ESSEX BUS NEWS

Issue 538
February 2009



ESSEX BUS ENTHUSIASTS GROUP
www.essexbus.org.uk

February snow scenes ....

front cover:
***Network Colchester** Dart **528** on the 2.*
Russell Young

*Shivering **Arriva Southend** Dart **3393** (P263 FPK) about to make its long trek to Rayleigh on circuitous service 9 from a very bleak looking East Beach. Stephenson's 07-plate Dart MPD had just departed a moment earlier, hence the fresh tracks around 3393.*
John G Lidstone



***Arriva EH&E** former County Bus & Coach Dart/Wright **3440** (R170 GNW) pulls off the stand at Brentwood on the 501 to Harlow.*
Chris Stewart



***First** Solo **53116** battles through the snow in Elizabeth Road, Pilgrim's Hatch.*
Chris Stewart



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. Please send them direct to the relevant Sub-Editor.

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

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

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

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We welcome new members ...

Tony Fink of Corringham - 986
Michael Lynch of Basildon - 987

Richard Delahoy, Treasurer and Membership Secretary

Dates for your diary

■ PRESS DATES

For inclusion in EBN dated	*reports should reach Editors by*	*planned despatch date*
March	**28 February**	**19 March**
April	**28 March**	**16 April**

Please note that the planned despatch date may change for all sorts of reasons. The actual 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 only be obtained from the Membership Secretary (see Group Directory).

■ SOUTH ESSEX MEETINGS

Venue: **Wickford Cricket Club, off Swan Lane, Wickford** - 5 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. This is an unmade road, so beware of potholes. Go straight ahead towards the tennis courts and then left at the end - you will see the cricket clubhouse in front of you. Car parking available on site.

Doors open at **1930** for an informal chat, with the main talk or show from **2000** to **2145/2200**; a cash bar is available. Members and guests welcome. £1 donation please towards the hire of the room. *Richard Delahoy*

Winter 2008 - Spring 2009 programme

- **Monday March 9** - "The X1 story, Southend to London and beyond, 1980 to 2008", illustrated talk by *Richard Delahoy.*
- **Monday April 6** - slide show by *Owen Woodliffe* "To the Western Isles" - Great Britain and Vancouver.

May, June and July details to be announced next month.

■ 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*

2009 programme

- **Friday March 13** - *Alan Osborne:* "Back to Back".
- **Friday April 17** [note: 3rd Friday **not** the 2nd] - *Robin Jenkinson:* Talk: "My Experiences in the Bus Industry in Essex in the 70's".
- **Friday May 8** - *Richard Delahoy:* "20 years ago - part 2".
- **Friday June 12** - *Dave Mitchell:* "Hong Kong in the 80's"
- **Friday July 10** - *Dave Arnold:* "Channel Islands & Plopsaland @ De panne"
- **Friday September 11** - *Russell Young*
- **Fridays August 14, October 9, November 13,** and **December 11:** TBA

■ EVENTS

- **Saturday February 28**: **Enfield Spring Transport Bazaar**, St.Stephens Hall, Park Avenue, Enfield.
- **Saturday / Sunday March 7/8**: **London Transport Museum**, London Transport in Miniature, Family Open Weekend at Acton Depot.
- **Sunday April 5**: **Cobham Annual Open Day and Bus & Coach Gathering,** London Bus Preservation Trust, Wisley Airfield, with bus services to Cobham Museum and Weybridge Station.

2009 marks the centenary of "National" which started as the National Steam Car Company in 1909, became the National Omnibus & Transport Company in 1919/20, became Western, Southern & Eastern National in 1929 with the involvement of the main line railways, was absorbed into the National Bus Company in 1969, and FirstGroup acquired Cawlett Holdings in 1999, to bring Western and Southern National nack into common owenership with Eastern National back into common ownership.

As part of the planned celebrations, there will be two Royal Blue 'runs' (in preserved coaches, although the press release does not make this entirely clear): Penzance - Aberdeen, Royal Blue's longest route (in National Express days) on **12-14 August**, and Cheltenham - Portsmouth on **20/1 June**. More details from Colin Billington:
royal_blue@lineone.net

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 £10 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
c/o Barrons Chartered Accountants
Monometer House, Rectory Grove,
Leigh-on-Sea, SS9 2HN

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

lyn@barrons-bds.com

Service News

Arriva East Herts & Essex			
9 Mar 09	333	M-S	Harlow to Bishop Stortford Parsonage Estate revised route and timetable.
24 Mar 09	126	WFS	Waltham Abbey to Harlow Stadium withdrawn.
Arriva Southend			
8 Feb 09	1	D	Shoeburyness to Rayleigh, revised timetable with new terminus at Shoeburyness The Renown instead of Blackgate Blackgate Road.
	7/8	D	Shoeburyness to Rayleigh revised pattern of service north of Golden Cross .
13 Feb 09	18	Fri	Hawkwell to Belfairs Woodcutters via Hockley, Ashingdon and Tesco's.
Ensign			
2 Mar 09	88	M-F	East Tilbury to Lakeside withdrawn.
First Essex			
2 Feb 09	132	M-S	Braintree to Witham revised peak hours timetable.
	502	Sch	Shenfield to Southend High School minor route revision in Billericay.
1 Mar 09	2	D	Southend to Basildon service frequency increased to every

			20 minutes weekdays with introduction of 2A from Deanes School to Basildon.
	22	D	Canvey to Basildon frequency increased to every 20 minutes weekdays.
2 Mar 09	**5**	D	Basildon to Pitsea minor timetable changes at peak times.
	12	M-S	Basildon to Pitsea service withdrawn.
	15	M-F	Southend to Basildon, the 0720 journey from Southend diverted to serve Deanes School.
	25	D	Southend to Basildon service withdrawn from Beauchamps Drive Wickford. Most journeys extended to/from Basildon Hospital.
	25A/B	M-S	Langdon Hills to Runwell service 25A to operate via Beauchamps Drive mornings only until 1400 with other minor timetable changes.
	66/A	D	West Bergholt to Rowhedge/Old Heath revised evening timetable.
	76	D	Colchester to Clacton two morning additional journeys from Frating To Colchester on Mondays to Fridays with other minor timetable changes.
	100	D	Lakeside to Chelmsford minor timetable revisions.
	103	M-S	Harwich to Colchester revised timetable with additional morning journey from Mistley to Colchester on Mondays to Fridays.
	552	M-F	Ramsden Heath to Basildon minor timetable changes with all morning journeys finishing at Billericay Rail Station.
National Express			
2 Mar 09	**481**	D	Felixstowe to London Victoria revised timetable.
	484	D	Walton to London Victoria revised timetable.
	777	D	Stansted Airport to Wolverhampton revised timetable.
Network Colchester			
25 Jan 09	**702**	Sch	Walton to Colchester Norman Way schoolday service withdrawn.
New Horizon Travel			
26 Jan 09	**702**	Sch	Frinton to Colchester Norman Way new schoolday service.

Paul Harvey with acknowledgements to LOTS, Essex & Hertfordshire County Councils, Richard Delahoy, Harloweride and First



Rivalry between ***Travel with Hunny*** *and* ***Imperial*** *on the Loughton to Harlow road: TWH Scania* ***M953 DRG****, at Loughton, is route branded for their Route 55. However, Dart* ***M459 LLJ*** *still with Bournemouth livery, fleet no (459) and rear advertisement for a Boscombe trader carrys labels of legal owner and route details for a short working from Harlow to Epping. However, as reported last month, the 55 has been deregistered, and indeed had ceased before the advertised date. Owen Woodliffe*



Publicity News

Recent items include

Essex County Council – Improvements to Brentwood bus services 73/A & 351 dated 5.10.08.

Arriva – Christmas/New Year services 2008/09 in Harlow/Ware (including Waltham Cross and Stansted).

Ensign – Bus Times booklet issue 5 dated 3.1.09.
– A4 leaflet for Christmas and New Year services. This included operation of services 22 and 73C on Boxing Day, which LOTS report were so popular that relief operation was required

First corporate style for service 33 dated 31.8.08 and 351 dated 11.1.09.

First leaflets for service 21/352 and 70/70X/352 both dated 12.1.09.

First Stansted aircoach timetable for X30 (Southend to Stansted) dated 11.8.08

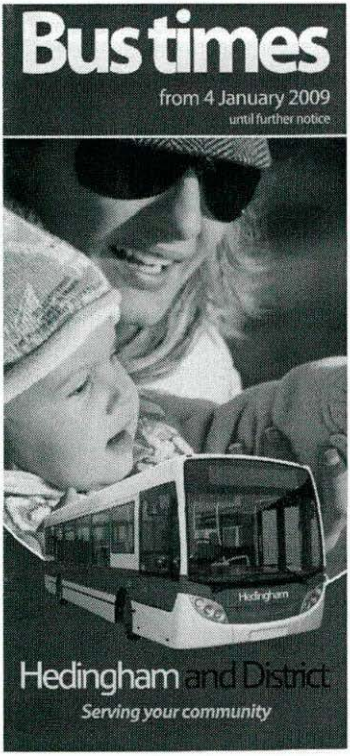
First London – Leaflet for service 265 (Brentwood to Lakeside), it has a cover picture of an Enviro 400 blinded for the service, while a map and sample fares are also included, dated 24/11/08.

Hedingham & District - slimline colour booklet dated 4 January 2009.

Swallow, Rainham - Leaflet for service X1 dated 4.8.08, with a revised leaflet then dated 20.10.08.

Crusader Holidays basic details of coach holidays dated January 2009.

Ian Ransom, with thanks to Mr D R MacGregor of Hedingham & District and LOTS



First

■ FIRST ESSEX BUSES LTD

New and acquired vehicles

New Volvo/Wright 69434 was seen at Fleetwood Docks in late January but as yet has not been seen in Essex, nor is it registered.

New Ipswich P&R vehicles 69421-33 entered service there on 15th January. 66794/5/7-9 and 66800 moved from *First Eastern Counties* to *First Essex* on 30th January, but the other 7 of these vehicles remain with *FEC* to cover MOTs and other shortages. 66796 and 66801 were working Ipswich local services on 20th January, 66800 moved to Yarmouth on 23rd, 66798 to Lowestoft on 26th (only to be replaced by 66805) while Norwich had 66803 until 6th February.

Recently arrived ancillary vehicles include:

90398	LO08TTV	Vauxhall van - first licensed 15.7.08
90401	KE04DDV	Ford Transit high roof van
90402	KE04DDX	Ford Transit high roof van

20500/1 were first licensed on 1.5.02 and 42439 on 1.9.96

Allocation changes
Period 10: 28th December 2008 to 24th January 2009
FGC=First Group cascade, i.e. transfer to/from another 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
46144 RES-DS; 46184 HH-BN; 46186 BN-HH; 46822 DS-sold; van 90233 CF-[presumed sold]; car 90239 CF-[presumed sold]; 90401 Acq-HH; 90402 Acq-CF; 46108 46110 46113 46116 46128 46129 46808 46813 46814 46817 46818 46819 46821 all D/L(D)-sold;

Disposals (period 10):
46108 46110 46113 46116 46128 46129 46808 46813 46814 46817 46818 46819 46821 all to Erith Commercials for scrap

Repaints (period 10):
67008 46155

42486 and 43733 have gained mega rear adverts, 42486's being for County Interiors of Chelmsford. 34304 and 47104 now have LED destination displays, while 67007/11 have LED front and rear marker lights

Area News - workings and sightings:
Engineering work between Liverpool Street and Shenfield has required rail replacement buses on several Sundays since the New Year, drawn from *Ensign* and a number of other operators. From 18th January, *First Essex* were involved with Shenfield-Upminster via Harold Wood and Gidea Park, using Volvo B7RLEs and Darts from CF and BN. Three late turns covered Shenfield to Liverpool Street all stations on 18th, using CF Volvos or Scanias.

Noted at Shenfield on 18th Jan were: 42918 42919 42929 42931 42933 42937 66819 66821 66824 [and First London Trident 33088]
Meanwhile *First Essex* were also at work that weekend on Cheshunt to Hertford East and Harlow Town, using double deckers and Darts – on 24th January vehicles including VR 38790 and Olympians 34807/15.
Colchester, Clacton & Harwich (DT)
As if coping with the snow were not enough, CR had a large number of vehicles damaged by vandals overnight on 1st/2nd February and various odd workings ensued; several recently-arrived Volvos (from Ipswich) were also pressed into service. Olympian CR34301 was on loan to CN during January.

January
- 8th CR34308 on 70
- 10th CR20501 on X22 [first reported sighting, but may have been in use earlier], CR67006 on 72
- 14th (RES)46826 on 64
- 15th CR43716 on 70
- 17th CR46826 on 66, CR67011 on 67
- 26th CR34307 on 70 [usually low floor saloon]
- 27th CR34014 on 72
- 30th CN47225 on 66 and 88, Scania 65675 in CR [transferred from BN, latterly at HH for familiarisation]

Chelmsford & Braintree
With the reintroduction of a through 15.45 Chelmsford-Halstead service, ECW-bodied



No red buses ran on 2 February at the height of the snow; the following day, there were two DMC (Caetano) Darts on the 498 all day and only one of the normal Dart/Enviro 200, which is also unusual. Brentwood (Sainbury's). Chris Stewart

Aircoach Volvo/Plaxton ***20463*** *(X193 HFB) in Chelmsford. Arthur Nugent*



Olympians are again to be seen north of Braintree (34815 being noted on 15th January). CF31198 had returned from HH by the end of January following accident repairs. The 54/56 are now predominantly 'big bus' routes, following the transfer of Solos to BE and BN.

January
- 5th CF42918 (42) and CF60103 on 33 [CF60103 and CF60104 regularly in use in January on 33]
- 6th CF65682 on 42
- 9th CF42482 on 56, CF42489 on 54
- 10th BE40733 on 56, CF42927 on 33, CF42931 on 42,
- 11th CF42930 on 352
- 12th Solo CF53112 on first 351
- 13th BE42439 and CR34018 on 70, BE42484 on 21
- 14th BE42439 on 56, CF42923 (42) on 70, CF42927 on 54
- 19th CF66828 on 352
- 20th CF60103 on 351 [reversion to step floor vehicles following short period all low floor]
- 21st CF34818 on 351, CF47252 on 31
- 22nd CF47223 on 17.15 70X
- 23rd BE47101 on 33 and peak 45, CR34018 on 70
- 26th CF53127 on 132, CF53136 on 30
- 27th CF34818 on 33, CF42923 (42) on 132 along with an unidentified Solo
- 28th BE47101 on 41, 46144 in use as staff shuttle [with permanent 'Sorry Not in Service' label]
- 29th BE42485 and CF43730 on 21
- 30th CF56009 on first 351

February
- 4th CF42923 (42) on 132
- 5th CF47229 on 42

Basildon & Hadleigh

At Hadleigh on 31st January, Lance BN67009 was receiving floor repairs and HH40778 was away for refurbishment. 46122 is now Company telematics spare and 46136 acting as a paint/refurb spare. HH41015 has now gone to Unitec for major repairs following an accident about a month ago (its place being covered by 46815).

Basildon have been undertaking MOTs for *First Eastern Counties* – two Darts (one believed to be 43463) were noted on 29th January. BN65626 remains out of service at BN.

January
- 10th BN46828 on 100
- 13th BN41645 on 551, BN41651 on 81/82, BN43714 on 8, BN46145 on 551, BN61057 on 12 [very unusual] and BN65631 on 8
- 14th BN43735 and BN67002 on 100
- 15th BN43732 (5) on 200, BN43735 on 22, BN67001 on 5
- 17th HH46181 on 26
- 18th BN53115 on 12 [probably first day in use at BN - was in workshop on 15th]
- 19th BN53115 first seen on 73/A
- 20th BN46827 on 100
- 21st BN31373 on 22, BN43733 on 25B, BN43735 on 5 [usually Volvos], BN46145 and BN46827 on 551, BN61057 on 8A
- 23rd BN67012 on 100
- 28th BN43732 (5) on 25B – also on 18th and 29th
- 29th HH46137 on 21A [normally low floor], HH46147 on 27; BN46170/2 on 100, BN46812 on 1, BN46811 and BN61057 on 8A, BN46828 on 25B,
- 31st HH42854 (27) on 21, HH43719 (27) on 26, HH46109 still in use on 24, HH46181 on 26

February
- 1st HH46154 on 26B, HH46155 and HH46156 on 27
- 3rd BN65631 (8) on 100

4th BN46145, BN46828 and Volvo BN66821 on 100 (Scania BN65677, with o/s damage, seen being taken away for repair); BN31373 on 22 [Lances are now very much the norm]; BN61054 and BN66828 on 8/8A; BN41651 and BN65628 (8) on 5; BN43732 (5) on 25B; BN52585 still in use on 1
6th BN61054 on 8A

Other News

Former ENOC/First Essex vehicles

One time EN Olympian coach 4500 (now LIL7230, ex B688BPU) was seen working Trans Pennine Express rail replacement services from Scarborough to Leeds on 17th January. It is owned by Stephenson of Scarborough, t/a Shoreline Suncruisers, and has a 'bus' front cowl fitted.

Abus of Bristol have lost the 683 Keynsham-Wells contract from April 2009 to Bugler's Coaches of Keynsham. VR XHK221X (one time 3116) has continued to be used from time to time on the 683 and also the Weds only 791 to Weston super Mare. In the eleven and a half years that Abus have run this route, a number of their former EN/Thamesway VRs (from the KOO-V, STW-W and XHK-X batches) have worked it. Meanwhile XHK222X (3117), disused since being hit by a 4x4 about two and a half years ago, is being dismantled with the engine already removed for shipment to Italy (a customer of Bristol Bus & Coach having contracted to take some non-EN VRs)

First Hampshire & Dorset sent Olympian 34810 (C410HJN) to Erith Commercials for scrap during January 2009, but 34814 appears to remain at Weymouth.

Former Romford Solo 53109, based at First Devon & Cornwall's St Austell depot, has seen some use on the revised 22 (St Austell to Truro) since reorganisation transferred this former Truronian route to St Austell.

Sources: Own observations, with many thanks to *First Essex* and to F R Beaumont, A Bird, T Clark, D Edwards, M Farmer, J Hutchinson, A R MacFarlane, N Mansfield, A Nugent, J Podgorski, D Pretty, I Ransom, J Salmon, C Sigston, 'Solo', A Timms, TBL177M, R Webb, R Whitley, the *Essex Bus, South West, First Group Fans* and *British Buses Abroad in North America* y-groups, www.buslistsontheweb.co.uk, *Real Bus News*, LOTS, PSV Circle, *Bristol VR South West Bus News* (http://www.geocities.com/ndl642m).

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

Arriva

■ **ARRIVA SOUTHEND Limited**

Vehicles In

From *Arriva Southern Counties* at Maidstone
5394-7 Volvo Olympian/Northern Counties (P934-7 MKL) H47/30F New to Maidstone and District

At the start of February 5395/6/7 had entered service with 5394 away for repaint.

Vehicles Out

Withdrawn for disposal
Dennis Dart/Northern Counties 3145/53 (L145/53 YVK)
Leyland Olympian/Alexander 5881/2 (E225/8 CFC)



It was 'fixed' for me to have a nice evening runaround on two rounders of service 1 (should all be double-deck) with my favourite ***5892****. I always liked these NC-bodied Olympians from when they first came in and hoped they'd outlast the much inferior Alexander RLs, with higher window line, cold interiors and leaky characteristics.*

I was truly amazed at how good 5892 was. Spot-on gearchanges, some absolutely sublimely perfect. Warm (several passengers commented). Good suspension. Nice low windows. Comfy seats. Good lighting. Nice reassuring Gardner burbling - engine firing perfectly, great puller on hills.

The last night of 5892. The last Southend NCME F-reg survivor. Darned good bus - would be happy to drive it all day!

John G Lidstone

Other News

Following the success of commercial routes 6A (Tuesday) and 17 (Thursday), new Fridays only route 18 is to start from 13th February running Hawkwell - Hockley - Ashingdon - Prince Avenue Tescos - Belfairs Woodcutters.

Peter Mansbridge with thanks to Essex Bus y-group

■ **ARRIVA EAST HERTS & ESSEX Limited**

Allocations

12/08: 3435/9.u
1/09: 2376, 3338.u; 3435/9/40.HA.

Vehicles out

2189 (R189 DNM), 2246 (R766 DUB), 2370 (R940 VPU), 2375 (R945 VPU): Hardwick, Carlton (dealer) 12/08

2374 (R944 VPU): gone 11/08
3124 (M724 OMJ): Arriva The Shires, Luton 11/08
3353 (J403 XVX): gone for scrap 12/08

Subsequent histories
2140 (N370 JGS): Bowden & Jones, Hewish, Somerset 2/08 ex Pickford, Chippenham; Pickford, Chippenham (WIq) 3/08
2186 (R186 DNM): Arriva Kent Thameside 1186 11/08 ex Arriva Kent & Sussex 1186
2200 (L426 CPB): gone from A & P Coaches Local Link, Erskine, Strathclyde 10/08
2378 (R948 VPU): Fairway Commercials, Appleton, Cheshire 9/08 ex Pickford, Chippenham
3354 (J404 XVX): gone for scrap from Arriva The Shires 3354 11/06
5451 (W451 XKX): MK Metro 5451; totally destroyed by fire whilst in service near Newport Pagnell 12/08
5849 (C 31 CHM): MK Metro 231 9/06; later re-numbered 5849, ex Arriva The Shires 5849

Fleet allocation 1/09

Harlow (HA):	0443/44, 1258, 2175/77/90, 2248, 2377, 2406/07/53-60/65-67/73/74/83-86/88/89, 3100/90, 3230/31/50/51/53-57, 3356/57/60/66-69/71/72, 3413/14/16/35/39/40, 3834/55-60/73/74, 3907-09
Ware (WE):	2403-05/61-64/90, 3417/18/83, 3830-32, 3901-06/10, 4521/22, 5423-29/33/42/43/45-47
delicensed (u):	2374/76, 3123/29, 3252, 3338
withdrawn (w):	3116, 3341/46/99

Note: Training vehicles are supplied by Arriva The Shires (BD)

Mark Garrett

Hedingham Omnibuses

New vehicle
L370 EU58 JCJ Dennis Enviro 200 Alexander Dennis B37F SFD361AR28GY10963 8230/2

Acquired vehicles
from Stagecoach East Midlands
L367 K357 DWJ Leyland Olympian / Northern Counties H47/31F
from Stagecoach Strathtay
L368 K508 ESS Leyland Olympian / Alexander H43/27F
L369 K518 ESS Leyland Olympian / Alexander H43/27F

Vehicles sold
L167 JWT 757V Bristol VRT 6LXB /ECW
L237 GGM 84W Bristol VRT 6LXB /ECW
L288 RUA 461W Bristol VRT 6LXB /ECW

This now leaves the remaining four Bristol VRs allocated to Clacton depot, contrasting with the maximum of 45 operated at one time.

Preserved former Great Yarmouth CTD Leyland PD2/1 EX 6566 has now moved from Wethersfield Road, Sible Hedingham to the East Anglia Transport Museum at Canton Colville, Lowestoft.

with thanks to Mr. D.R. MacGregor of Hedingham & District



Olympian/Alexander ***L368*** *(K508 ESS) at Tollesbury depot. The combination is now common in the Hedingham fleet, with both bought new and secondhand examples.*

Former Great Yarmouth Corporation Transport 66 (EX 6566) has been a long-term resident of the Hedingham depot, but is now closer to its original home - at the East Anglia Transport Museum at Carlton Colville, both: D R MacGregor



Stephensons of Essex

Scania N270UD/Optare EU58 BRX is numbered 501.

Acquired are former First Group Scania/Irizars P20 GRT and P26 RFS.

Recently departed former Fargo Leyland Olympian C48 KFE never entered service here. Acquired with a mechanical defect, it has been dumped at Witham for over a year. The two Olympians acquired from Arriva Southend, F574/8 SMG, have departed to Wealden PSV (dealer). Volvo B10M/Plaxton A17 SOE (N45 NRC) has gone to Crawley Luxury. Similar B8 JHN has come in part exchange. Both registrations will return to their respective operators in due course. Leyland Olympian/ECW C174/6 ECK have gone to New Horizon, Frating. These were the last low height vehicles in the fleet and are for use on a schools contract, previously operated by Network Colchester.

Leyland Olympian/ECW C77 CHM is currently on loan to Trustybus, Harlow.

Ian Ransom with thanks to Lyn Watson

National Express

■ **NATIONAL EXPRESS OPERATIONS**

DAF SB/Van Hool D322/4/6 have been repainted to plain white, ex old NatEx livery, by 12/08, and may be for disposal, or driver trainer conversion. They were parked up in the "Scania yard" at Start Hill on 3rd January but had gone by the 10th.

Volvo B7Rs V39(LK 53 KVU), LK53 KWB, LK 53 KXB have been repainted to new NX livery by 1st January.

SC43 (FJ57 KGE) appears to be the last Scania K340/Caetano Levante in the old "arrows" NX livery here.

One SC, believed to be SC26 has been seen branded for the Victoria-Stansted services.

Volvo B6BLE/Wright P243/50 AAP still stored unused at the "Scania yard" at Start Hill at the beginning of January, but had gone by end of month.

John Podgorski

NIBS

Former Unilink Scanias YN04 YJR/S are currently at SC Coach Builders and have not arrived here yet.

The first Scania/Alexander to go after the recent intake of low floor vehicles is former Town & Country H237 LOM. Scania N113/Northern Counties G117 SBA which was acquired for spares, has gone for scrap to Wigley, Carlton

Dominator J266 SPR was of the road in January, following an engine failure, but it will be repaired.

Ian Ransom with thanks to Chris Stewart

Regal Busways

Leyland National Greenway PDZ 6275 (UFG 54S) was still here on loan from A Barham, Harwich (PSV Repairs) on Christmas Eve. Leyland National BYW 365V is numbered 101, whilst former Nelsons Dennis Dart SLF/Plaxton R510 SJM is numbered 604.

Ian Ransom



The 1930s built 'Sir Charles Napier' pub at the London end of Brentwood High Street is soon to be demolished (along with some Victorian shops/offices visible to its left) to make way for a roundabout.

Regal Solo 205 (YJ58CDF) turns into King's Road on 30 January 2008 and heads for Brentwood Station. Chris Stewart

Stansted Transit

Leyland Olympian/ECW D164 FYM has gone to Atbus, Ashford. Former South Yorkshire PTE DAF articulated BBZ 8051 (C111 HDT) which was here, was destroyed as part of a Bus Race on BBC2's *Top Gear* programme.

Ian Ransom

■ DEALER STOCK MOVEMENTS

Vehicles in

from	
Arriva the Shires:	Volvo B10B's M104/5 UKX, Olympians G293 UMJ G230/2/4 VWL, Lances M267/8VPU
Dublin Bus:	Olympians 96-D-301/303 97-D-336/338/340/341-3/346/349, 98-D-20391/ 20396/20412/20426
Ipswich Buses:	Excels R189 DDX P196 SGV
London General:	PDL4/5, TL910/923/926
MASS:	Tridents W598/9 GCW.
Metroline:	DLD74
Reading Buses:	Metroriders T553/4/6 ADN
Stagecoach Manchester:	Olympians C234 ENE F289/98 DRJ, Scania;s K859/68 LMK
Stagecoach South:	Dart M91 WBW.
SunFun Group:	Olympians SJI 4558, J925 FPS

Vehicles out

	to
Solo T461 BCN:	**ACE Travel**, Liverpool
Darts R122/8/33/6 RLY, P101/2 OLX, R163 VLA:	**AM-PM Travel**, Birmingham
Volvo B10B P366 UUG:	**Beestons**, Hadleigh
Olympians N122 UHP N600 WGL:	**Countrywide Travel Services**, Sheerness
Volvo B10M M404 BFG:	**East London Bus Group**
Olympian F282 DRJ:	**Fowlers**, Holbeach Drove, Lincs.
Lances M267/8 VPU:	**Galleon Travel**, Harlow, Essex
Olympian J196 YSS:	**Generation Travel**, Guisborough, Cleveland
Olympian H721 PVW:	**Halifax Joint Committee**
Olympian K510 ESS:	**Hedingham Omnibuses**
Scanias J136/40/41 HMT, K852/61 LMK, Olympians H725 KDY F265 LSA:	**MASS** (Brightbus),Sheffield
Olympians C635/44 LFT:	**On-a-Mission Coaches**, Letchworth
Tridents PO51 UMH/L/R:	**Sullivan Buses**, South Mimms
Volvo D10M's H671 GPF C144 NRR:	**SunFun**, Earith, Cambs.
Bristol VR GGM 84W:	**BBC Wales**
Metrobus POG 480Y:	**Battling Brook Primary School**, Hinckley, Leics.
Olympian J939 MHC, Dart N214 NNJ:	**Erith Commercials** for scrap
DAF M833 RCP, Olympians SHE 620Y, B502 FFW, A28 ORJ, C207CBU:	**Ripleys, Barnsley** for scrap

■ ENSIGNBUS LTD

Vehicles withdrawn

Darts 761 and 783.

Disposals

Metrobus 152 to Erith Commercials for scrap
Spectra 107 to MASS, Sheffield

with thanks to Ross Newman of Ensignbus

Other operators

1 to 1 MINICOACHES, Basildon No longer hold a PSV operators licence. Vehicles recorded here were Ford Transit M394 UKO, R510 GNV Iveco CC95/Indcar N594 TAY and Peugeot Boxer R770 VWL.

A&K MINIBUSES, Shotgate Ford Transit K74 XPK has been acquired.

ACAB, Broomfield Further to EBN537, the licence for this operator was not granted, so please ignore the reference to Ford Transit EU51 BXY.

AIRLUX EXECUTIVE, Gt Dunmow This new operator has Fiat Ducato AX52 OYK.

AMBER, Rayleigh Leyland Tiger/Plaxton OIB 3514 (A453 HPY) has been withdrawn. Volvo B10M/Jonckheere FDZ 792 (new as A590 XRP) has gone for scrap.

ANDERMENT, Shotgate Appear to have ceased operations in Essex. The only vehicles left recorded here were Volvo B10M/Duple A501 OKH, rare ACE Puma/Van Hool D164 TCX, Toyota/Caetano L215 BPL and Mercedes Benz Vito S565 DDK.

ANITA'S, Stansted Airport Volvo B10M/Caetano P3 ERN has been sold.

APT, Rayleigh Mercedes Benz 811D/Wadham Stringer M68 DLN has been acquired. Scania K124/Irizar X408 NSE has been sold, Scania K124/Van Hool YR02 ZZU has gone to Chesterfield & District Community Transport.

ASHES EURO TRAVEL, Cressing have had their licence revoked, Vehicles recorded here were Iveco minibuses H922 FEW, N961 DOR, Mercedes Benz 709D/Plaxton J934 WHJ, Mercedes Benz 0814D/Leicester Carriage R250 PBM and VW LT35 Y98 LMO.

ASTROCABZ, Maylandsea Ford Transit NX05 RKA has been sold.

BASILDON TRAVEL, Rayleigh Volvo B10M/Van Hool C718 NHJ (C26 OFL) has been sold for scrap.

BESTAX, Rayleigh Ford Transit M339 GRH has been withdrawn.

BIDDLE, Hullbridge Ford Transit AF56 SOC is here.

CHELMSFORD TAXIBUS, Chelmsford Volvo B10M/Van Hool 2 TRR has bee registered back to its original M673 KVU.

COLT MINIBUSES, Rayleigh Mercedes Benz Vito DK04 LWM has been acquired.

COOKS, Rochford LDV Convoy T287 WWY has gone to a private owner.

CREST, Rochford In common with PSV Circle policy, we will no longer report on this operator, as the majority of vehicles are based in London. Although a couple are normally based at the owner's home in Rochford, these appear to change on a regular basis.

CRUSADER, Clacton-on-Sea EK51 KYZ a Setra S315GT has gone to Murray, Trumpington.

DAVES MINIBUS, Dovercourt Renault Master P6 BRT has gone to a private owner.

DONS, Gt Dunmow Leyland Olympian/East Lancs A486 HKB has been sold to Ellie Rose Travel, Hull. Leyland Atlantean/East Lancs DHG 211W has been withdrawn. The only decker still in service is former Hong Kong BIG 8728.

EAGLES TRAVEL, Harlow LDV 400 N874 WOC has gone for scrap.

ESSEX THAMESIDE, Benfleet Have surrendered their operators licence. Toyota/Caetano G389 GOE was the only vehicle recorded.

FLAGFINDERS, Braintree Leyland Olympian/ECW SPY 209X and Renault Master/Rohill V241 JKE have been sold for scrap.

FLORIDA, Halstead Dennis Dart/East Lancs M462 LLJ has been acquired

FOURWAYS, Highwood DAF SB2300/Caetano D336 MHB has been sold.

HAYDON, Rayleigh LDV Convoy R385 TBW has been acquired.

LONDON HERITAGE, Rettedon AEC Routemaster RMC 1462 has been acquired. It is in red with a cream band and worked on the second Ensign X80 heritage running day on 13th December.

McNEILL, Hullbridge This limousine operator, also has Ford Transit J751 TTF.

METEOR PARKING, Stansted Airport This subsidiary of Go-Ahead, lost the contract for contracts at Stansted Airport, for car-parking shuttle, airside work etc. to

National Express with effect from 1.10.08. A few vehicles passed to National Express, while others will be disposed of, or transferred to other Airports, such as Heathrow.

NEED A BUS, Bowers Gifford Iveco minibus N806 CKP has been sold

NEIL ANTHONY PRIVATE HIRE, Wickford Ford Transit PN55 DPE has been acquired.

OLYMPUS/SM TRAVEL, Harlow Although Dennis Dart/Wright H368 XGC was reported as being here, in March 2008, this is now being questioned. Could anyone with a confirmed sighting of this vehicle with this operator, please let your sub-editor know. Iveco/Marshall L722 OVX and M157 RBH have been withdrawn. Bova Futura FHD12-290 WSV 486 (LSV 830) has been sold to Ventura (dealer), Lingfield. Dennis Dart/Plaxton J313 WHJ has gone for scrap. MAN 11.190/Optare L808 FRD has also been sold.

PETER GODWARD, Basildon Leyland Olympian/Northern Counties F442 AKB has been sold to A&P, Soham.

RAYAN MINIBUS, Basildon This new operator has LDV Convoy Y684 BOA and S994 HUB.

RAYNHAM, Gt Sampford LDV Convoy/Crest AE53 KZV has been sold.

RUFFLE, Sible Hedingham MCW Metrobus B168 WUL has ben sold to Mike Nash (dealer), Ockley.

S-CAPE, Runwell Ford Transit R765 ENO has been acquired.

SAINT CLOUD, Rochford LAG Panoramic HUI 3584 (D390 XCD) has gone for scrap.

SIMONS BUS, Rayleigh New is LDV Maxus EU58 GYA. LDV Convoy S269 RBC has gone to 24x7, Elsenham.

SOUTHEND RADIO CARS, Southend Ford Transit J411 AOO and M494 RKL have been withdrawn.

STANWAY TRAVEL, Layer-de-la-Haye Ford Transit EU52 JZO has been sold.

STUARTS MINIBUSES, Wickford LDV Convoy BX04 PWV has been acquired.

SUPREME, Southend Bova Futura LUI 9951 (P564 XNW) has been sold to Munden (dealer), Bristol.

SWIFT CARS, Boreham Ford Transit SG54 BYA has been sold.

SWT, South Woodham Ferrers Citroen Relay A10 ONN (M482 EAC) has been withdrawn.

WEBB, Highwood Volvo B10M/Ikarus IUI 2734 (F881 VSJ) has been sold for scrap. Iveco/Beulas P120 KNO has been sold to Gardner, Boreham.

WICKFORD COACHES, Wickford LDV Convoy P135 KOJ has been acquired.

Thanks to Roger Smith (apologies - missed last month), PSV Circle, Chris Stewart, LOTS.

187 Collecting Fares.

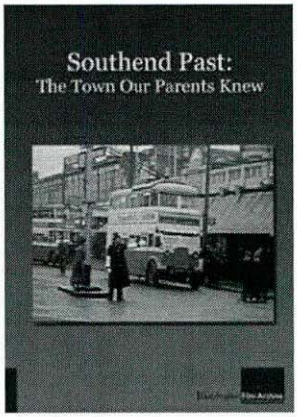
The method of collecting fares is to go from side to side, commencing at the rear end, and on reaching the front end, call out clearly, "*HAVE YOU ALL GOT TICKETS, PLEASE,*" and look round the passengers carefully.

In case of any doubt, ask quietly and courteously, "*MAY I SEE YOUR TICKET, PLEASE.*"

Never begrudge giving change; it is not the passengers' fault if they have not the correct money for their fares.

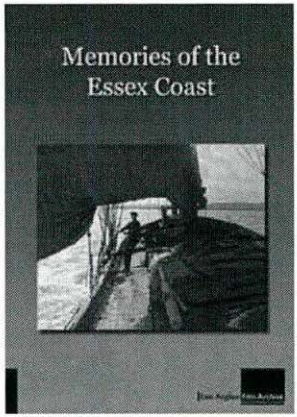
Southend-on-Sea Transport Department ~ Regulations and Working Instructions for Drivers & Coductors (Buses & Trolley Vehicles), June 1936, courtesy Richard Delahoy

The Essex bus (and tram, trolleybus etc) ~ on DVD



(1) SOUTHEND PAST ~ The Town our Parents Knew
(2) MEMORIES OF THE ESSEX COAST
Published by Independent Studios UK for the East Anglian Film Archive (the moving image library for Bedfordshire, Cambridgeshire, Essex, Hertfordshire, Norfolk and Suffolk). **£9.99** plus £1 postage per DVD (post-free for orders of four or more). Order from **Independent Studios UK Ltd., Henderson Business Centre, Ivy Road, Norwich, NR5 8BF**, or from *www.archivefilmshop.co.uk/* or by calling **01603 251 744**.

Martin Weyell has kindly reviewed further titles from this series, and has highlighted clips with transport interest:



(1) Southend Past - the town our parents knew :
Victoria Circus with the rear half of a rear entrance single decker and nearside of a City DUC-registered Leyland crossing junction, followed by two trolleybuses, one in each direction; view of High Street near Central Station with two trolleys, one in each direction-close up of toastrack tram 42 in town and on the boulevard; one double-deck tram on the boulevard, night shot of top deck of trolleybus, three separate segments on the pier trains, and film of the 1950s trains being built at AC Cars, on test on the pier, and the inauguration ceremony; extension of the Eastern Region 1500v DC electrification to Southend Victoria in 1956, with the last steam train leaving Liverpool Street hauled by Class B12 61553, and the inauguration ceremony at Victoria Station; promotional film of Southend Airport with a British United Air Ferries Carvair; and a colour Southend Council publicity film showing LTS tank loco 42256, the MV *Royal Daffodil* arriving at the Pier, MV *Rochester Queen* at the Pier; front half of open topper (JN xxxx); a sequence with a coach park in the background with five or six buses, and FMO 21 (Thames Valley L6B/Windover) on the Arterial.

(2) Memories of the Essex Coast :
The first continental train ferry at Harwich, small 20-seater bus in Leigh, early 20s, close-up of Southend trolleybus 123 (the AEC Q), with rear view of another; JN 2682 of Benfleet & District turning right, followed by Southend trolley; Southend tram, side view from left to right with trolleybus 113 behind, and Westcliff AEC Regent behind that; LNER train leaving Clacton in 1939 with evacuated children; 46468 hauling special train at Brightlingsea; colour shots of: 1939 Butlins Clacton carnival with EN Bristol L coach in use as a float, EN buses in background of 1959 Harwich carnival, and another Southend publicity film showing a rear shot of EN Bristol LD, EMU 18s entering Southend Victoria station and London Co-op Society coaches JJD 400 and 403 arriving at Southend - all in colour.

Chapter 2 : part 1 : Times of Change (1951 to 1956)

1951 was a year of great change for me as I transferred from Hadleigh Primary School to Westcliff High School for Boys which is in the County Borough of Southend on Sea. In those days, if a child from South Essex in the Essex Education Area passed the eleven-plus examination, he or she had to go a high school in Southend Borough as there were no grammar schools in the Essex Area. The alternative was to go to Palmers College at Grays. My two eldest brothers went there and had to endure an hour long journey on a Westcliff or Eastern National 'G' or 'K' each way. In the winter, my mother told them to sit near the front of the bus so as to be near the engine and thus try to keep warm! I imagine that, like most school-boys, they went upstairs. I believe some of the EN buses had Clayton-Dewandre heaters but I do not know how effective they were. At that time no Westcliff double-deckers had heaters. In fact, I doubt if any Westcliff double-deckers ever had heaters!

Travelling to school involved a fifteen minute journey by bus along the London Road to the stop before Chalkwell Schools, and then a ten minute walk. An option was to stay on the bus to Chalkwell Schools and then catch a Corporation trolleybus down Nelson Road but, in practice, that was no quicker. As time went on, I sometimes went to school by bicycle. But then another option presented itself.

There was a bus service that passed the Westcliff High Schools on its way from Leigh Station to Hobleythick Lane. This was (and still is) service 21 (note 1). I was attracted to this because some of my class-mates lived on Canvey Island. Their prescribed route to school was by bus to Benfleet, then by train (L.T.S. Line) to Leigh and then bus (21) to the school. I could have got on the 21 bus at Leigh Elms Hotel but the prospect of being sure of getting on the bus drew me to Leigh Station. As a result, after a while my main route to school became service 24 from Hadleigh to Leigh Station and then the 21 to the school.

For the school-boy bus enthusiast this route to school was a real bonus. Besides getting to school without any long walks, there was a veritable feast of buses to be observed at Leigh Station. For a start, the Service 21 departure at 0828, which I travelled on, was duplicated and usually consisted of two Beadle (re-built) Bristol GO5G such as JN6890 and JN6897. I always remember feeling sorry for the drivers of these vehicles; they had to grind their way up Belton Way East followed by Southend Corporation AEC Regents and Daimler CWA6s on the frequent service 25. The drivers of which, no doubt, followed them with a mixture of sympathy for these poor Westcliff drivers and impatience at having to crawl along behind them. One day the driver of one GO5G said to the other; 'You've got the other new one then!'

My almost daily change of buses at Leigh Station became even more interesting in 1955 with the coming of the Southend Co-ordination Area. This area extended from Shoeburyness and Foulness to Benfleet Tarpots Corner and from the River Thames to the River Crouch. Thus it included Benfleet and Canvey Island, Hadleigh, Rayleigh and Rettendon.

Within the Co-ordination area, Eastern National (which had finally absorbed its fellow Tilling, latterly British Transport Commission, sister company Westcliff in 1955) ran 63% of the mileage of all services in the area and Southend Corporation the remaining 37%. Southend Corporation had also abandoned their trolley-bus system in autumn 1954 and bought a number of motor buses to compensate. The replacement buses were a mixture of re-bodied ex-London Transport Daimler CWA6s and brand new Leyland PD2s. These were the first Leyland buses for Southend, previously only AECs



The effect of a 7' 9" wide body on a 7' 6" chassis is clearly shown in this view of Southend Corporation 264, HGC 276, one of the 13 ex London Transport D Class Daimlers rebodied by Massey, approaching Victoria Circus on a former trolleybus service. Richard Delahoy collection

and Daimlers had been purchased. The thirteen CWA6s had their original utility bodies replaced by attractive new Massey bodies which were 7 feet and 9 inches wide rather than the then legal maximum 8 feet, the war-time chassis having been built to the maximum of 7' 6" in force until 1950. The result was that they did not appear to look 'over-bodied' in contrast to some other re-bodied buses of this era. The Leyland PD2s had 'tin-fronts', six with Weymann "Orion" low-bridge bodies and five had Massey low-bridge bodies. I gather that the intention had been to have five more Daimlers from London but on inspection only 13 were deemed acceptable and so more Leyland chassis were ordered instead.

These new vehicles certainly made an impression when they first appeared at Leigh Station on the 25 group of services, then the most frequent service in the area (note 2). They also made my journey to school even more interesting. However the Eastern National/Westcliff operation was also introducing new vehicles as in 1954 the first Bristol Lodekkas appeared. They did not venture to Leigh Station at that time, as there were too few of them and they tended to stick to the trunk long distance routes such as the 2A. This meant that they were regular visitors to my home town of Hadleigh; indeed, my first ride on one was one evening when I travelled from Hadleigh to Leigh Elms simply to have a ride on a Lodekka. However most still had 5LW engines which, although slow, were now a lot smoother because of a change in the mounting of the engines. Indeed, I believe that the change in engine-mounting had begun with the last of the 'K' series.

The Co-ordination Agreement also affected the bus services on the main road through Hadleigh in an interesting way. From the very beginning of the agreement, Southend Corporation started to operate service 1 from Southend to Rayleigh High Street via

Hadleigh and Thundersley, previously this was a Westcliff route. For most of the time this service operated daily every half-hour and left Southend on the hour and half-hour. It was later increased to every fifteen minutes in the peak hours. The Co-ordination Agreement brought such interesting vehicles as AEC Regent IIs and IIIs and Daimler CVA6s and CVD6s through Hadleigh. Interestingly, Southend Corporation could not use some of their new Leylands on this service because, although low-bridge, they were too high to pass under Hockley Railway Bridge on service 7 which was linked with service 1. Thus a number 1 which left Victoria Circus at say 0900 would arrive at Rayleigh High Street at 0939 and then form the 0943 service 7 to Southend via Hockley, Ashingdon and Rochford, arriving back at Victoria Circus at 1025; neither service went down Crown Hill to Rayleigh Station as they do today. Subsequent batches of Corporation Leylands were built with bodies which were three inches lower and became regular performers on this service.

One day my mother made an entirely unsolicited and telling comment about Southend Corporation buses. She said that were a lot smoother and more comfortable to ride in than the Eastern National ones. This was, no doubt, because they all had six-cylinder engines! There were, in fact, two AEC Regal Is that Southend had re-built themselves, which had 5LW engines but they rarely ventured to Hadleigh! Although they were fitted with destination blinds that included 'London Victoria' as an ultimate destination and the letter 'D' on the number box blind.

Whether either of them ever ventured as far as London as a relief car on Eastern National Express Service 'D', I do not know! However I did see one of the Southend Corporation Dodges, normal control single-deckers, pass through Hadleigh as a relief-car on service 1. The Corporation had bought eight Dodges in all, ex Royal Canadian Air Force but acquired via the well known dealer, Norths.

Extensively rebuilt by the Corporation, four entered service as buses for peak hour reliefs and school contracts.



Far more unusual members of the SCT fleet were the 4 Dodges rebuilt by the Corporation from ex Canadian Air Force transports. The last to enter service, in 1953, number 4 (GJN 214) is seen in the depot yard. Few pictures exist of them in revenue earning service! Richard Delahoy collection

In the next part of this story, we will take a look at the take-overs of Benfleet & District, Canvey & District and the City Coach Company, which considerably expanded Westcliff's fleet and territory.

To be continued

Edited by Richard Delahoy, who supplied the photos.

Notes

(1) Service 21 then ran from Leigh Station to Prittlewell (Bell Hotel), every 30 minutes Mondays to Saturdays. Today's service still covers the same roads between Leigh Church and Westcliff Schools, via Manchester Drive, but as part of a much longer trunk route, Canvey Eastern Esplanade to Southend, every 20 minutes (hourly on Sundays).

(2) In 1955, the 25 group ran between Highlands Boulevard and Thorpe Bay Corner, with a complicated timetable offering a 5 minute headway over the core Leigh Church to Victoria Circus section (which had been part of the tramway until 1942), extended at one end every 20 minutes to Highlands Boulevard and at the other end every 15 minutes to Thorpe Bay via the seafront and also every 15 minutes to Thorpe Bay via Southchurch Road.

EASTERN NATIONAL

Enthusiast's Guild

MORE ON RAYNE ROAD GARAGE

In his very interesting article in EBN537, *Nigel Turner* asks about the use of the above garage between 1945 and 1950 when it became a paint/body shop.

So far as I know, it was used to store out of service and war-damaged vehicles that required major overhaul and repairs. It was unmanned and it was difficult to see inside apart from trying to see through the gap in the doors. There were certainly some buses in there.

The company's fleet list contained a number of vehicles which were marked as delicensed which we had never seen, e.g. 3584 (CPU 196) - Dennis Lancet. This was severely damaged in May 1943 at Chelmsford. None of the missing vehicles were in or at the back of any of the garages, either in the Eastern Section or Midland Section as we had visited all of them. There was no room to store them at Anchor Works. Periodically one of them would appear with a secondhand body from a withdrawn vehicle e.g. a Leyland Lion.

About 1948, the damaged chassis of 3584 appeared in Duke Street covered over with a tarpaulin (we looked underneath). It later emerged with a secondhand body.

Very few buses were disposed of until 1949, when the Leyland Lions started to go. ECW and Beadle bodies then became available. These dated back to 1937/38.

This is the answer I think. I have spoken to Group Captain Mike Lee who is very knowledgeable on the Midland Section from the 1940 onward. He said that he never visited the garage at any time but agrees with me. Geoff Dodson was unable to help as he did not join the company until after 1950.

There is no record, incidentally of a Charles Major Taylor receiving any war medals in WW1. It does seem that he adopted the name "Major" as a forename!

The is a website *(www.essexpub.net/essexpubs/)* which gives details of the Horn Hotel. This shows John C. Perkins as the proprietor in 1925, Charles M. Taylor in 1929 and Henry Hancock in 1933. These are taken from *Kelly's Essex Directories* which was only published every three years.

John Taylor

From the archives

The **Chester Corporation** trams last ran on 15th February 1930, a replacement fleet of twenty AEC buses having gradually taken to the road in the preceding three days. Numbers 1 - 10 (FM 5763-72) were Regals with Rochester-built Short B30D bodies; 11 - 20 (FM 5773-8/6137-40) were Regents, also with Short bodies, to H26/24R configuration. Both types were fitted with the AEC A131 6.1 litre petrol engine.

For some reason, Regents 16 and 18 did not enjoy overly long lives, being withdrawn in 1939. The remainder departed in stages between 1943 to 1945.

16/8 passed to Lyons, a Chester dealer, in May 1939. 18 was scrapped, but in July, 16 (FM 5776) found a home with **Canvey & District Motor Transport Co.** as their no.24. Around this time, Canvey acquired a variety of oddments, most of which did not last long. In the case of no.24, it was withdrawn in September 1941, and passed to **Yeomans Motors** (HJ, JH & GH Yeomans, later JH & GH Yeomans) of Canon Pyon, Herefs., in May 1942. Here it gained its third number - 37. Yeomans rebuilt it extensively in 1946, which gave it a a further three years lease of life. It was finally scrapped in October 1949.



The picture (by photographer unknown) shows it in Yeomans cream and green livery, in Hereford bus station, awaiting departure to Kington, surrounded by antique Midland Red types. Whether the original Chester single-line destination screen was removed during its sojourn at Canvey, or in the Yeomans rebuilding exercise is not known.

David Harman

Rear cover

*New to the **Hedingham** fleet - former Stagecoach East Midlands Northern Counties-bodied Olympian **L367** (K357 DWJ), seen at Hedingham depot, and new Enviro 200 **L370** (EU58 JCJ) at Tollesbury.*

D R MacGregor



The Essex Bus keeps running through the snow ....

Imperial *Marshall Dart at ten past nine in Brentwood High Street on February 2.*
Chris Stewart



A day later, ***Imperial*** *Dart* ***N261 PJR*** *at Brentwood station. Chris Stewart*



First London *'s TfL contracted Romford-Brentwood 498 has schooldays only workings requiring two double deckers (Tridents). The 265 was registered late last year running Brentwood-Lakeside, using one of these deckers which would otherwise go back to Dagenham depot.*

This route is unusual in that it is First London operating commercially outside the TfL area, in a reversal of the old situation where Eastern National/ First Essex still ran within the LT area. Trident TNL 33085 is seen on 3rd February, passing through picturesque Herongate.
Chris Stewart


SCHOOL SERVICE 705
Hedingham
L367
Hedingham
L361
VOLVO
K357 DWJ


TOLLESBURY
HEDINGHA
92 Tollesbury
Hedingham
L370
Hedingham
EU58 JCJ