

ESSEX BUS NEWS

No. 555
July 2010



ESSEX BUS ENTHUSIASTS GROUP
www.essexbus.org.uk





Evening contracts around the Colchester area

Network Colchester
DAF 131 at Boundary Road, South Court, University of Essex, Wivenhoe, working the Essex CC contracted 1856 Brightlingsea - Colchester 78.



Carters Primo
BU08 ACV in Ipswich Road, Colchester, working the Suffolk CC contracted 1750 Colchester - Ipswich 93. The bus has fairly recently acquired 25th anniversary branding.



First Essex Trident
32856 in East Street, Colchester, working the 1900 Clacton - Colchester North Station 74B. A diifluclt shot because of the almost horizontal sun!

All: Russell Young

Essex Bus News

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Your reports and observations

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

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

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

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

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Dates for your diary

■ PRESS DATES

EBN dated
August
September

reports to Editors by
31st July
28th August

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

■ SOUTH ESSEX MEETINGS

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

Richard Delahoy

2010 programme

► **Monday July 12th** - evening "Tiger
Tour", using Ensign Bus's ex Southend
Transport Leyland Tiger/Duple Caribbean
A250 SVW, we will tour over part of
the former X1 and X21 routes, plus a stop
in central Southend. Pick ups at Lakeside
Bus Station (stand C) at 1900, Basildon
Rail Station at 1925, Basildon Bus Station
(stand V) 1930, then on to Southend Travel
Centre (layover area, 2010-2030),
Shoebury and back to Basildon (2135) and
Lakeside (2200) via the X21 route. Fare £5
payable on the coach, pre-booking not
necessary.

► No meeting in August.

Front cover:

Heddingham 50th Anniversary:
Enviro 400 L386 (SN10 CCV) in special
livery at Clacton depot on 6th June.

Dave Arnold

The autumn season of meetings resume in September: 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 100' up on the right - marked Wickford Tennis Club. 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 bar is available. Members and guests welcome. £1 donation please towards the hire of the room. *Richard Delahoy*

- ▶ **Monday September 13th** - "Eastern National's coaches" - an illustrated talk by *Chris Stewart*.
- ▶ **Monday October 11th** - **Blackpool Trams (and a few buses!)** - the 100th & 125th anniversaries and the "TDE" - Tram Driving Experience, slide show by *Richard Delahoy*.
- ▶ **Monday November 8th** - slide show "The Modern Scene" by *Russell Young* (postponed from January)
- ▶ **Monday December 13th** - slide show by *Richard Delahoy* "20 years ago" and Christmas social.

■ 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*

Autumn programme ~ slide shows by:

- ▶ **Friday August 13th** - *Steve Maskell*
- ▶ **Friday September 10th** - *Alan Osborne*
- ▶ **Friday October 8th** - *Fred Lawrance*
- ▶ **Friday November 12th** - *Gary Sharpe*
- ▶ **Friday December 10th** - *Dave Arnold / Gary Sharpe*

■ TOURS & VISITS

- ▶ **Monday July 12th** - "Tiger Tour" - see previous page.
- ▶ **Sunday July 18th** - **Alton Bus Rally/Mid Hants Railway**: a limited number of seats will be available on a trip organised by the South East Essex Railway Society to the annual Alton Bus Rally, travelling by Stephensons' coach. Pick-ups in Southend, Eastwood, Rayleigh, Benfleet and Stanford-Le-Hope; **fare £10**. Precise availability of seats will not be known until one week before the event. If you are interested, please contact Richard Delahoy by e-mail to richard@signal-training.com now, and he will confirm places nearer to the date of travel.

■ EVENTS

- ▶ The Castle Point Transport Museum Society have advised that there will **NOT** be any **Southend Sea Front Running Days** this summer. This is due to the huge disruption still being caused by road works between the Pier and Kursaal, as part of the "City Beach" project. With the chaos these works are causing, and alterations to the carriageways, it is simply not feasible to run the event this year, but CPTMS hope to do so again in 2011.
- ▶ **Saturday July 17th** - **First East England - Celebrating the Olympian** - see opposite
- ▶ **Saturday July 17th** - **Green Line 80th Anniversary Run**, Route 715 from London Embankment via Hammersmith Bridge. Displays at Guildford Bus Garage and Cobham Museum.

First East England – Celebrating the Olympian



To mark its imminent retirement, First East England has announced a special schedule to operate their last ECW-bodied Leyland Olympian, 34818 (C418 HJN) on different routes across Essex on Saturdays in June and July, joined by heritage Bristol VR 38790 (KOO 790V).

Together, they are the last in a long line of Eastern Coach Works-bodied and Gardner-engined vehicles which have served generations of people in Essex. 34818 is the last of 35 ECW Olympians that were ordered new by Eastern National, to various bus and coach specifications, in the mid-1980s.

The buses will duplicate the newer regular vehicles on a range of interurban services radiating out of Chelmsford – please see the full operating schedules overleaf for both buses.

Regular local fares will be available from the driver, as will the FirstDay ticket covering Essex – £7.80 for adults, £5.50 for children and £12.50 for families.

For further information, please visit the following websites:

First in Essex:

<http://www.firstgroup.com/ukbus/southeast/essex/home/index.php>

The Essex Bus Enthusiasts' Group:

<http://www.essexbus.org.uk>

Saturday 17 July (VR 38790) and Saturday 24 July (Olympian 34818)

Chelmsford Bus Station	dep	0920	service 36
South Woodham Town Centre	arr	1004	
South Woodham Town Centre	dep	1009	service 36
Chelmsford Bus Station	arr	1054	
Chelmsford Bus Station	dep	1105	service 351
Brentwood Rail Station	arr	1146	
Brentwood Rail Station	dep	1148	service 351
Chelmsford Bus Station	arr	1236	
Chelmsford Bus Station	dep	1320	service 70
Colchester Bus Station	arr	1504	
Colchester Bus Station	dep	1540	service 71
Chelmsford Bus Station	arr	1704	

- 36 Chelmsford - Gt Baddow - Danbury - Bicknacre - South Woodham
- 351 Chelmsford - Margaretting - Ingatestone - Shenfield - Brentwood
- 70 Chelmsford - Gt Leighs - Braintree - Coggeshall - Marks Tey - Colchester
- 71 Colchester - Marks Tey - Kelvedon - Witham - Hatfield Peverel - Chelmsford

For full timings etc see

www.firstgroup.com/ukbus/southeast/essex/home/index.php

www.essexbus.org.uk



3rd July: 3072 leaving Chelmsford for Brentwood on the 12.05, crossing Parkway along New London Road. *Chris Stewart*

- ▶ **Sunday July 18th - Ipswich Engineering Day** (guided bus tours of old engineering sites), Ipswich Transport Museum.
- ▶ **Saturday July 24th - First East England - Celebrating the Olympian** - see opposite.
- ▶ **Sunday July 25th - Classic Transport Day**, Mid-Norfolk Railway, Dereham.
- ▶ **Sunday July 25th - Classic & Vintage Bus Day**, Cambridge Museum of Technology, Cheddars Lane, Cambridge, and Cambridge Omnibus Society.
- ▶ **Sunday August 1st - Middy Joint Admission Day**, Ipswich Transport Museum, Suffolk, joint admission with Mid-Suffolk Light Railway.
- ▶ **Saturday August 28th** (Bank Holiday weekend) - **Ensignbus Summer Vintage Running Day**: see below.
- ▶ **Sunday August 29th** (Bank Holiday weekend) - **Lodge's 90th Anniversary Open Day** at their High Easter depot. Bedford gathering etc; free transport from Chelmsford.
- ▶ **Sunday September 5th: Norwich Bus Rally**, Norfolk Showground. Part of Norfolk Gala Day with cars, motorbikes, exhibitions etc.

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

EnsignBus

Summer Vintage Bus Running Day

Saturday August 28th

Two routes will operate with a variety of vintage buses. About half will be ex-London vehicles such as RTs, all RM types, RLH and DMS. There may be one or two ex-London vehicles from the 1980's too. The rest will be made up of provincial types, including various Leyland types such as PD2, PD3, PS1 and there will be a Bristol K and RE.

X55 Upminster Station - Aveley - Lakeside

(good tube and mainline train connections at Upminster [inside TfL/ Travelcard area] from London). Vintage single decks, every 30 minutes.

X81 Bluewater (Kent) - Lakeside - Brentwood - Shenfield Station

(good mainline train connection at Shenfield from London and East Anglia). Vintage double decks, every 30 minutes.

A number of open tops are hoped to be in service on both the X55 and X81 (weather permitting). The X81 will give spectacular views from the Dartford Bridge up and down the Thames estuary and across north Kent and south Essex.

There will be 'guest vehicles' including an Arriva London heritage vehicle on the X81 and a couple of buses will be 'borrowed' from Roger Wright (The London Bus Company). Also, two very special 'surprise vehicles' are expected to appear on the day too!

Lakeside and Bluewater Shopping Centres are both served, so why not bring the whole family with you - they can spend your money whilst you have fun on the buses!!

Full timetable, route and fare details at www.ensignbus.com

Welcome to new member

We extend a warm welcome to new member:

Eric Moseley of Frinton - 1012

Richard Delahoy

Timetable Subscription Service

The June issue of the ECC timetable book was posted to subscribers on June 18. In case of non-receipt, please contact Richard Delahoy (details in the Group Directory below).

Group Directory

SUBSCRIPTIONS

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

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

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

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

Replacements for missing or defective EBNs are available from Richard.

TIMETABLE SUBSCRIPTIONS

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

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

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

PUBLICATION SALES

Send orders for publications to:

Owen Woodliffe, 196 Sinclair Road,
Chingford, London E4 8PT

Owen also stocks a wide range of colour photos - send SAE with your requirements.

BLACK & WHITE PHOTO SALES

Lyn Watson
Willow Tree Cottage, 11 Roman Bank,
Gedney Dyke, Lincolshire, PE12 0AR

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

lynw@barrons-bds.com



Open toppers on EBEG outings

Former ENOC and ECOC
KSW5G WNO 482 (2381)
during the Group visit to
the Castle Point Transport
Museum on 14th June,
very ably driven for us by
Ian Banks.



Former ENOC and Town
& Country WNO 480
(2384) at Talisman's on
22nd June, with Metrobus
EWF 453V arriving at
Colchester North Station.
Many thanks to Terry &
Paul Smith and Dave
Arnold.

all: Chris Stewart



Publicity News

Recent items of publicity include:-

Essex County Council A4 folded leaflets for services 46 and 73 (Chelmsford-Maldon) dated 12.04.10; 301/2 dated 01.09.09 and 306 dated 05.07.09.

First standard multifold timetable and map leaflets for services 45 12.04.10; 48/ A/ B April 2010 reprint (Note there is no timetable change on 48 group); 61 dated 11.04.10; 62/ A dated 11.04.10; 64/ A dated 11.04.10; 65 dated 11.04.10; 66/ A dated 11.04.10.

First A4 folded leaflet for service 75 dated April 2010.

First leaflet for service X30 dated May 2010.

Ian Ransom

Service changes

Ensign Bus

12 Jul 10 **81/X81** M-S Brentwood to Hutton Circular: minor timetable changes.

First Essex

26 Jul 10 **5B** M-S Clacton to Flatford Drive: new service.
 16 M-S Clacton Circular: new service.
 17/18 D Clacton to Point Clear: revised timetable with introduction of service 17A.
 75A M-F Colchester to Stanway Tollgate: new service serving Colchester Zoo.

Excel

25 May 10 **652** Sch Steeple Bumpstead to Braintree: withdrawn.
 31 Jul 10 **613** Sch Fuller Street to Braintree: withdrawn.
 2 Aug 10 **X3** D Grays to Stansted Airport: service withdrawn.

Heddingham Omnibuses

31 Aug 10 **89/B** M-F Haverhill to Braintree: minor timetable changes.

New Horizon Travel

31 Aug 10 **42** Sch Wivenhoe to Colchester: withdrawn.

Olympus Bus

2 Aug 10 **M4** M-S Harlow to Rundells Circular: new service.

Roadrunner Coaches

2 Aug 10 **M4** M-S Harlow to Rundells Circular: withdrawn

SM Coaches

26 Jul 10 **5** M-F Harlow to Old Harlow: new service.

Stagecoach Cambridge

1 Aug 10 **7** M-S Cottenham to Saffron Walden: minor changes to timetable.

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

■ FIRST ESSEX BUSES LTD

Acquired vehicles

from First Eastern Counties

65523 R143 GSF Scania L113CRL Wright B40F Y360 12/97 Strathclyde SS43

Several vehicles of this batch are expected.

Allocation changes

End of Period 3: list dated 27th June 2010

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

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

46155 RES-D/L(D); 51803 RES-D/L(D); 65523 FEC-CR

It should be noted that the majority of the transfers listed in EBN554 had still not taken place at the beginning of June. Loan vehicle 42429 (P429 ORL) returned to FEC at Ipswich by 30th June, but sister 42440 (P440 ORL) arrived at HH from *First Devon & Cornwall* on 26th June.

Area News - workings and sightings

[x] indicates route branding

Clacton (CN) & Harwich (DT)

May

28th CN43741 empty on A12 near Chelmsford

June

CR34314 and CR67007 on loan at various times. Tridents DT32801/10/49 all off road or away with defects as at 23rd but 32804/9/10 back in use by 30th.

6th 43429 at CN depot

8th CN46182 on 5, CN47106 on 10, CN43743 on 17, CN57002 on 10

10th DT32804 at CR with broken windscreen

11th CN32856 on 74 (p.m.)

16th CN62407 on 17

23rd DT32818 out first time from Harwich (had been working from CN) on 104,

DT32847 at BN for MOT

Colchester (CR)

After about four months off the road, Olympian 34307 returned to CR on 26th June following mechanical and chassis repairs, full repaint (including silver wheels) and internal re-trim in First Group moquette together with a purple rexine driver's seat.

May

25th CR34056 on 64, CR34305 on 64A

June

1st CR65689/90 running empty southbound on A12 at Chelmsford

4th CR67006 on 64A



Farewell to the Gardner / ECW combination

The first of four Olympian / VR running days organised by First Essex to commemorate the imminent end of the Gardner / ECW combination in the main fleet saw 34818 (C418HJN) working two round trips to Brentwood on the 351 (duplicating Dart 46120) followed by one to Bishop's Stortford on the 33 (in the company of Olympian 34355). First Group employee and EBEG member Jeff Clayton was at the wheel all day. Thanks are due to him and others within First for their part in organising these days. Please buy a day ticket for 17th and/or 24th July! *above: Gt Waltham; below: Shenfield. Chris Stewart*





Farewell to the 33

Olympian **34818** on farewell run at Ash Tree Corner Little Waltham on Saturday 26th June. *John Salmon*

The last 33, the 18.25 from Chelmsford (due back from Bishops Stortford at 21.04) on Saturday July 3rd. Solo **53124** did the honours. *Kevin Smith*



6th 56005 on X22 (and subsequently)
 9th CR34308 on 65
 10th CR34302 on 70 CR-CD, CR34310 on 63, CR67005 on 64
 11th CF47101 seen in CR
 17th CR53114 on 71
 16th 42429 on 63
 17th CR60757 on 72
 22nd CR34304 on 70
 23rd 56005 on X22 (and subsequently)
 24th CR34302 on 62A
 25th CR34285 on 65
 28th CR60755 and CR65651 on 72

Chelmsford (CF) & Braintree (BE)

June

2nd 46132 on 352
 8th 46140 and 47104 on 351
 10th CF34818 on 33, 43744 on 132
 17th CF34818 on 42 (approx 13.10 from Bus Station to Broomfield)
 22nd 43744 on 54, CF53137 and 46140 on 33, 47101 on 56, CF53130 on BE30
 23rd CF38790 on 18.05 351
 24th CF31198 on 42, BE42923 on 302 (replacing 34355), 47104 o/l to BE
 25th 43744 on 42
 26th CF34818 on 33 and 351 duplicates, CF34355 on 33 and 46120 on 351, CF69434 on 42
 28th 46120 and 46140 on 351, CF34818 on 33
 29th 20500 on X30 (with CF20463 and CF20801/3), CF38790 in depot showing '507 schools'

July

1st CF34818 on 302 (usual 34613 away at CF)
 2nd 46120 on 351 (with LED display, fitted since 28th June)

Basildon (BN) & Hadleigh (HH)

June

7th 47231 on 551 (and on several other occasions throughout June)
 8th HH46145 still in service on 24, HH32884 and HH43720 on 27
 9th HH32856/86 on 25
 14th BN46184 on 8A, HH46169 on 21
 15th HH32864/77/81/4/7, HH41005 & HH43717 on 27, HH32905 on 21A, HH46157/68 on 21, HH46154 on 24, HH43731 on 2B
 16th HH32883 on 21, HH46181 on 21A, HH32859/60/81, HH32905, HH42852 & HH43719 on 27; HH46154/77 on 24, BN31376 on 25
 17th CN32852, HH32863 and HH46145 (showing '24') in BN depot, HH46175 on 24, BN46187 on 25B, BN46185 on 551 and BN46151 ex 551
 24th BN34011 on 25C
 28th BN31376 on 5, BN34011 on 25C again, BN41640 on 5
 29th HH32882/32905 on 27 with HH42855, HH46158 on 24, HH46177 on 21
 29th BN46172 on Brentwood town 73

July

2nd BN34011 on 100, HH46145/77 on 24

Other News

Glastonbury Festival this year saw former ENOC VRs STW32W (3088) and STW33W (3089) amongst the numerous vehicles on the 'Rail and Ride' service. Both are with Chepstow Classic Buses and STW33W has been repainted in red to match its sister.



Chepstow Classic Buses STW 33W (one time 3089) newly repainted out of Abus Faresaver livery in to the same colour as STW 32W and seen at Glastonbury.

Allan MacFarlane

Sources: Own observations, with many thanks to *First Essex* and to A Bird, N Clark, T Clark, J Collins, D Edwards, M Farmer, A R MacFarlane, J Podgorski, D Pretty, I Ransom, J Salmon, 'Solo', TBL177M, L813OPU, R West, the *Essex, East Anglia, South West and British Buses Abroad in North America* yahoo! groups, *Essex and East Anglia* Google groups, www.buslistsontheweb.co.uk, *Real Bus News*, LOTS, PSV Circle, 'Terminus' and Bristol VR *South West Bus News* (<http://ndl642m.blogspot.com>).

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

Chris Stewart

Arriva

■ ARRIVA EAST HERTS & ESSEX LTD

Vehicles in

from Arriva Kent Thameside (KT) 3404/10 6/10

3380 P324 HVX Dennis Dart 212BR5TGD13462 Plaxton 969.2HWN5774 B34F 9/96

3381 P330 HVX Dennis Dart 212BR5TGD13468 Plaxton 969.2HWN5780 B34F 10/96

from Arriva The Shires 3844 5/10

3844 N624 FJO Volvo B10B-58 002377 Plaxton 9611.9VEL4669 B51F 2/96

Allocations

5/10: 3844.HA

6/10: 3370/1.u; 3380/1.HA; 3842/4.u

Vehicles out

2462 (KE 55 FDF): Arriva The Shires 2462 4/10.

2490 (YJ 57 EJN): Arriva The Shires 2490 6/10.

3360 (K410 FHJ), 3367 (J65 BJN ex J6 BUS), 3368/9 (K318/9 CVX): Sovereign Recovery, London N18 (dealer) 6/10.

Subsequent histories

2097 (M157 RBH): gone from Olympus/SM Coaches, Harlow by 4/10.

2120 (N190 EMJ): Stafford Bus Centre, Cotes Heath (dealer) 5/10 ex Palmer, Dunstable.

2356 (M736 AOO): gone from Olympus/SM Coaches, Harlow by 4/10.

3094 (H926 LOX): gone for scrap by 3/10 from Silver Star, Caernarfon.

3129 (M729 OMJ): Roselyn Coaches, Par, Cornwall, 4/10 ex Pointmost, Ivybridge, Devon

5111 (G281 UMJ): Lancashire United 11, 1/07 ex Blackburn; Burnley & Pendle 11, 2/10.

Liveries

5/10: to Arriva 2003 (Interurban) - 5429 (W429 XKX)

General

Application has been made to and approved by the Traffic Commissioners to transfer the Ware operations (except Green Line 724) to Arriva the Shires on 12 July.

Full details of the vehicles transferred will be published in next issue. The position with



Arriva Southern Counties is concentrating their fleet of Plaxton Prestige bodied DAF SB220s at Southend, with all 9 now allocated there; of the original 12 built, the other three were transferred to Arriva North West in 2004. They have a mix of the "traditional" and current Arriva liveries and also a mix of roller blinds and electronic displays. 3915, T915 KKM, was photographed at Southend Travel Centre on May 29; these heavyweight buses are often now found on the 5 to Basildon, Grays and Lakeside and appear more suited to that long route than the Darts previously used. *Richard Delahoy*

regard to route 724 (which is worked jointly by Harlow and Ware) remains unclear, but it is expected that this will also be transferred in order to bring all the group's Hertfordshire routes under one operator. This will facilitate negotiations with Hertfordshire County Council over contract and subsidised services.

Parked unlicensed at Ware depot in early June were Dennis Dart SLF/Wright 3418 (P418 HVX), Dennis Dart/Marshall 3833 (M503 VJO), Volvo B10B/Plaxton 3842/4 (N622/4 FJO).

Readers will recall that 3380/1 (P324/30 HVX) were originally County Bus (Arriva East Herts & Essex predecessor) 3404/10 and passed to the Arriva Southern Counties group with the Grays operations in 10/02. Their original fleet numbers are now occupied by VDL SB200s of Arriva The Shires hence the new numbers.

Mark Garrett

■ ARRIVA SOUTHEND LTD.

Dart SLF/Plaxton 3247 (P247 MKN) has left Southend for Northfleet.

Peter Mansbridge

IGD

TGM Group

■ NETWORK COLCHESTER LTD.

Volvo B10BLE 905 re-entered service at the start of June following a repaint and refurbishment. Unlike 901 it has not received route branding.

Mersea Rd, Colchester (northbound) between Napier Rd and St Botolphs Circus reopened to traffic at the start of June with routes 8/A returning to normal routeing (see EBN552).

Rail Replacement

Sun/Mon 30th/31st May - Between Newbury Park and Shenfield - Scania/East Lancs 101, 102 (Sun only), 103, 104 (Mon only), 105 and 106 used.

Sat 12th June - Between Canning Town and Finsbury Park - Scania/Olympus 105/106 used.

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

Ensignbus

■ DEALER STOCK MOVEMENTS

Vehicles in

ensignbus

	<i>from</i>	
A2B Travel, Newquay, Cornwall:	Olympian H754PVW	
Arriva Kent & Sussex:	Lance M764 JPA.	
Arriva Southend:	Olympian H262 GEV	
Carter, Ipswich:	Volvo B10M K723 DAO.	
Chapman, Tonyrefail, south Wales:	Bristol VR XAN 431T, Titan RMO 72Y	
East London Bus Group:	Darts Y254/6-9/261/4/276/297-9/301-2/52	
	FJN, LX51 FGP/Z/FHD/FPJ	
Flagfinders, Braintree, Essex:	Super Metrobus F84 UJN	
Ham, Flimwell, East Sussex:	Titans NHM 465X, WYV 64T, CUL 162V	
Imperial Coaches, Slough, Bucks:	Olympian S464 UTV	
Irvine, Newton Stewart, Dumfries:	Mercedes/Cheetah ST02 GDE	



Excel contrasts in Ongar

East Lancs-bodied Scania 870 (N430 XRC) lays over at Ongar (Two Brewers) before working the Tuesdays and Thursdays only 146 to Hatfield Heath on Thursday 24th June.

Irizar-bodied Scania coach GO03 CLA on Stansted Airport-Grays X3 which will be withdrawn soon. *both Chris Stewart*





Ensign's Brentwood/Hutton 81 saw a sudden flurry of double deck workings during the middle of June. On 15th, Trident/Plaxton 108 (X602 EGK) worked three round trips followed by Volvo/Optare 114 (PO58 NPN) the following day and ALX-bodied Trident 106 (V476KJN) the following day. Others have included Volvo 112 (PO58 NPJ) on 29th.

106 is seen passing Springfield Avenue shops in Hutton Drive on 17th June

114 nears the junction with Hanging Hill Lane on 18th June

Chris Stewart



London General:	Tridents X613 EGK, W81 TJU
Lothian Buses:	Olympians E314 MSG, F356 WSC
RH Transport, Witney, Oxon:	Solo Y332 HWT
Stagecoach East:	Darts P103 HNH, L139/41 VRH, Olympian K656 UNH
Stagecoach Highlands:	Javelin L500 GSM, Volvo B10Ms M559 TSX, M911 WJK, Olympian J122 XHH, Scania Y336 HST
Stagecoach Merseyside:	Volvo B10M L590 HSG
Stagecoach South:	Volvo B10M M160 CCD Olympians J642 CEV, J811 NKK, H801/4/5/6/8 BKK
Transdev London:	Tridents LG02 FDO/P/V/X Volvo B7TLs: LN51 AZA/B.
YourBus, Nottingham:	Scanias RDZ 1708/10/1/4

Vehicles out

	<i>to</i>
Dublin Olympian 98-D-20427	now S231 YOO with A2B , Newquay, Cornwall.
Dublin Olympian 97-D-352	now P676 SWC with Ashwood , Slough, Bucks.
Bluebirds R516/7 SCH:	Bluebird Travel , North Walsham, Norfolk.
Dublin Olympian 98-D-20388	now R156 LHK with Carter , Ipswich
Tridents T687/92 KPU:	Cedar , Bedford
Darts P152/7 SMW, R459/60 LGH, Y256/7/9/61/97-9/301/2 FJN, LX51 FGZ/P/FHC/D/FPJ:	Centrebus Holdings , Leicester
Dublin Olympian 97-D-379	now R252 LHK with CoachChoice , Wolverhampton
Olympians F602/4 MSL, H816/8 CBP, J623 GCR:	Dons , Dunmow, Essex
Javelin L145 BFV:	Fisher , Dundee
Olympians P263/5 PSX:	Flagfinders , Braintree, Essex
Dart L139 VRH,	
Dublin Olympian 97-D-350/364/20392:	now P676 SWC, R61/2 LHK with Ham , Flimwell, East Sussex
Volvo B6 99-D-60013:	Helms , Liverpool
B10Ms M714 KRH, M547 SPY, K723 DAO:	Holloway , Scunthorpe, Lincs.
Primo BU08 AEA:	Irvine , Newton Stewart, Dumfries.
Dart V659 HEC:	LMS Travel , Worcester
Metrobus F84 UJN, Condor H529 PVW:	MASS , Sheffield
Titans RMO 72Y, CUL 162V, WYV 64T, NHM 465X:	On-a-Mission , Letchworth, Herts.
Mercedes N402 WVR:	Poynter , Wye, Kent
Dublin Olympian 98-D-20432	now S907 YOO with Redbridge Transport
Dart L140 VRH:	Regal , Chelmsford
Scanias RDZ1708/10/1/4:	Roadrunner , Harlow, Essex
Javelin G930 MEP:	Rosswins , Leicester
Olympian J812 NKK:	Sleafordian , Sleaford, Lincs.
DAF R397 XDA:	SM Coaches , Harlow, Essex
Volvo B6 99-D-60003/15	now V714/672 PHJ with Tates Travel , Barnsley
Solo Y332 HWT:	Travelmaster , Manchester
Trident T664 KPU:	Travelmasters , Sheerness, Kent
Scania Y336 HST:	WJC Buses , Hamilton
Darts V153/6/60 EFS, Tridents X603/6/7/9/11/701 EGK:	YourBus , Nottingham

Olympian P416 KSX: **Alfresco Concepts**, Peterborough

Volvo D10M C148 NRR: **T W Busby Farms**, Haughton, Stafford
 Bristol VR XAN 431T: **Escape the City**, London
 Olympian KTL 44Y: **Mr Kristian Hanslip**, Peacehaven, East Sussex
 for preservation
 Dart P613 CMS: **Heritage Steel Ltd**, Dagenham

Javelin L500 GSM, Scania RUI 2054/59, CheetaH ST02GDE:
Bob Vale Coach Sales, Andover

RM436: **HMK Class**, Oslo, Norway

Olympian H650 VVV: **Geoff Ripley** for scrap

■ ENSIGNBUS HERITAGE FLEET

Former Northern General Routemaster FPT 590C has been acquired and after some remedial work, will join the heritage fleet.

■ CITY SIGHTSEEING

Cardiff (Bath Bus Co. Ltd): Metrobuses F31/52 XOF have been transferred to Ensign sales stock.

Windsor (Bath Bus Co. Ltd.): Due here is deroofted former Nottingham Olympian S464 ATV after conversion to a 'proper' open-top.

Bristol (Rubicon Classic Travel Ltd): Open top DAF DB250 M647 RCP, has been sold to Citycab Ltd, Limassol, Cyprus.

Washington DC (City Sightseeing Group) Metrobus GYE 361W has been acquired.

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

Heddingham Omnibuses

Unusual sightings

April

26th L316 (TY) on Honywood School bus 1 (KN).

27th L368 (TY) on Honywood School bus 1 (KN).

May

12th L347 on Honywood School Bus 9 - usually L290 (S290 TVW).

13th L335 on Honywood School Bus 9 - usually coach.

14th L347 on Honywood School Bus 9 (am); L295 (pm) - usually L290 (S290 TVW).

17th L366 on Honywood School Bus (am) - usually coach; L371 on Honywood School 9 - usually coach.

18th L335 (KN) on 80(TY).

NB; Honywood School Bus 9 is worked by CN.

Allocation observations

May: L371 - CN-KN(loan).

Correction: L310 remains at KN.

The Parkeston outstation (of CN) allocation in May was: B10M/Plaxton L244, Volvo Olympian/Alexander L352. Parkeston has two main duties: Harwich School contracts and DFDS contracts.

At Little Tey outstation (of KN), Leyland Lynx 2 L200 continues to be the regular bus, while

the second vehicle varies on Stanway School contracts.

Modified

By May: L352 retrimmed and DiPTAC fitted.

General

Leopard/Willowbrook L84 has been repainted for the 50th anniversary celebrations. L305 was repainted in May. The new Enviro 400 sports a special livery.

With thanks to John Podgorski

Olympian / Roadrunner / SM Travel

Acquired from London Central are Dennis Dart SLF/Plaxton R477/9 LGH, and from YourBus, Nottingham, Scania/Wright Scania RDZ1708/10/1/4, all new to London. Other recent acquisitions are three IrisBus AgoraLines, OY53 RDU/RDX/RFE, formerly in the Norse Commercial Services, Norwich fleet. These were used on the Norwich Park & Ride, and are still in the yellow (Airport P&R) colours. *Ian Ransom / LOTS*

Regal Busways

Former Stagecoach in Northants Dart/Plaxton L140 VRH has been acquired via Ensignbus.

Ian Ransom

Stephensons of Essex

On order

Fleet numbers 431-4 have been allocated to the four ADL Enviro 200 due in July for service 90 (Witham to Maldon), which will be increased to every 30 minutes from August 31st. Two further Enviro's have also been ordered for the Essex CC contract win on service 32, Chelmsford to Ongar, being taken up from August 31st, and renewal of the contract for the 14, Southend to Foulness/Shoebury.

Acquired vehicles

Fleet numbers for the recently acquired Scania N230UD/East Lancs H43/27F are

504 YN07 LHU

505 YN07 LHX

Both are now repainted in fleet livery.

Withdrawn and sold

683 (C383 SAO), Olympian/Alexander to Axe Vale Coaches, Axbridge, Somerset

783 (G183 JHG), Olympian/Alexander has been withdrawn and will be scrapped

853 (E856 DPN), Olympian/Northern Counties to Fourways, Highwoods, Chelmsford

There are now only three low-height deckers left in the fleet, all long wheelbase Olympians, 707/21/30, but they will be joined by H347 SWA which is being prepared for service.

Ian Ransom with thanks to Lyn Watson

Other operators

ACCESS ANYONE, Leigh-on-Sea Ford Transit EF51 UBC has been acquired.

AMBER, Rayleigh Leyland Tiger/Plaxton OIB 3514 was re-registered to its original A453 HPY, before being sold for scrap. Volvo B10M/Caetano D19 LOM, was then re-registered OIB 3514.

APT COACHES, Rayleigh Acquired from Bullock, Cheadle is K696 RNR a DAF SB3000/Caetano

CEDRIC, Ardleigh Scania N113/East Lancs N382 OTY was briefly on loan in early May

COACH TRIPPERS, Galleywood This operator has recently moved from Harold Wood. Vehicles owned are Setra S215HD DIG 7369 (new as D620 WPJ), Neoplan N122/3 481 EXO (new as J301 FSR) and similar, but out of use MBZ 1759, Leyland Olympian/Roe UWW 6X.

CRUSADER, Clacton-on-Sea Setra S315GT EU05 AVP/R/W have all been sold.

FOX CARS, Crays Hill Here since 2008, but not reported until now is Ford Transit LT04 FRD.

GREAT EASTERN MINIBUSES, Chelmsford This new operator has acquired Ford Transit EO03 XKJ from Chelmer Valley, Chelmsford and LDV Convoy BL03 SGU from AC Ross, Braintree.

HARDY MILES, Rochford Mercedes Benz 709D/Alexander Belfast BIG 8753 (N661 VSS) has been withdrawn.

LOGIC TRANSPORT, Nazeing Acquired from Holmeswood Coaches, Lancashire is

X995 JJH a Volvo B10M/Marco Polo.

NEW HORIZON, Frating *Buses* magazine reports that Leyland Olympian/ECW C62 CHM is no longer for sale. However, Mercedes Benz Tourino BX55 FYN is reported as sold.

PETER GODWARD, Basildon Acquired from Dawney Holidays, Queenborough are Scania K340EB/Irizar YN07 LJE/F.

RICHARDS, Galleywood Scania K124/Irizar YN06 CKA has been sold to Alan Stephenson, Kirby Lonsdale.

RUNWOOD HOMES, Hadleigh Now holds a PSV licence and Mercedes Benz Sprinter EU59 FBC AND Ford Transit M819 XVW are owned.

SIMONS BUS Wickford A further LDV Maxus is KX57 LYG.

TALISMAN Gt Bromley MCW Metrobus EWF 453V now has a LED destination display.

TERRAVISION, Stansted Scania/Irizar tri-axle YN06 NYM and YN08 MLZ have been transferred to Manchester for their Manchester-Liverpool service. New for the London-Stansted service, is similar YT10 WLD.

TONY GLEW, Gt Tey MCW Metrobus A144 AMO has been sold to Mortons, Basingstoke.

TURNERS Little Maplestead Scania K114/Irizar YN53 CHY has been sold to a dealer.

WICKS, Braintree Neoplan N116 T641 DET has been re-registered SIB 8345

Ian Ransom with thanks to the PSV Circle

Wood Green Memories

*Michael Parsons recalls working the
"Main Road" in the 1950s*

Chapter 2 - driving at last!

(The previous part of this story was in Essex Bus News issue 554, June 2010)

After a couple of years conducting, as described last month, by now it was going into 1960 and I had a car driving licence and I wanted to "go on the front" ie get a bus driver's licence. I asked the Garage Manager, Tom Newbold, and it turned out that I was one of three conductors with the same idea. Tom arranged for us all to go out with Tommy Flavell, another ex City man, and he would teach us to drive a bus.

We started with the Leyland deckers as they

had a synchromesh box and were therefore a bit easier to drive than Bristols. Tommy took us all around Wood Green and Tottenham [there was no driving school at WG], then we slowly went onto Bristol LDs to learn the art of a smooth change with a crash box. The LDs had a five speed box where 5th is an overdrive ratio, selected out of 4th rather than from the main gearbox gate. Therefore it was essential to make sure you did not stop in 5th because it is near impossible to get 4th out of fifth! Six months later we had our test around the west end of London with a Leyland PD2, BD 1139 (FJN 205) and we all got through. Now I was on the front and by this time the Bristol FLFs had started to arrive - the 251 had all the TVXs from 1571 to 1590 (80-99 TVX, later renumbered 2700-19).



Bristol FLFs were the mainstay of the 251 by the time Mick became a driver. After the initial batch of 20, other newer examples were allocated to the route, such as 178 XNO, Southend-allocated 1602 (later 2731), a January 1961 delivery. The location is thought to be the approach to Sun Corner, Billericay. Note the offside illuminated advert panel.

Frank Church, Richard Delahoy collection

When the first FLF arrived at WG in 1960 it was in the middle of the week and it was parked up by the canteen stairs on the left hand side just below the main garage doors, this is viewed from the office. As we had never seen a FLF before and being totally different from the rear platform style, all the shed staff were told to have a good look round her. The bus was WG 1571, 80 TVX, and she went to work on the following Saturday. Beyond this look round, there was no type training, we just went out and found by our own mistakes. We did find that due to the camber on the road at times the doors on the FLFs would not close, or we forgot to close them, so we would get a frantic knocking on the small cab window. *[From notes kept at the time by David Lang, webmaster of the fabulous www.scf61.org.uk site, it appears that the initial batch of 20 FLFs were allocated 10 to WG, 8 to SD and the remaining 2 to BD].*

One morning at about 1100 in the summer by this time we had a good few FLFs and we were working back to WG with one. I got into Rayleigh and pulled into the lay-by for the bus stop; I just sat and watched the traffic in my mirrors, waiting for the bell. The bell went and I eased out of the lay-by and into the traffic to turn left down Crown Hill to Rayleigh station. As I straightened up down the hill I got a mass of bells so I pulled into the nearside, opened the doors, got out and went round and onto the bus, when I got on there was a lot of laughter on the lower saloon. My conductor was at the back of the bus so I made my way to him, a woman was stood by the rear emergency door, covered in white as were the punters sitting on either side of the door. By all accounts as I had eased away and turned left down the hill, the woman who had got on at the stop was holding a large cream cake in front of her had got into a slow trot and ran into the back of the bus with this cream cake in front of her. The cake promptly exploded and covered all around her and herself in thick cream! The punters were in fits of laughter as I was! She was laughing and said it was just one of those things and in a way it was her own fault as she should have sat down at the front of the bus. I went on down to the station and phoned Brentwood from a public phone box. They gave us a replacement bus in Brentwood High Street

which was an LD. There were comments made about the state of the rear of the bus, so my conductor said when we spoke back in WG. We never heard any more about it and the punters were laughing for a long time about it.

I did earn good money with my double days and on a Saturday night if the office could not get a WG crew to cover a late run in, they would get a Brentwood crew to do it and as I had not long passed my test, they would give me three hours to run the crew back to Brentwood in my car, which gave me a bit more experience in driving. I remember the names of some of the staff - Tom Newbold was garage manager, Mr Amott and Bill Jackson traffic inspectors, Tom Flavell driving instructor/driver, Harry Winsor driver/private hire driver, Johnny Coulton, Tom Day, Harry Brocklebank, Bill Eves and Tom Worrell all drivers, Maureen Askem clippie, John Jackson conductor/trainer, John Clevleys conductor [who every Friday afternoon went up to the canteen and managed to lose his wages playing cards; as you might gather he was hopeless at cards], Pat clippie [did not like late turns] and Charles Jukes garage foreman; he used to come up that garage in a bus like there was no tomorrow! Jim Blazeby did the refuelling and washing of the buses and always wore a black beret. The wash was just inside the exit door on the right and lifted up and down over the bus from the roof of the shed.

The buses that I remember were the 1500s (Bristol Lodekkas, in both LD and FLF versions), the Leyland PD2s, the LSs which we would get now and again from WG and on the shorts from Southend, the L5Gs or as we called them "conker boxes" on the Southend shorts, and the old ex City Coach Company Daimler double deckers. The latter had pre-selector gearboxes which have a change speed pedal in place of a conventional clutch. As many drivers have found to their cost, if you did not move your feet quickly enough, they would give you a kick from the sprung loaded pedal. Woe betide the driver who forgot and tried to ride the pedal like a clutch! (Later when on LT, I discovered that their pre-selectors were air operated and didn't kick back).

Every year WG would send two or three open top deckers ex Southend to Epsom for the Derby and although I never got to go, by all accounts it was a fine day out sitting on the top deck watching the racing and eating the freshly prepared food. I think that my favourite bus was 236 LNO [BD 1541], the 30' long LDL model and I am glad that she is still with us in Canvey Museum and I do thank Craig Mara and his father for doing a good job in looking after her. It is a shame that 320 GPU [WG 1489, illustrated last month] with Cave-Browne-Cave heating never got into preservation as she also was fine motor. I do think that the Lodekkas were a good tool and well built even with their crash boxes and a lot of what I learnt in those years with EN lasted me for the next fifty years.

To end with, a couple of short stories that took place in my time on EN. A Brentwood fitter was out on test with a Bristol K, having done some work on it, and he took it

down the bank through Harold Wood but he knocked it out of gear and eventually the prop shaft came up through the floor and did a reasonable amount of damage, it was a good thing that he was running dead! What the outcome of this was, I do not know. We could not catch the RTs on the Green Line service up through Harold Wood - they would pass us like we were standing still, it was not so bad with a 6 pot (6 cylinder engined bus) but with a 5 pot it was quite embarrassing. On one early afternoon start out of WG we had so much layover time in Brentwood that I can remember going to the pictures to see Elvis Presley in *G.I Blues* and then on another day, spending time window shopping up and down the High Street, but times have changed.

It always seemed a long way home on a dark foggy, rainy night in the middle of winter up through Battlesbridge into Wickford and very few wombles [passengers] about but it was a good job and I did enjoy it. I left the



A favourite with the crews was the solitary Bristol LDL6G, 236 LNO (1541, later 2510). It is seen here BD-allocated but running empty towards Basildon Bus Station. The road it is on still exists today but the background has changed out of all recognition.

EBEG collection



Short workings on the 251 between Southend and Rayleigh or Wickford were often covered by Bristol LS saloons like FJN 163, SD 379, seen here in Southend High Street, from the blinds and lack of passengers, presumably running light from London Road depot to Tylers Avenue to take up service. This bus had been new to Westcliff Motor Services in 1953, becoming EN's 379 the following year. The photo shows the bus before it was rebuilt in 1959 for the Southend to London coach/air service.

Alan Cross, Richard Delahoy collection

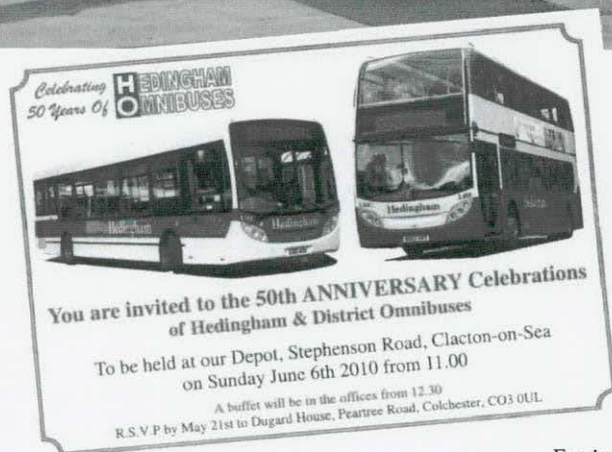
National in about 1962 as I wanted to go long distance HGV driving. I ran for Harry Lebus out of Tottenham and used to do Aberdeen, Inverness and up to Wick and Thurso. That lasted until 1969 when I went up to Manor House [the London Transport Recruitment Centre] as by this time I was married and my late wife June was nagging me about being away too long driving lorries. But that is another story.

Mick recounts some of those experiences of working with LT at www.red-rf.com/rf-360. The website address gives a clue as to the type of buses that he drove!

Edited by Richard Delahoy, who supplied the photos.



Hedingham



On June 6th, Hedingham Omnibuses celebrated its 50th anniversary with an open day at its depot in Clacton, coinciding with the Clacton Bus Rally held on the same day.

Guests gathered for a celebratory buffet and to hear a few words from the founder, Donald MacGregor, and from his son and present Managing Director, Robert MacGregor.

Donald MacGregor spoke of the pride he feels when he sees a Hedingham vehicle on the road. He felt his main achievement was being able to maintain vital local bus services in rural areas at a time when subsidy was unheard of. He paid tribute to his son, Robert, who took over day-to-day running of

the firm in 1980. He had embarked on an ambitious expansion programme, and had taken the firm up to the next level.

Robert paid tribute to his father and to the 130-strong Hedingham staff, "without whom we wouldn't have lasted a day, never mind 50 years", and said of running buses: "It is a serious business, it's not a hobby, it's not a game".

At Clacton, the line of new Enviros set against a backdrop of the rest of the 40-strong allocation, demonstrates without doubt that this is a serious business, but like most, it is one that began in a modest way.

Donald MacGregor had started work in Eastern National's traffic office at Chelmsford in 1947. A break of three years ensued whilst he did his three years National Service. Upon return to EN, he decided he needed qualifications to progress. A degree in economics (with a transport element) at the London School of Economics followed. However, this met with no great enthusiasm from the Tilling organisation and so, Mr MacGregor sought pastures new. He obtained an engineering position with the London Brick Company, whose red, 8-wheel AEC flatbeds were once as familiar a sight on

above: Panorama at Clacton: guests inspect Enviro 200s, L356, L370, L380, L381, L382, L383, L385 flanked by the two Enviro 400s, L355 and L386. *Richard Delahoy*

Half-century

the road as Eastern National's green Bristols. It rather looked as though the passenger transport industry's loss was to be the road haulage industry's gain.

However, in his Eastern National days, Mr MacGregor had met Aubrey Letch, who ran

a few rural bus services on the Essex/Suffolk borders, and they had kept in touch. By 1960, Aubrey Letch was in declining health, and in June of that year, Donald MacGregor took the make or break decision and bought his business. For him, it was the chance to realise a long-held ambition to become



Small beginnings: a Bedford OB 29-seater, once the mainstay of the country bus operator. Letch had several, including this one, **BSD 139**, with at first glance, the ubiquitous Duple body. In fact, it is by SMT to Duple design. **BSD 139** became **L13** in the Hedingham & District fleet. It was withdrawn in November 1960, still in Letch's brown livery and never bore its allocated number. The location appears to be Braintree Bus Park.

EBEG Collection, courtesy Chris Stewart

involved in bus operations at the sharp end. Thus, Hedingham & District was born, and here it would be easy to say '... the rest is history ... !'

In fact, this would seriously gloss over the initial challenges faced by a 30-year old, even one armed with an economics degree, who suddenly found himself custodian of a motley collection of buses, some elderly wooden sheds to keep them in, and a small network of services on which a rural population depended. 1960 was *not* the most promising time to start out in the bus business!

Letch's mixed bag of mainly petrol-engined buses was for the most part, quickly replaced by more economical diesel types, Bristols and AECs, and the route network slimmed and optimised. Route numbers and a blue and cream livery, applied in Tilling style, projected a 'big company' image. In fact, the blue livery turned out to be an early casualty of the careful cost management regime that

has served the company well. Blue paint was found to wear badly; red was more durable, so the livery changed to red in the mid-1960s.

Growth was slow but measured. A significant landmark occurred in 1963, when Blackwells of Earls Colne was purchased, giving Hedingham & District a share of the plum Colchester - Halstead service. (for the full story of this firm, see *Blackwells of Earls Colne* by Michael Yelton: £11.95 from the Group Sales Officer - address on page 6).

Acquisitions accelerated subsequent growth, with Robert MacGregor now driving the business forward. The purchase of Vines of Gt. Bromley (licences only), C&R Coaches, Little Tey, Jennings of Ashen, Kemp's Coaches, Clacton, Norfolk of Nayland, Wents of Boxford, Freemans Coaches and Osbornes of Tollesbury all enabled the company to extend its geographic reach and gain new stage carriage, coaching and contract work.



L21 (LHT 915), the first bus bought by Hedingham & District, and the first of many Bristols that gave a "Tilling" look to the fleet. This was an L6B, new to the Bristol Omnibus Co., which lasted until August 1963. Seen in Sudbury on service 18 to Hedingham via Bulmer. The first route numbers were based on the suffix to the Road Service Licence number.

EBEG Collection, courtesy Chris Stewart

Deregulation in 1986 was a two-edged sword, presenting challenges and opportunities. But Hedingham was well-placed to compete for commercial and tendered work, against established players, now denuded of blanket subsidy and rapidly learning the art of cost management, and the flurry of newcomers. The freedom to develop new routes has supported the more recent policy of growth by 'developing the market' rather than by acquisition of other operators.

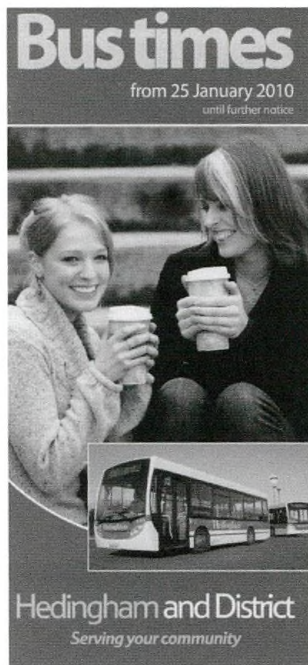
The bus network has grown out of all recognition. Hedingham buses can now be seen throughout north and mid-Essex and parts of Suffolk, operating out of five main depots. Even so, the original Letch routes, and those which Letch inherited from Corona Coaches, can still be recognised. And some of the original wooden sheds at Sible Hedingham still stand, if much rebuilt!

Besides bus work, contracts, schools and coaching have always played a major part, and over the years the composition of the fleet has reflected the relative attractiveness of those activities. Coaching for example, has suffered in recent times from the impact of the concessionary free pass scheme, and thus, the coach fleet is now somewhat reduced. Continuing demand for school work however, has ensured a role in the fleet for large numbers of double-deckers.

Vehicle purchasing policy has changed over time, although the Bristol marque has been a more-or-less continuous feature. Bristols cling on, if only just! Two VRs, including a former EN one, remain of the once large fleet of this type, both at Clacton. In fact, Hedingham has the distinction of having operated examples of most Bristol models made since the 1950s (save for the SC and SU, but including the uncommon VRTLL).

However, initial enthusiasm for Bristol service buses ceased with advent of the Bus Grant in 1972. Buying new Bedford lightweights became an attractive proposition due to their mechanical simplicity and economy, coupled with the obvious financial incentive of the Grant.

Since, there have been selected purchases of



new Leopards, Tigers, Lynxes, and Olympians, coupled with a larger influx of good-quality used examples of the same types. The policy has always been to avoid exotica where an attractive price may obscure high running costs, in favour of well-proven designs. Careful cost management again.

The 1990s saw allegiance gradually switching to the lightweight Volvo B6 and Dennis Dart, and with the cessation of Leylad production, to the Volvo Olympian. Other types in the present fleet include the Dennis Lance (the first low-floor buses), the Volvo B10M, and the B7 in both single and double-deck form. The Enviro range is the current standard for new purchases.

What of the future? Clearly, the economic climate presents significant challenges in the near term. Nonetheless, Hedingham has weathered the trials and tribulations of the past 50 years. It seems well positioned to do so for the next 50.

*David Harman
with thanks to Dave Arnold,
Richard Delahoy and Chris Stewart*

Fleet list ~ June 2010

L148	SY	WPH 135Y	Leyland Tiger	East Lancs EL2000 (rebodied 1993)	B55F
L150	(u)	F150 LTW	Leyland Lynx	Leyland	B51F
L160	TY	H160 HJN	Leyland Olympian	Alexander	H47/32F
L196	HD	H48 NDU	Leyland Lynx	Leyland	B51F
L198	KN	K198 EVW	Dennis Dart	Alexander Dash	B43F
L200	KN	J295 TWK	Leyland Lynx	Leyland	B51F
L206	HD	J724 KBC	Leyland Lynx	Leyland	B47F
L207	TY	L207 RNO	Volvo B6	Alexander Dash	B40F
L208	KN	L208 RNO	Volvo B6	Alexander Dash	B40F
L210	CN	M210 VEV	Dennis Dart	Plaxton Pointer	B35F
L211	HD	M212 WHJ	Dennis Lance SLF	Wright Pathfinder 320 SLF	B40F
L212	HD	M211 WHJ	Dennis Lance SLF	Wright Pathfinder 320 SLF	B40F
L241	CN	N241 EWC	Dennis Dart	Plaxton Pointer	B35F
L242	SY	J734 CWT	Volvo B10M	Plaxton Excalibur	C53F
L243	TY	M262 KWK	Volvo B6	Alexander Dash	B40F
L244	CN	M988 NAA	Volvo B10M	Plaxton Première	C53F
L251	CN	MRJ 8W	Bristol VRT	ECW	DPH41/29F
L255	CN	STW 30W	Bristol VRT	ECW	H39/31F
L258	SY	M261 KWK	Volvo B6	Plaxton	B41F
L281	KN	M107 UWY	Volvo B10M	Plaxton Première 320	C53F
L282	SY	M571 XKY	Volvo B10M	Plaxton Première	C53F
L285	CN	M517 NCG	Volvo B10M	Plaxton Première 320	C53F
L286	HW	P530 CLJ	Volvo B10M	Plaxton Première 320	C53F
L287	CN	L833 YDS	Volvo B6	Alexander Dash	B40F
L290	CN	S290 TVW	Volvo B10M	Plaxton Première	C53F
L291	SY	S291 TVW	Volvo B10M	Plaxton Première	C53F
L295	CN	N664 THO	Volvo B10M	Plaxton Première 320	C53F
L296	SY	M441 CVG	Volvo B6	Plaxton Pointer	B40F
L297	TY	M832 CVG	Volvo B6	Plaxton Pointer	B40F
L298	SY	N667 THO	Volvo B10M	Plaxton Première 320	C53F
L299	CN	P395 AAA	Volvo B10M	Plaxton Première 320	C53F
L300	KN	S300 XHK	Volvo Olympian	Alexander RL	H51/36F
L301	HD	S376 MVP	Volvo B10BLE	Alexander ALX300	B44F
L305	CN	WWL 212X	Leyland Olympian	ECW	H47/32F
L307	CN	BBW 218Y	Leyland Olympian	ECW	H47/32F
L309	TY	R453 FWT	Volvo B10M	Plaxton Première	C53F
L310	TY	VJO 202X	Leyland Olympian	ECW	H47/32F
L312	CN	W312 CJN	Dennis Dart SLF	Plaxton Pointer	B39F
L313	CN	VJO 206X	Leyland Olympian	ECW	H47/32F
L314	CN	FWL 779Y	Leyland Olympian	ECW	H45/32F
L315	TY	FWL 780Y	Leyland Olympian	ECW	H45/32F
L316	TY	FWL 778Y	Leyland Olympian	ECW	H45/32F
L317	TY	FWL 781Y	Leyland Olympian	ECW	H45/32F
L325	HD	EX02 RYR	Dennis Dart SLF	Alexander Pointer	B29F
L326	CN	EJ02 KYY	Dennis Dart SLF	Alexander Pointer	B29F
L328	HD	EU03 BZK	Transbus Dart SLF	Transbus Pointer	B37F
L330	CN	EU53 MVZ	Volvo B7L	Transbus President	H47/28F
L331	CN	CUD 223Y	Leyland Olympian	ECW	H47/31F
L332	CN	CUD 224Y	Leyland Olympian	ECW	H47/31F
L333	CN	R259 LGH	Volvo Olympian	Northern Counties	H47/31F
L334	CN	V250 BNV	Dennis Dart MPD	Plaxton Pointer	B29F
L335	KN	PJ02 RHE	Dennis Dart SLF	Alexander Pointer	B39F
L336	CN	N540 LHG	Volvo Olympian	Northern Counties	H48/32F
L337	HD	R279 LGH	Volvo Olympian	Northern Counties	H47/31F
L338	CN	EU05 AUT	ADL Dart SLF	Alexander	B34F
L339	SY	EU05 AUR	ADL Dart SLF	Alexander	B34F
L340	HD	EU05 CLJ	Volvo B7RLE	Wright	B44F
L341	CN	R273 LGH	Volvo Olympian	Northern Counties	H47/31F
L342	TY	L108 HHV	Dennis Dart	Northern Counties	B34F
L343	TY	EU55 BWC	ADL Dart SLF	ADL	B37F

L344	KN	P104 OLX	Dennis Dart	Plaxton Pointer	B31F
L345	CN	N427 JBV	Volvo Olympian	Northern Counties	H47/30F
L346	CN	EU06 KCX	ADL Dart MPD	ADL	B29F
L347	CN	W649 FUM	Volvo B10M	Plaxton Première 350	C53F
L348	CN	EU56 FLR	ADL Dart	ADL	B37F
L349	TY	EU56 FLP	ADL Dart	ADL	B37F
L350	HD	EU56 FLN	ADL Dart	ADL	B37F
L351	CN	EU56 FLM	ADL Dart	ADL	B37F
L352	CN	P494 MBY	Volvo Olympian	Alexander	H43/31F
L353	CN	P489 MBY	Volvo Olympian	Alexander	H43/31F
L354	TY	M604 TTV	Volvo B10B	Alexander	B51F
L355	HD	EU07 GVV	ADL Trident	ADL Enviro 400	H47/33F
L356	CN	EY57 FZE	ADL	ADL Enviro 200	B37F
L357	CN	J838 TSC	Leyland Olympian	Alexander RH	H51/34F
L358	HD	M276 UKN	Volvo Olympian	Alexander (B)	H47/31F
L359	SY	M273 UKN	Volvo Olympian	Alexander (B)	H47/31F
L360	SY	M282 UKN	Volvo Olympian	Alexander (B)	H47/31F
L361	SY	M144 UKN	Volvo Olympian	Alexander (B)	H47/27D
L362	SY	M146 UKN	Volvo Olympian	Alexander (B)	H47/31F
L363	SY	M294 UKN	Volvo Olympian	Alexander (B)	H47/31F
L364	KN	K107 JWJ	Volvo Olympian	Northern Counties	H47/29F
L365	KN	L109 LHL	Volvo Olympian	Northern Counties	H47/29F
L366	CN	S127 RLE	Volvo Olympian	Alexander	H45/29F
L367	KN	K357 DWJ	Leyland Olympian	Northern Counties	H47/29F
L368	TY	K508 ESS	Leyland Olympian	Alexander RL	DP43/27F
L369	TY	K518 ESS	Leyland Olympian	Alexander RL	DP43/27F
L370	TY	EU58 JCJ	ADL SFD	ADL Enviro 200	B37F
L371	CN	K510 ESS	Leyland Olympian	Alexander RL	DP43/27F
L372	KN	R626 MNU	Volvo Olympian	Northern Counties	H47/29F
L373	KN	R629 MNU	Volvo Olympian	Northern Counties	H47/29F
L374	KN	R643 MNU	Volvo Olympian	Northern Counties	H47/29F
L375	KN	P605 CAY	Volvo Olympian	Northern Counties	H47/29F
L376	CN	P602 CAY	Volvo Olympian	Northern Counties	H47/29F
L377	CN	P606 CAY	Volvo Olympian	Northern Counties	H47/29F
L378	KN	P608 CAY	Volvo Olympian	Northern Counties	H47/29F
L379	KN	P612 CAY	Volvo Olympian	Northern Counties	H47/29F
L380	CN	EU59 AFF	ADL SFD	ADL Enviro 200	B29F
L381	CN	EU59 AFJ	ADL SFD	ADL Enviro 200	B29F
L382	CN	EU59 AYM	ADL SFD	ADL Enviro 200	B37F
L383	CN	EU59 AYP	ADL SFD	ADL Enviro 200	B37F
L384	TY	R702 DNH	Volvo Olympian	Alexander	H51/36F
L385	TY	EU10 AOX	ADL SFD	ADL Enviro 200	B37F
L386	HD	SN10 CCV	ADL Trident 2	ADL Enviro 400	H47/33F

Preserved

L84	HD	RGV 284N	Leyland PSU3B/4R	Willowbrook	B55F
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Service vehicles

KN	A391 NVX	Volvo Tow Truck	HD	W761 TRE	Vauxhall Van
TY	M680 TNO	Ford Mondeo Estate	CN	FL54 SXC	Vauxhall Van
SY	N107 CAR	Vauxhall Van	TY	S480 DCD	Johnson Compact Sweeper
KN	N108 CAR	Vauxhall Van			
CN	N316 HGP	Iveco Tow Truck			

Depots

HD	Wethersfield Road, Sible Hedingham.				
CN	Stephenson Road, Clacton-on-Sea.				
	Brunel Road, Gorse Lane Industrial Estate, Clacton-on-Sea.				
HW	Iconfield site, Parkeston, Harwich, Essex (outstation)				
KN	Unit 8, 215-7 High Street, Kelvedon.				
SY	Meekings Road, Chilton Industrial Estate, Sudbury.				
TY	62 New Road, Tollesbury.				

Local bus services

1	Ashen - Belchamp St Paul - Sudbury	Th
2	Mistley - Weeley - Clacton	M-S
3	Colchester - The Hythe	M-F
4	Little Baddow - Woodham Walter - Maldon	ThS
4	Stanway - Colchester	M-F
5	Sible Hedingham - Gestingthorpe - Sudbury	Th
8	Toppesfield - Stambourne - Haverhill	F
9	Walton-on-the-Naze - Frinton - Great Holland	TThF
9	Great Bardfield - Finchingfield - Braintree	S
10	Cornish Hall End - Morris Green - Braintree	W
14	Tiptree - Maldon - Chelmsford	F
16	Old Heath - Colchester	Sch
X16	Chappel - Wakes Colne - Coggeshall - Bury St Edmunds	W
17	West Bergholt - Colchester - Stanway	Sch
23	Steeple Bumpstead - Great Bardfield - Braintree	W
50/92	Malting Green - Layer de la Haye (50) / Tollesbury - Birch (92) - Colchester	M-F
80	Fordham - Colchester - Boxted	M-F
85	Brightlingsea - Great Bentley - Mistley	W
86	Colchester - The Hythe - Aingers Green	W
88	Colchester - Earls Colne - Halstead - (Sible Hedingham)	M-S
89	Braintree - Halstead - Hedinghams - Great Yeldham	M-F
89B	Halstead - Hedingham - Great Yeldham - Ashen - Birdbrook - Haverhill	M-F
91/91A	Witham - Inworth - Tollesbury	M-S
95	Tollesbury - Heybridge - Maldon	M-S
115	Thorpe-le-Soken - Little Clacton - Weeley	Sch
118	Great Yeldham - Birdbrook - Radwinter - Saffron Walden - Newport	M-F
126	Great Dunmow - Great Bardfield - Finchingfield	Sch
129	Ramsey - Great Oakley - Clacton	T
131	Tyndale Drive - Three Jays (Circular)	M-F
134	Holland on Sea - Clacton (Circular)	M-F
135	Pier Avenue - Bockings Elm - Clacton Retail Park (Circular)	M-F
136	Jaywick - Great Clacton (Circular)	M-F
137	Pier Avenue - Cemetery (Circular)	D
139	Clacton Retail Park - Burcart Corner - Pier Avenue (Circular)	M-F
176	East Mersea - Shrub End - Highwoods	M
323	Greenstead Green - Pebmarsh - Sudbury	Th
341	Fairstead - Terling - Witham	Th
342	Black Notley - Faulkborne - Witham	Th
343	Braintree - White Notley - Fairstead	S
344	Black Notley - Little Waltham - Chelmsford	F
345	Fairstead - White Notley - Braintree	W
417	Rayne - Great Sampford - Newport	Sch
418	Great Saling - Radwinter - Newport	Sch
419	Newport - Saffron Walden - Radwinter - Sampford - Finchingfield	Sch
702	Clare Middle School - Glemsford - Sudbury Upper School	Sch
706	Lavenham - Sudbury	Sch

Rear cover

top:

L39 and **L40** (FJN 162/3) were Hedingham's first Bristol LSs. The pair were new to Westcliff MS in 1953. Eastern National later fitted them with two-piece destination screens for the London to Southend Airport Coach/Air service. **L39** is seen in Braintree Bus Park in the late 1960s. (see page 25 for FJN 163 in original condition).

David Harman

bottom:

L386 (SN10 CCV), the 50th Anniversary Enviro 400, earning its keep on the trunk 88 road. Halstead Road, Stanway on 26th June 2010. *Russell Young*



Donald and Mary MacGregor, with son and Managing Director, Robert prepare to cut the celebratory cakes at Clacton on June 5th. *Richard Delahoy*

The first heavyweight bus bought new, and now preserved - freshly-repainted L84 (RGV 284N), a Leyland Leopard with classic Willowbrook BET-style body. *Dave Arnold*



