Start Community Transport of Sudbury. The latter vehicle was seen at West Bergholt. *Russell Young*

TGM Group (Network Colchester)

4 Dec 11	133	D	Stansted Airport to Colchester University of Essex: minor timetable changes to early morning journeys towards Stansted Airport.
1 Jan 12	8	D	Highwoods to Monkwick: minor timetable changes to Morning journeys to serve North Station.

Travel with Hunny

16 Jan 12	E20	D	Harlow to Stratford: new service.
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Paul Harvey

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

First

■ FIRST ESSEX BUSES LTD

Repaints/Adverts:

65627 has gained a red allover rear advert which is believed to be for Essex Fire & Rescue. With reference to EBN570, Dart 43712 did not appear to have a rear advert on 24th November.

Area News - workings and sightings

route branding indicated by {xx}

Dart watch (46158)

Sightings of the one remaining step entrance Dart reported during the month are: 2nd Nov (ser 45 about 16.00), 14th (ser 54), 22nd (ser 42), 24th (ser 71/71A) and 30th (ser 36, 08.30 Chelmsford-South Woodham and 09.19 return)

Colchester (CR)

B7TL double deckers are reported as becoming "semi regular" on ECC evening 1s in CR.

From 24th October to 6th November, roadworks in Abberton Road caused route 175 (Fingringhoe-Colchester) to be diverted (both ways) as follows: Abberton Road, Hayes Lane, B1025 Mersea Road (Blackheath), Mersea Road (Colchester), Abbotts Road and Fingringhoe Road. Buses were unable to serve Abberton for duration and some temporary timings were in place.

Colchester town centre diversions applied on 12th Nov (11.30 to 12.00 for Williams & Griffins' Christmas window opening), 13th (Remembrance Day parade) and 19th (Christmas Lights switch-on).

November

- 1st CR65523 on 67B (ECC evening), CR65534 on 62
- 2nd CR34307 on 68, CR61057 on 62
- 3rd CR32481 [61/62] on 88A, CR32485 [61/62] on 64A, CR60758 on 71A (pm - usually 'decker)
- 4th CR32483 on 1, CR34014 on 68
- 7th CR32477 on 1
- 9th CR32475 [61/62] on 68, CR32480 [61/62] on 88
- 10th CR34014 on 68, CR34308 on 65
- 11th CR34304 on 68

- 14th CR32480 [61/62] on 68 & 71A
- 15th CR34305 on 71A
- 16th CR32477 [61/62] on 68 & 71A
- 17th CR32477 [61/62] on 1, CR34013 on 63 (p.m.)
- 23rd CR34307 on 71A
- 28th CR34305 on 61/62
- 29th CR32484 on 66, CR34056 on 61
- 30th CR34013 & CR34308 on 75

Chelmsford (CF) and Braintree (BE)

CF buses noted working from BE have been Olympians 34284 and 34310 together with MPD Dart 43357. 34613 is now reported out of use again.

November

- 1st CF65031 on 542
- 2nd 65526 on 42 (and many other occasions)
- 3rd BE40733 on 70
- 4th 34310 on 70X (a.m.), BE34613 on 509 (a.m.)
- 5th CF66794 on X30 (16.00 ex Southend)
- 6th CF65671 on X30 (and 13th & 30th)
- 7th CF34284 and 34310 on BE70
- 8th BE66179 on 42
- 9th BE34613 on 70, CF42923/7 on 71
- 11th BE43436 on 70, 65626 on 71X
- 14th CF65632 and 65671 on 42
- 15th CF42920 on 71/71A, 65626 on 42, BE43451 on 132
- 16th CF65028 on 42
- 18th BE66830 on 70X (pm) - usually 'decker. BE30902 on 07.20 CF-CR 70 (usually saloon, but 30902 again on 22nd)
- 23rd BE30901 on 70 (10.55 ex CR), CF42920 on 71, BE66179 on 70 (08.55 ex CR), BE66169 on 70 (09.50 ex CR), 30900/2 and 46183 all on depot shuttle, CF42485 on 42
- 24th 65626/51/71 and CF42935 on 71/71A, BE66809 on 131
- 25th CF65030 on 42A (may have replaced CF66808 which failed in Broomfield)

Basildon (BN) & Hadleigh (HH)

Flooding at Stock affected route 100 on 8th November.

November

- 23rd HH41007 on 200
- 24th Olympians 34301/4 both parked up at Cherrydown depot, presumed out of use

Other news

Brighton & Hove Dennis Trident T672KPU, former East London TA72, was noted in Basildon depot yard on 18th November (carrying trade plates).

Sources: Own observations, with many thanks to First Essex and to A Bird, N Clark, T Clark, J Collins, D Edwards, M Farmer, F406LTW, M Hart, 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 SOUTHEND Limited

The new Optare Versas entered service en masse on 12th November, the day after their official launch at Southend Airport. Although allocated to service 9, they have also strayed onto service 1 (4210 on 21st Nov), .4A (4202 on 25th Nov) and service 8 (1st Dec). As expected Dart SLFs 3172, 3181, 3400/2/3 (See EBN 571) were withdrawn after service on 11th November. Additionally Scania/Wrights 3250/1/2/6/7 were also stood down from 11th November.

Scanias 3258/9 remained in service until 30th November when they were withdrawn upon expiry of their road tax. On the last day, 3258 worked service 9 and 3259 service 1.

Most fares were increased from 4th December. The Southend Day Saver is now valid through to Basildon on service 5 (it previously was not valid west of Tarpots Corner).

Peter Mansbridge with thanks to Nigel Clark, Richard Lewis, Essex Bus y-group



After the Versas were introduced, all **Arriva Southend** Scanias were to be withdrawn. Three were reinstated short term. First, 3256/8 were reinstated on November 12, but then 3256 was taken out of service again and 3259 replaced it. On November 30, 3258 became the last in service, running into Short Street just ahead of midnight, when its tax expired. 3259 was taken out of service on the 1 slightly earlier to avoid running-in after its tax expired. Here 3258 waits time briefly at Southend, Kursaal and has only to go as far as the Southend Travel Centre before running off to the depot and withdrawal.

John G Lidstone

TGM Group

■ NETWORK HARLOW

Volvo B10M/Northern Counties G643 BPH has arrived at Harlow from TGM Stansted.

The attempt to colour brand routes would appear to have been finally abandoned with former yellow route 10 Dart SLFs 401/4/5 (S301/4/5 JUA) having received the new two tone Network Harlow livery. In addition to Solo 2455 illustrated on the front cover of EBN566, Solos 2459 and 2460 have also received this livery.

Following the withdrawal of red route 1 in September 2011, red Dart SLFs/ Wright 3417 (P417 HVX) and 3439/40 (R169/70 GNW) have left Harlow and are now in the reserve fleet based at Stansted.

Peter Mansbridge with thanks to John Podgorski and HarlowRide website

Centrebus

The remaining Harlow-based Scania/Wright 751 (YR59 NNV) is now at Huddersfield.

Ian Ransom with thanks to LOTS

Ensignbus

■ DEALING STOCK MOVEMENTS

Vehicles in	from
Arriva the Shires	DAF SB3000s R909 BKO R454 SKX M949 LYR Mercedes 709s: N908/12 ETM
Arriva TOLST	Metrobuses E770/1/3 JAR D675 YNO
London General	Darts Y907/967-9/971-8 TGH S115/7 EGK.
Metroline	Tridents T73/124/125 KLD. Darts Y154/9/261/3/5 NLK.
Reading Buses	Darts NK55 KBU/AE06 ZBR/ZBT.
Rotala	Mercedes T454/71 HNH S547/52 BNV V394 SVV.
SM Coaches	DAF SB220's R396/7 XDA.
Sovereign Buses	Darts V801/802 KAG Y536/43/4/7/8 XAG.
Stagecoach Western	Volvo B10M P149 ASA.
Veolia	Primo CN57EFG Volvo B12B's CN54 HFG / CN55 MUE / FJ55 XBA / FA04 LJK/L / FD54 DHN/O / FJ54ZDG/K. Scania YN04 GPF/V / YN05WJU.
Yellow Buses, Bournemouth	Volvo B12Bs HF54 JUJ / JUO.

Vehicles out	to
Dublin B6 00-D-70022/31	now X58/9 CHJ with Aintree Coaches
Darts AE06 ZBR/ZBT	Central Buses , Birmingham.
Solo CN06 BXP	Compass , Worthing.
Dublin Olympian 97-D-378/61/5/60/77/2	now R340/2/58/63/4/7 LHK with D & E Coaches , Inverness.

Volvo B10M's P853/5 GND	D & E Coaches , Inverness.
Darts Y656/7 NLO Y157/248 NLK	Countryliner , Guildford.
Darts V125 GBY / W143 WGT	Galleon 2009 , Harlow.
Volvo B12Bs CN55 MUE / FJ55 XBA	Harpur's Coaches , Derby.
Enviro 200 YX09 HZA	Hatts Travel , Chippenham, Wilts.
Volvo B10M P134 XCN	Hawkes Coaches , Derby.
Javelin S610 VAY, Volvo B10M R200 STL	EJ Lewis , Swansea.
Scania YN04 WJU	Mayne's Coaches , Manchester.
Volvo B12Bs FJ55 YCG/K	Mid Devon Coaches , Exeter.
Primos CN57 EFK/CN07 FSK	New Adventure Travel , Cardiff.
Scania YN04 GPV/YN04 GPF	Roadrunner Coaches , Harlow.
Dublin Olympian 97-D-344	now P786 SWC with
	Roadrunner Coaches , Harlow.
Volvo B12Bs FA04 LJK/L, FD54 DHN/O,	FJ54 ZDG/K
	Rotala .
Volvo B10Ms R82 SEF/L125 NAO	SDR Coach Help , Sible Hedingham.
DAFs R909 BKO, R454 SKX, Javelins N865/6 XMO, Darts S103/7 EGK	
	Silcox Coaches , Pembroke Dock.
Darts V189/913 ERG	SM Coaches , Harlow.
Volvo B12B CN54 HFG	South Wales Transport .
Darts Y671 JSG, Y291 FJN	South West Coaches , Yeovil.
Darts CN04 NLM, Y376 FJN	Tates Travel , Barnsley.
Volvo B12Bs FJ56 YWA/G	Travelmasters , Sheerness.
Volvo B12Bs HF54 JUJ/O	Bob Vale Coach Sales , Thruxton.

New into the fleet recently, this former demonstrator Enviro 400 **123** (SN59 AWW) was working the Hutton local 81 at Shenfield, Parish Hall, on Saturday December 3, amongst the heritage vehicles on the X81 to Lakeside. *Chris Stewart*



Mercedes N416/9 WVR BIG 9679 **Mr Fraser, Lindem, Guyana.**
Mercedes T454/71 HNH S547/2 BNV **Uslugi Transport, Dukla, Poland.**

Olympian C27 CHM **29 Regiment, Royal Logistic Corps, Cirencester.**
Routemaster 253 UXO (RML892) **Direct Stairlifts Ltd, Ollerton, Nottingham.**
Darts Y154/9/261/3/5 NLK **Valero Energy Ltd, Pembroke.**

Trident T124 KLD **Geoff Ripley, Barnsley.**

■ ENSIGN BUS CO. LTD

Subsequent Information

Dart Y342 FJN converted to single door and into fleet as 742.

Withdrawals and disposals

- 168 P568 SWC Volvo Olympian YN2RV18V3 / Alexander RH Belfast to Heyfordian Coaches, Bicester, Oxon. (ex Dublin RV340 97-D-340).
- 653 Y253 NLK Dart MPD SFD612AR11GW15641 / Plaxton Pointer
- 654 Y254 NLK Dart MPD SFD612AR11GW15642 / Plaxton Pointer to ACE Travel, Liverpool.
- 725 R625 VEG Dart SLF SFD212BR1WGW11996 / Marshall Capital to Scottish Borders Council.
- 729 R629 VEG Dart SLF SFD212BR1WGW12197 / Marshall Capital
- 732 R632 VEG Dart SLF SFD212BR1WGW12209 / Marshall Capital both to South Mimms Travel.

■ ENSIGN HERITAGE / MUSEUM FLEET

Newly acquired is DUF 179, a Leyland TS7 Tiger, delivered to Southdown as no.1179 in 1937, and fitted with sumptuous Harrington express coachwork. It has been in preservation

DUF 179 attracts interest at Lakeside. Note the sunshine roof. *David Harman*



since 1957. Also acquired are red LT liveried RF319 (MLL 956) and Green Line liveried AEC Reliance coach (XPT 51T). All three require new COIF's and class VI MOT's before use, but 1179 made its debut on trade plates on the Ensign Bus Vintage Running Day on December 3, and newly-MOT'd RF319 performed on the X55.

Also running on the day was RT191, owned by an Ensign Bus staff member, and stored at Purfleet for some time, which has now obtained a class VI. As usual, an enjoyable day was had by one and all, with thanks due to the Ensign team for all their work.

Mark Lloyd with thanks to Ross Newman and Paul Dickson of Ensign Bus

Heddingham

Disposals

Subsequent Information

L315 (FWL 780Y) is the one that got away! This Olympian/ECW is recorded as passing to the Southampton based coachbuilder, Qualiti Conversions who specialise in mainly PCV conversions for hospitality, corporate advertising, welfare or clubbing experiences.

L329 (Y747 HWT) Volvo/Plaxton Paragon ex Wallace Arnold went to the fleet of Stephenson's of Easingwold in early 2011. Similar L323 EK51 JBE passed to Taf Valley Coaches Mid Wales and was re-registered 279 NDE, and L324 EK51 JAU passed to Tonna Luxury (Ken Hopkins) and was re-registered X9 KMH. Both in mid to late 2010.

Does anyone know where the original Volvo/Paragon L311 W311 CJN now lives and if re-registered?

Mark Lloyd

Regal Busways

Regal took over the Brentwood area services of Imperial Bus Co. with effect from November 28, together with four vehicles: Mini-Pointer Dart X371 CUY, Marshall Capital Darts S525/6 KFL and one other. The Mini-Pointer remains in the white, green and gold scheme it has always worn with Imperial; The Marshalls are still in green with Imperial names removed.

This appears to leave Imperial with just one route - Thurrock tender 11 (Purfleet - Chadwell St Mary), several school contracts in the Loughton area, and their heritage private hire fleet.

Ian Ransom with thanks to Chris Stewart, David Harman and LOTS

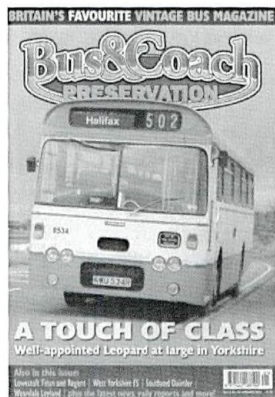
Stephensons of Essex

The hire of Trident 815 (V415 KMY) and Scania 506 (YN07 LHD) to Norfolk Green has now ended; 815 is now allocated to Haverhill and 506 to the Essex depots.

The hire of two Olympians from Haverhill to Xelabus (771 - G371 YUR and 859 - H159 BKH) has also now finished.

Ian Ransom with thanks to Bill Hiron, Lyn Watson and Richard Delahoy

The Essex Bus ... in print



Bus & Coach Preservation
Vol 14 No.08 January 2012
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The latest (that's the January 2012 edition) issue of B&CP contains an article by John G Lidstone, "A Londoner comes home to Essex", all about Southend Daimler 263 (GLX 913), which ought to appeal to readers of EBN.

A wartime purchase by London Transport, D27 as it then was, like the other utility Daimlers, Guys and Bristols, had a relatively brief life in the Capital. Once hostilities were over, LT was anxious to standardise on AECs and to a lesser extent, Leylands.

London's cast-offs found ready buyers in the provinces, although the utility bodies they carried were not so warmly welcomed. The Daimlers in particular seem to have found the Essex air very much to their liking, and D27 was one of 13 bought by Southend Corporation Transport, joining some home-grown specimens of the same type.

Like these, D27 or as it became, 263, was rebodied by Massey in the particularly pleasing, rounded style that was synonymous with the SCT of my youth. This was accentuated by the lowbridge layout and Southend's individualistic livery -

which, to me, seemed ideally suited to a seaside town - mid blue (of the summer sky and the sea; well, the sea as it always appears in foreign holiday brochures) and cream (ice-cream; Rossi's of course!)

Anyway, the story of how 263 came to survive into preservation, the twists and turns of its preserved career, and its recent move to the Ensign Museum fleet, will all be found in B&CP.

JGL has wielded the digi-camera with his usual gusto to produce some less stereotypical shots. These show the interior, the upstairs layout and seats, plus other vehicle details from an age when every municipal fleet had its own quirks and peculiarities, like the red unpaid fares box that was once on the platform of every Southend Corporation bus.

To whet your appetite, above is just one view showing the rear livery swoops and the aforesaid unpaid fares box. For the rest, you will have to go out and buy B&CP, and no, I'm not on commission (but am always open to offers ...).

David Harman

ONO 289

(EBN570/26) Interesting photograph of that Daimler, because - unless my memory has let me down - the bus became City Coach Co Ltd. D7. This occurred as the two companies agreed a swap between the double decker for a single decker, the bus going the other way was Leyland PS1 Duple coach LS1.

Again, if my memory still functions correctly! - LS1 finished its days with Maroon Coaches of Woodford, Essex.

Peter Newman

Looking this up in the PSV Circle Fleet History of City Coach (1981), Peter's memory is spot-on!

ONO 289 was delivered to Rose Bros. (Primrose Coaches) of Chelmsford as no.13 in April 1949. In May 1950, it was swapped

for the first of the City Leyland PS1/1's with Duple coachwork, new in 1946, LS1 (LHK 412). The PS1/1 became no.17 in the Primrose fleet.

ONO 289 was numbered D7 by City but differed from the Daimlers bought new (D1-6), by having a Strachans body (D1-6 had Roberts bodies). After the takeover of City, D7 became 1222 in the Westcliff fleet and subsequently passed to Eastern National. It was withdrawn in October 1962 and ended up at North's yard at Sherburn-in-Elmet.

LHK 412 was indeed later sold to Maroon Coaches, of Woodford. This was in May 1954, the firm then being legally, David Evans (Garages) Ltd., of Castle Garage, High Road, Woodford Green. This was renamed or reconstituted as Maroon Coaches Ltd. in

ONO 289 on the Primrose Coaches service to London, at one (which one?) of the coach stations at Kings Cross. Alongside is an Eastern National JO5G, 3622 (DEV 458), new in 1936, bound for Halstead on the "B". *Alan Cross*





City days: ONO 289 in the yard at North Road depot, Brentwood, in the company of a Bedford OWB, two Tiger TS7T's, one with original Duple body, and the other as rebodied by Heaver, and a Commer Commando. *Chris Stewart Collection*

The other half of the swap: Leyland PS1 LHK 412, in the livery of Maroon Coaches of Woodford, pictured at what looks like Wembley Stadium. *Photobus*



February 1964. LHK 412 was sold later that year, in August, to Mr A Piper, for a trip to Poland. It apparently made it back to England, and was then sold to dealers, Arlington Motors of Potters Bar. They resold it to a Mrs JL Leamy of Crawley for conversion to a caravan in February 1965. It was recorded as last taxed in January 1966, and was sold to a dealer, White of Buxted, for scrap in June 1967.

LS1 thus has a rather longer and more eventful life than its brothers, LS2-4, which passed to Westcliff and then Eastern National, and had all gone for scrap by 1963.

Chris Stewart looked out some good photos reflecting this interesting exchange, but does anyone know exactly why it occurred?

David Harman

Tales from the cab - and the platform : Part 5



"Short Workings"

Richard Delahoy presents a selection of short stories and recollections as recounted by Brentwood garage driver Doug Brown

Part 4 was in Essex Bus News 566, June 2011.

On driving Bristols:

Seeing the now-preserved AJN 825 recently, I recalled that when I started on EN we had an elderly Bristol K at Brentwood - the vibration was so bad that at the top speed of 30mph you could see in 3-D and your teeth fillings felt like they were coming out! However, I found the later KSWs better to drive and preferred them to the LD and FLF Lodekkas. I liked the more upright driving position of the KSW, compared to the Lodekkas, especially in the fog as you sat further forward and the steering column was closer to the vertical.

What I didn't like was the way the depot engineers used to cut the fuel pumps back to improve the miles per gallon. The problem was that when you came to a hill, the buses were no good. Now before I worked for EN, I had been a motor mechanic and knew how to open the fuel pumps out with a screwdriver and a spanner. So at every terminus I got busy! It only took a few minutes but the acceleration was much better

and we got a higher top speed of 45mph or so.

When the engineers realized what was happening they put a lead seal on the screws on the fuel pumps to stop our unofficial alterations. But I had another plan: by putting an empty cotton reel behind the rack arm, this stopped the vacuum sucker from returning fully and gave us a bit more speed. The downside was that it increased the smoke - on one occasion on a calm day I caused a 12' high black fog behind the bus along Bentley straight mile (the A128 Ongar Road at Pilgrims Hatch)! As I pulled the bus into the lay-by at the Rose & Crown stop, a police car stopped and the policeman came up to my cab window to complain about the smoke. I told him that I drove them, not serviced them, and that he'd better take it up with the garage staff, not with me. Time to remove the offending cotton reel!!

Anyway, he duly complained to the company and back at the garage the fitters took the bus in to be checked and ran it on full throttle (with a brick on the accelerator pedal) for hours, only there was no excess smoke. I managed to convince them that the smoke had come from a tanker on the road in front of me . . .

When the first FLF Lodekkas came they had brakes that were hydraulic air assisted and when they got really hot, they suffered brake failure. Various tests were done but no-one could find the fault. I suggested that the



Lodekkas had the steering column inclined away from the vertical, in contrast to earlier Bristol double deckers, as demonstrated by this cab shot of the preserved FLF coach, 2614 in Canvey Museum. Doug didn't find the steering position so pleasant to drive but would doubtless have appreciated the ease of operation of the semi-automatic gearbox and the greater power output of the Gardner 6LX engine (as compared to the 6LW), both features being specified on the final, 31' long, Lodekkas in the EN fleet.

Richard Delahoy

problem was that when the brakes got really hot, the hydraulic fluid boiled. I thought the cure was to convert them to straight air brakes.

Visiting the Castle Point Transport Museum in October I was reunited with Big Bertha (that's the LDL, 2510, before you have any other ideas). I have to confess that I don't have any nostalgia for those older buses, to me they were hard work, sweat boxes. You didn't drive them, you fought them!

What's in a name?

At one stage some of the Lodekkas had a small Eastern National fleetname placed on the front grille, in addition to the usual names on the side. It didn't take long for some conductors to use a coin from their cash bags to modify the name, so we soon became "FASTER NATIONAL", or sometimes "FATER NATIONAL"! *[Richard Delahoy adds that it was common to also find interior notices that had been edited, such as the transfers on the cove panels over the bench seats over the rear wheel arches on FLFs mysteriously changing from "5 SEATS" to "5 FATS"]*.

Read all about it!

What about the time that a newspaper seller nearly caused a strike? A real character called Nobby Clark was a true grafter – by

night he worked in Fleet Street "on the print", from 6pm to 2am. Then he piled a load of newspapers into his motorcycle sidecar, to sell from a stall on Brentwood High Street. The stall was kept behind the public toilets and was a double combination wardrobe with the doors removed. One side held the papers, while he could stand in the other half if it was raining. The whole thing was on pram wheels with wheelbarrow handles so that he could move it around.

Nobby used to stand in the middle of the High Street selling papers to motorists stuck in the traffic jams there. When a bus came along he'd be on the platform, selling papers to everyone as they got off. Then he'd go inside to catch those staying on the bus. As a thank you, the driver and conductor would get a free copy of their choice.

On one occasion, returning from a week's holiday, I was astonished to see Nobby with a broom handle with a clip on the end, standing in the road and passing newspapers up to the top deck passengers, who were throwing payment down to him. It turned out that whilst I'd been away, the depot inspector had stopped him going onto the buses, saying that they were private property! I was having none of this, surely the driver is in charge once the bus is out on



It wasn't only Brentwood crews that modified the fleetnames on Lodekkas. Here at its home base, we see how Southend depot 2538 (one of only two Bristol FS models in the fleet), has fallen prey to the transfer scratchers! September 16, 1972, photo by Richard Delahoy.

was no longer carrying the legally required fire extinguisher, and I put in an occurrence form. Two days later I was amazed to get a disciplinary letter, saying I'd misused company property and suspending me without pay for three days! Some thanks for acting the good Samaritan! I went straight to the supervisors office and gave him a piece of my mind, saying that I'd like to see what people thought when they read about it in the local newspaper.

I walked round to the Gazette's office ready to give them the story, only to find the supervisor had driven there first and was waiting for me – result, the three days suspension was cancelled!

[Richard Delahoy recalls a similar situation when he was a casual part-timer for Southend Transport in the 1980s. He'd been asked to go to Reading one evening to collect a newly acquired second-hand Leopard coach from a south Wales operator who'd dumped it there. Coming back on the A13 through East London, at Prince Regent Lane lights he too came upon a car on fire. Parking the coach a safe distance beyond, he ran back and offered the coach's fire extinguisher to the grateful driver. On arriving in Southend and reporting this, he was given a right rollicking for not taking the car driver's name and address so that he could be billed for a new extinguisher!] Next time Doug will share some of the challenges of working through the great freeze – the winter of 1963.

the road. As the TGWU shop steward, I went to see the boss and we had a hell of a row about it, but he backed down and didn't try to interfere again.

No thanks for the good Samaritan

One day I was driving on the 262 route when I came across a car on fire. The driver was in a state, not knowing what to do, so I asked if the fire was from the petrol or the electrics? (Remember, I'm City & Guilds qualified as a motor mechanic). He didn't know so I lifted the bonnet, to find the battery frying. Using a hacksaw from the toolbox in his car, I was able to cut the positive lead to remove the source of ignition for the fire, then I used the fire extinguisher from my bus to put the fire out.

I duly called for a changeover bus as my bus

Wood Green Farewell - 30 Years Ago



Wood Green in its latter days, with two FLF6LXs (2920 and 2923) outside on 15th April 1981.

Chris Stewart

On 13th June 1981, the last FLF operated 251 (Southend's 2918, AEV812F) pulled in to Wood Green (WG) depot followed by preserved Westcliff K5G AJN825. After that, the 251 was cut back to Walthamstow and

one man operated VRs took over. The Lordship Lane Coach Station, originally built for Orange Luxury but acquired and rebuilt by City in 1937, was synonymous with the London end of the marathon 251 from



Wood Green could be a fairly quiet place between the regular 251 (and later 151/351) departures, as seen here with one solitary LD in view. EBEG collection

In early City days, buses entered at the front and left via the rear, as can be seen in this view of two LT-class Leylands

EBEG collection



An unusual shot of the back of Wood Green, with two of the FJN-registered Leyland PD2s ordered by City but delivered to Westcliff. By then the arrangement had been reversed.

EBEG collection



Southend and later the 151 to Canvey as well as the 351 to Chelmsford. It is also remembered by many, of course, for the non studio filming of 'On the Buses' but is probably more remarkable for its survival as a non LT depot way inside the London Transport area. Housing City Leylands and Daimlers, in Eastern National days these gradually gave way to Lodekkas and some of the first FLFs were allocated there. Some buses stayed for a number of years, not always being replaced on a rolling programme as might be expected for a route that in the 1960s apparently generated one seventh of the entire company's income. Indeed three of the semi-automatic FLF6LXs

of 1967/68 spent their entire lives there, 2911/2/4 (WWC741/2/4F) being withdrawn after WG closed operationally as were 2892 and 2917. VRs 3021, 3057, 3069 and 3075 which were transferred to other depots - WG had duties on the Limited Stop 400 which were reallocated.

WG remained as a store for a further year but has since been demolished. It is nevertheless still remembered with affection by many. FLFs held on at Hadleigh and Chelmsford for a few more months after WG closed, the last trunk workings being on the 152/154 Chelmsford-Basildon-Grays routes.

Chris Stewart

Early Days on the X10

by Ted Miles

In 1962, the old system of numbering express services by letters changed to using an X prefix. This meant service D (Southend - London) became the X10. This used the first three coach type FLF's, 1608-10 (184-6 XNO), which later became 2600, 2602 and 2601. Service D required pre-booking, but when it became the X10, it was opened up to allow passengers to turn up and ride. This made the X10 an immediate success, especially from the Essex end into London.

Basildon initially had three crews working the X10 with Southend having five crews, all on a special rota separate from the main rota. I was a conductor on the X10's, Southend - London service and worked from BN (Basildon) depot. All crews were hand-picked, my driver being Bill Gale, we got on very well as a crew. In charge of express services at Basildon was George Digby, formerly with Digby's of West Bergholt - a very easy-going man and a real busman.

In 1963, Londoners really got to hear of the X10 service and in the summer crews hit many problems on hot sunny days with all the day trippers to Southend. George Digby with Inspector Stan Holder (ex-Walton Depot) listened to drivers' comments and

laid on a number of duplicate workings in the Southend direction. The 09:00 Kings Cross to Southend was duplicated from Dalston to Southend and with another duplicate from Leyton to Southend. However this was still not sufficient. There were many duplicates on other departures. Charlie Gunn at Pier Hill also had the problem at night of getting everyone home, using Southend crews.

After a year, the loadings became so heavy in both directions that three further coach FLF's arrived. 2603-5 (RWC 606-8). Little did I know that I would later go on to purchased 2604 (RWC 607), restoring her to coach condition and rallying her for several years. Out of the three new FLF's, only one came to Basildon, this being 2603, whilst 2604 and 2605 went to SD (Southend) - horror of horrors! However, this meant that 2600 and 2601 transferred from SD to BN at the same time. 2601 was particularly unpopular due to its heavy steering and it being very sluggish. It was the only vehicle which had to use first gear up Bread & Cheese Hill whereas 2603 would go up in third. 2600 was the only one to have chrome wheel embellishments; 2601 and 2602 never did. All later coach FLFs had them. Look at the photos! 2603 (RWC 604)

was the fastest and quietest, and a crew favourite.

1964 was a tremendous year for the X10's with much duplication. The 09:00 ex Kings Cross at weekends had a relief (dupe) from Dalston Junction, FLF 70-seater and a second relief from the Bakers Arms at Leyton. It was the same for the 10:00 hrs from Kings Cross. BN also operated the 09:00 ex Southend with two reliefs. The secret of success? A boss that would listen to the men on the road!! And provide the duplicate vehicles, a.m. and p.m. as required. We were on the front line!

This also gave the crews overtime (and the company, huge receipts).

The first X10 rota duties at Basildon were as follows:

Duty 1

07:36 Sign on
07:36 dead: Garage to Basildon Town Centre
07:46 service 151: Town Centre to Southend Victoria Circus
08:46 dead: Victoria Circus to Pier Hill
09:00 X10 Pier Hill to London, Victoria (arr. 11:15)*
11:35 X10 Victoria to Basildon, show Southend (arr. 13:12)
Hand over car
Walk to garage
13:17 Spare duty. Work as required
13:56 Sign off
14:06 Finish
* 2 duplicates on this journey at weekends

This was a 6hrs, 40mins duty. When a meal break was taken at the depot, a duty was 7hrs 20mins and not paid, whereas on the duty above, we were away from the depot and paid right through. In other cases, if we worked service 53 for instance and had a meal break at Chelmsford, this would be

A shot that captures the spirit of the famous X10 as described by Ted Miles. SD car 1641 (RWC 605), resplendent in Tilling green and cream, chrome 'dustbin lids' gleaming, distinctive white on green blinds, and smart conductor in shirt and tie plus white 'ice-cream' dust-jacket. What looks like a summer Saturday and one heck of a jam in Buckingham Palace Road, outside Victoria Coach Station. Normally X10's entered VCS from Semley Place and left via Ebury Street, so it is not clear why all the coaches are where they are. *Chris Stewart Collection, photographer unknown*





Inside VCS: another SD car, 1637 (RWC 604) on the usual stand for EN express departures – centre of the front or second from front row at the ‘top end’, ready to exit into Ebury Street. A Southdown Tiger Cub/Weymann Fanfare tourer and an East Kent 36-foot Reliance/Park Royal on the L1 (Canterbury, Ramsgate & Margate) are also in evidence. A lady and daughter with weekend case model 1960s fashions, and someone has parked a Ford Anglia 100E over on the right. A colourful scene that lost much of its colour when it was decreed that the ghostly/ghostly NBC white livery should be universally applied.

Richard Delahoy Collection

paid also. This duty was a ‘chase’, The 151 to Southend would average 150 tickets issued as it was particularly busy from Tarpots.

The 09:00 X10 was full, summer and winter and always a problem with luggage especially at weekends for Victoria. Lots of elderly passengers used the service because conductors were there to help and assist, and because it was a comfortable vehicle.

Other X10 rota duties were:

Duty 2 ~ Monday - Thursday only

13:50 Sign on
14:00 Garage to Basildon Town Centre
14:08 X10 Basildon to Kings Cross
16:00 X10 Kings Cross to Southend (arr. 17:50)*
18:30 X10 Southend to Basildon (show Kings Cross)
19:08 Hand over to Duty 3
Walk to garage

19:13 Spare Duty

20:00 Sign off

20:10 Finish

* 1 duplicate: Kings Cross to Basildon

Duty 3 ~ Monday to Thursday only

16:20 Sign on
16:30 dead: Garage to Coryton, Shell
17:05 service 242: Coryton to Basildon Town Centre
18:05 service 244: duplicate: Basildon Town Centre to Whitmore Way, Grimston Road
18:15 dead: Grimston Road to Garage
18:25 Meal relief
18:55 Walk to Town Centre
19:08 X10 Town Centre to Kings Cross (arr. 20:20)
20:30 Kings Cross to Southend, Pier Hill (arr. 22:20)
22:20 dead: Pier Hill to Victoria Circus
22:50 service 151: Victoria Circus to Basildon
23:50 dead: Basildon Town Centre to Garage
23:52 Sign off
00:02 Finish



Two Basildon shots: 1640 (RWC 607) stands at the Southernhay stop, bound for Southend, probably when fairly new. The full coach-standard seats can be seen. On all but the 'semis', these were upholstered in a red moquette for some reason. The luggage compartment racks can be seen too.

2608 (KNO 949C) from the fourth batch, in the Bus Station, displaying the neat and distinctive rear treatment of the EN FLF coach. *Both: W T Cansick / EBEG Collection*



Duty 4 ~ Friday, Saturday and Sunday

(to cover Friday rest day and to give weekend off)

13:50 Sign on
 14:00 dead: Garage to Town Centre
 14:08 X10 Basildon to Kings Cross
 16:00 X10 Kings Cross to Southend (arr. 17:50)
 18:30 X10 Southend to Kings Cross (arr. 20:20)
 20:30 X10 Kings Cross to Southend Pier Hill (arr. 22:20)
 22:20 dead: Pier Hill to Victoria Circus
 22:50 service 151: Victoria Circus to Basildon
 23:50 dead: Basildon Town Centre to Garage
 23:52 Sign off
 00:02 Finish

Basildon conductors had to have two ticket machines. The reason? To take up or finish a duty between Basildon and Southend, we operated a service 151 to save dead mileage. So, a normal Setright Speed machine and waybill was used for this. For normal stage carriage work I had been allocated machine number E1503 from new, which I kept spotless. I was choked later when I had to give it over and get machine number E1010 in exchange! For the X10, Setright insert machines were required. My machine was

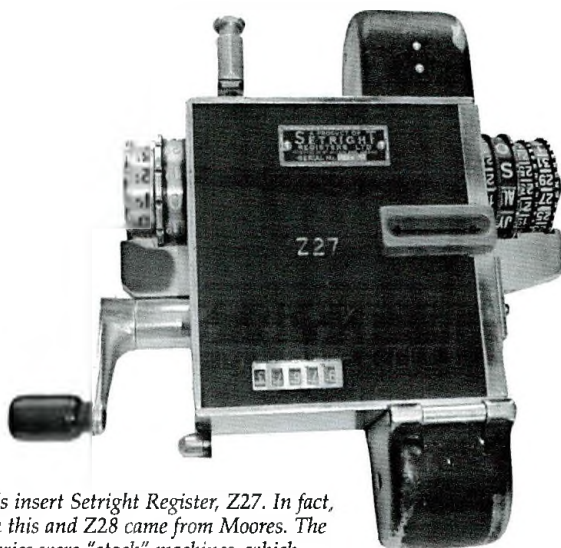
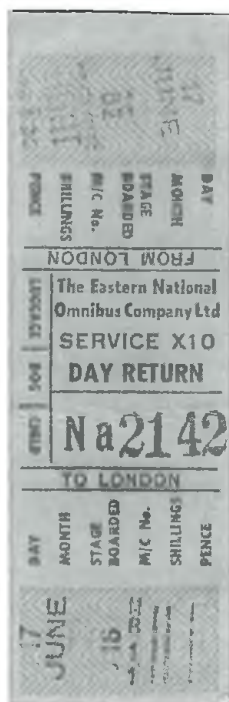
no. Z27. The other two crews had MB13 and MB14, ex-Moores of Kelvedon machines. Z28 was the spare machine.

These memories give you just an idea as to how the X10 grew from humble beginnings and localised management. Alas, staff shortages came later, and centralised management from Chelmsford took over.

In the next article, I will relate how passengers left the service almost overnight when VRs with bus seats and no conductors replaced the FLFs, particularly the commuters we had on early departures to London. A tragedy! But the bosses and accountants knew best and a very profitable service fell by the wayside!

Adapted from reminiscences by Ted Miles, first published on Richard Delahoy's "Working on the Buses" (www.wotb.wp.blueyonder.co.uk/) and updated with additional material.

David Harman



Ted's insert Setright Register, Z27. In fact, both this and Z28 came from Moores. The Z-series were "stock" machines, which Setright Registers Ltd sold "off the shelf" to smaller firms. Corona Coaches was another customer for these, and their Z-series machines later passed to Theobalds, Mulleys and Aubrey Letch.



12:11 S/off

That's it. The twelfth and final rounder of 2011 is done, our car is parked-up, and the last line on the duty card reads as above. That's *sign-off* incidentally, and not its near relation.

"Tram" (Bristol LS) 4201 (VNO 870) was new in 1953, the third dual-purpose, dual-door 41-seater to be delivered. The rear door was removed and seating reduced to 38 in 1958, probably a union-related move. It was renumbered 373 in July 1954, upseated to 43 in December 1962, and renumbered to 1202 in August 1964. Withdrawn in July 1965, 1202 followed a then predictable route up to Sid Twell's dealing yard at Ingham, Lincs., and subsequently to nearby Shephardsons Coaches Ltd. of Barton-on-Humber.

The dates therefore conspire to pin this photo (by cameraman unknown) down as some time between 1953 and July 1954. The location is the bit of pavement-cum-hard standing at the side of Chelmsford garage which was the backdrop to many photos.

The rear display is for the 10A, Chelmsford -

Brentwood Station, a short working of the 10 (London, Bow), later 30, introduced in the war to divert passengers onto the railway and thereby to conserve fuel.

Full marks to the conductor who has set the correct intermediate display for a 'Brentwood to Chelmsford' working. Digressing, rear displays have reappeared today, courtesy of the microchip, but in the mid-1960s they were in slow decline. The via points were the first to go, official instructions being for them to be set to blank. Screens were later painted green on the inside and the scrolls usually removed, and later still, the screens were neatly panelled-over. However, 1202 probably escaped all this. To digress further, I recall some BD LSs having old linen blinds left in the rear boxes, with long-defunct displays like STONDON [ALLENS CORNER], BROAD LANE and WARLEY [WATERWORKS].

Enough! Time to push off home for Christmas. Next sign-on is in the New Year (01:12 sharp), but don't forget to let Richard have your union dues first.

David Harman



Privately owned RT191 was a newcomer to Ensign's X81 running days, having only just been put through a Class VI test. It's not actually a stranger to Shenfield, though, having worked a local Model Railway Exhibition shuttle service on and off for a number of years, but is seen here on the return leg of its first revenue-earning journey for many years with Ensign Chairman Peter Newman at the wheel. *Chris Stewart*



"Am I too early, driver? (oh, and by the way, you've got Grays on the blinds instead of Shenfield Station) ..."



"... up a bit ... down a bit ...
... STOP! ... that's perfect!"

David Harman

