

ESSEX BUS NEWS

**No.573
January 2012**



ESSEX BUS ENTHUSIASTS GROUP
www.essexbus.org.uk



Ensignbus after dark

Ensignbus covered a few 100's on 27th December for First due to staff issues they had. Volvo B7 116 (PO58 NPU) is seen in Basildon on the 17:00hrs departure.

Ross Newman

Route 73 (Lakeside & Tilbury Civic Square via Grays and Socketts Heath) became a 24 hour service on Mondays to Fridays from 3rd January. On Mondays, the first bus leaves Tilbury at 04:05 and the service runs through until the 00:45 departure from Lakeside on Friday night. On Monday to Thursday nights a 60 minute frequency is provided between approximately 23:00 and 05:00. Volvo B7 119 (PO58 NPY) waits at Lakeside on the evening on 5th January.

David Harman



Dates for your diary

■ EBN PRESS DATES

<i>EBN dated</i>	<i>reports to Editors by</i>
February	February 4
March	March 3

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

■ SOUTH ESSEX MEETINGS

Venue - **Wickford Cricket Club, off Swan Lane, Wickford** - five minutes walk from Wickford Station and five minutes drive from the A130 and A127. Doors open at **1930** for an informal chat, with the main talk or show from **2000 to 2145/2200**; a cash bar is available. Members and guests welcome. £1.50 donation please towards the hire of the room.

Spring-Summer 2012 programme

- ▶ **Monday January 30, 2012** - Russell Young. Another of his excellent topical presentations.
- ▶ **Monday February 27** - Martin Weyell concludes his *A to Z of operators* with S to Z.
- ▶ **Monday March 26 - 19.45 SHARP**. Followed by '*Out with the Old - In with the New*' - contrasting experiences of end of Blackpool trams and the new Cambridge Guided Busway by Richard Delahoy.
- ▶ **Monday April 30 }**
- ▶ **Monday May 28 }** These meetings will be at Freight House, adjacent to Rochford Station.
- ▶ Meetings in **June and July** will be outdoors with a return to Wickford for September meeting.

Richard Delahoy

■ NORTH ESSEX MEETINGS

Venue: downstairs room at the **Friends Meeting House, Church Street, Colchester**, just south of "Jumbo" (the water tower) and behind the Mercury Theatre. Town centre bus stops and parking are nearby. Doors open at **1930** for an informal chat, with the main talk or show from **2000 to 2200**. £1.50 donation towards room hire, please. Slides/digital photos are preferred, but prints can also be shown. Members and guests welcome. *Dave Arnold*

2012 programme ~ slide shows

- ▶ **Friday February 10** - Alan Osborne - *Memories of the nineteen eighties*. (note change of date).
 - ▶ **Friday March 9** - Dave Arnold / Fred Lawrance continue the Harris Story: *Part 2 - the London bus operations*. (note date change)
- ** Photos wanted for this show: We are looking for photos of the following in East**

Cover

A new body style in the **First Essex** fleet: Caetano-bodied Dart **41525** (LK03 UFC) has come from First London. Refurbished, single-doored and repainted, it is seen here in New London Road, Chelmsford, on December 15. *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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Thames red (London) livery: P327 NHJ, P340 ROO, P342 ROO, P347 ROO, P348 ROO, R357 XVX, R359 XVX, R360 DJN, R377 DJN, M649 RCP, P317 KTW, P318 KTW with East Thames or any ex-Harris buses with East Thames. We are also after any other Harris Bus/Coach or ex-Harris Bus/Coach photos. Prints, slides or scans, please to Dave Arnold, 21 Cedar Chase, Heybridge, Maldon, CM9 4NR or email:

david@arnold1.fsnet.co.uk

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

■ EVENTS ETC

- ▶ **Saturday February 25** North London Transport Society Bazaar. St Stephens Church Hall, Park Avenue, Enfield. * The Group Sales Stall will be at this event. Copies of Westcliff on Sea History (£20). Canvey's Early Buses (£4.95), LTS History (£12.95), Blackwell's (£4) plus pre-owned books and photos available*.
- ▶ **Saturday March 31.** M&D and East Kent Bus Club: *M&D and EK 50 Event*, Kent Showground at Detling. Owners of any former M&D or East Kent vehicles, both preserved or still in active use, are very welcome to bring them along to 'M&D and EK 60'. All other buses and coaches welcome too! www.arrivabus.co.uk/MDEK60/ and on Facebook: www.facebook.com/MDEK60

- ▶ **Sunday April 15.** - North Norfolk Railway Train & Vintage Bus Day.
- ▶ **Saturday April 21** - Theydon Bois Transport Bazaar and Epping Forest Running Day
- ▶ **Sunday April 29** - London Bus Museum Spring Gathering. Return to Wisley this year.
- ▶ **Sunday July 1** - North Weald Bus Rally

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

Welcome to new members ...

A warm welcome to new members :

Paul Dipper of Hutton, 1043

Mr J A Chapman of Cheshunt, 1044

Richard Delahoy, Membership Secretary

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 $10 \times £1.70$; i.e. **£17**.

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

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

MISSING / DEFECTIVE EBNs

For replacements, contact the Distribution Officer:

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

TIMETABLE SUBSCRIPTIONS

Join this scheme to receive the Essex County

Council timetable book and bus map. Send

your details and a cheque for **£12** to

Richard Delahoy, 272 Shoebury Road,
Southend on Sea SS1 3TT.

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

PUBLICATION SALES

Send orders for publications to:

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

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

BLACK & WHITE PHOTO SALES

Lyn Watson

Willow Tree Cottage, 11 Roman Bank,
Gedney Dyke, Lincolnshire, PE12 0AR

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

lynw@barrons-bds.com

From this month, the printers in Ware take over the mailing of EBN. Although this adds to the cost, the Group's finances are healthy and it was felt that this was a simpler option than doing it ourselves (via *Owen Woodliffe*). Our thanks to Owen for undertaking this unexciting chore over the past year. He will continue to manage the stock of back numbers and deal with lost-in-transits etc. and all requests for these should be made to him (address in Group Directory).

From February, EBN's publishing schedule will change slightly, with deadlines set a week later. This is to fit around the dates when official information reaches us. It will generally mean that EBN is posted to members around the middle of the month.

Mark Garrett officially 'retired' on 31 December as Arriva East Herts & Essex Editor. The beginning of the year marks the point at which AEH&E operations pass to TGM, and thus it is an appropriate time for Mark to pass the baton to Peter Mansbridge. Peter will now manage all the TGM Group operations (Colchester, Harlow and Stansted).

We offer sincere thanks to Mark for all his work for EBN over many years and wish him the best for the future. In fact, 'retiring' is a misleading term, as he will be continuing as Editor, looking after Stagecoach East & Midlands for the PSV Circle, which will doubtless keep him busy!

David Harman

Book Review

CANVEY ISLAND'S EARLY BUSES

By Peter Clark



Canvey Island's Early Buses – a history covering the period up to 1951 including stories of rivalry and disputes among the numerous early bus operators!

Richard Delahoy reviews this book written and published by *Peter Clark*

It's easy to fall into the trap of thinking that the past 25 years of deregulation have seen a free for all in the provision of bus services, but the truth is that even "deregulation" has involved a lot of rules. To understand what a free for all really looked like, you need to go back much further, to the formative years of the bus industry before the 1930 Road Traffic Act took effect and brought order out of chaos (and, some would say, took away much of the innovation . . .). Nowhere were the excesses of the almost unregulated system more apparent than on Canvey Island!

Peter Clark told some of that story in his 1983 book, *The Bridge Family and its Buses*, the Bridges being the owners of Benfleet & District and Canvey & District, which sold out to the state in 1951 to become part of Westcliff Motor Services. In this new book,

Peter focuses on the early development of bus services on Canvey, itself a fascinating place as development took place somewhat haphazardly. The lack of a proper connection to the mainland also meant that Canvey's services existed somewhat in isolation – as Peter describes "At low tide the buses started from a turning point near the Benfleet level crossing gates and splashed their way across the ford to Canvey. If any water appeared through the foot-boards, often loose in those days in case of quick access being required, that was the last bus through until the next low tide! Meanwhile passengers would use the ferry and board the bus on the Canvey side". A bridge was not opened until May 1931.

Peter describes the machinations of the various private bus owners, how they came to form an Association and later a limited company which, in stages, was acquired by H A Bridge and brought under common ownership and control with Benfleet & District. In the mid 1930s a new garage was built that continues today as the Castle Point Transport Museum. In the 1940s the Benfleet/Canvey fleets were modernised

with an influx of mainly second-hand utility Daimler CW deckers, before the decision was taken to sell out to the British Transport Commission. Both companies were then merged into Westcliff, itself soon to be merged into Eastern National.

The book is full of fascinating facts – such as the use of horse buses on Canvey as late as 1948 or 1949! – and is an interesting collaboration between a local journalist, Tom Jea, and a studious and meticulous researcher, Peter Clark, to give a very readable account of a fascinating time. A few *Essex Bus News* readers will remember those times, most of us don't because we are too young, but the book records an important part of the history of the local bus industry.

Highly recommended.

- Priced at a modest £4.95, this A5 sized book has 44 pages with a good variety of illustrations. Available post free from the Publications Officer (see Group Directory) or at South Essex meetings.



The imposing depot building near Leigh Beck has been restored in recent years and today proudly carries the name of the Canvey company once again. *Richard Delahoy's* picture shows it in a rather run down condition on its last day as an operational Eastern National depot, April 29th, 1978.

Service changes

Ensign Bus

3 Jan 12	22	M-S	Aveley to Stifford Clays: minor timing changes to certain peak journeys.
	33	M-S	Grays to Lakeside: minor timing changes to certain peak journeys.
	73	M-S	Tilbury to Lakeside: minor timing changes to certain peak journeys.
	83	M-S	Chadwell St Mary to Lakeside: minor timing changes to certain peak journeys.

First Essex

8 Jan 12	10-12	D	Clacton to Jaywick: revision to early morning journeys from Jaywick.
	21	D	Black Notley to Halstead: revised route and timetable with section between Deanery Gardens and Halstead withdrawn.
	64	D	Shrub End to Greenstead: revised Sunday timetable.
	65	D	Stanway to Highwoods: minor revision to the early morning timetable from Stanway.
	74	D	Clacton to Colchester: revised timetable.
	75B	D	Colchester to Greenstead/ University of Essex: Sunday service withdrawn with minor timetable changes early mornings.
	76	M-S	Clacton to Colchester: revised timetable.
	100	D	Lakeside to Chelmsford: extra early morning journeys in Billericay introduced.
	103	M-S	Harwich to Colchester: minor timetable changes.
	131/2	M-S	Witham to Braintree: service extended from Braintree to Halstead. Section of route between Braintree and Springwood Drive withdrawn.
9 Jan 12	40/50	D	Chelmsford to Great Baddow: revised timetable all journeys are renumbered service 40. Sunday service withdrawn.
	47	M-S	Chelmsford to Broomfield Hospital: service withdrawn.
	48/9	M-S	Chelmsford to Broomfield Hospital: services withdrawn.
	70	M-S	Colchester to Chelmsford: minor timetable changes.
	71	M-S	Chelmsford to Colchester: minor timetable change to 0635 journey from Colchester.
	256	TFS	Billericay to Basildon: revised route and timetable with more journeys extended to/from Basildon via Little Burstead. Route amended in Basildon to serve Steeple View Estate and Pippis Hill Retail Park.
	511	Schs	Billericay to Southend: revised route and timetable.
	H1-3	M-S	Chelmsford to Broomfield Hospital: new services.

Go Ride

3 Jan 12	374	M-S	Grays to Basildon: new service
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Flagfinders

24 Jan 12	FP	D	Braintree to Freeport: service withdrawn (updated information).
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Harwich Connexions Transport

1 Jan 12	SB61	FO	Wix to Dovercourt: service withdrawn.
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	SB62		FO	Ramsey to Manningtree: revised route and timetable.
LCB Travel				
28 Nov 11	LCB2		M-F	Church Langley and Harlow: withdrawn from Church Langley and Potter Street and operates via The Stow, The Phoenix and Southern way. Increased frequency and service introduced on Saturdays.
New Horizon Travel				
28 Nov 11	177		Schs	West Mersea to Colchester: amended route and timetable.
5 Mar 12	77		M-S	Colchester to Clacton: revised route and timetable with section between Aingers Green and Clacton withdrawn.
Regal Busways				
8 Jan 12	11A		Su	Sutton to Chelmsford: route revision in Chelmsford to operate via Pump Hill, The Causeway, Maldon Road, Longmead Avenue and Meadgate Avenue.
24 Jan 12	900		D	Braintree to Freeport: new service(updated information).
SM Coaches				
5 Dec 11	T15		M-S	Harlow to Pinnacles: new service.
4 Mar 12	X22		D	Epping to Stansted Airport: new service
TGM Group (Network Colchester)				
5 Dec 11	133		D	Stansted Airport to Colchester University of Essex: amendment to evening timetable.
Travel with Hunny				
6 Feb 12	E20		D	Harlow to Stratford: new service (updated information).
Wyvern Community Transport				
2 Mar 12	SB72		WF	Great Wakering to Rayleigh: new service.

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

Publicity News

Ensignbus issued a Christmas 2011 & New Year 2012 A5 booklet with seasonal revisions plus the 3 December Vintage Bus Running Day and Winter Wonderland excursions. Snowy B7 117 on the cover. Issue 14 of Thurrock Area Bus Times is dated 3 January 2012, and includes the new 24-hour 73 service, whilst omitting the 373/4 Thurrock tenders, now with Go-Ride. Sunny B7 112 on the cover.

First have a new slimline in the standard style (with in this case, the ice cream cone pic) for the 25/ A/B, and new 25C, dated 6 November 2011.

Ian Ransom, David Harman

First

■ FIRST ESSEX BUSES LTD

Chris Stewart is in New Zealand over Christmas, so no First report this month. He returns shortly and normal service will resume in February.

One snippet of news is that a Dennis Lance/Plaxton Verde, 67241 (M241 MRW) is in use at Clacton, understood to be on loan whilst certain work is done to the two Primos. It was new to Midland Red West in 1995 as 241, and was most recently at Redditch with First Wyvern. Photo, courtesy of *Ian Hardie* shows it in Pier Avenue, Clacton on 3 January.

On Monday 12th December, two former First London DMC class Dart/Caetano saloons appeared in service with First Essex. One is 41525 (LK03 UFC), refurbished and converted to single-door (see cover) with some more to follow. More details next month.

David Harman / Chris Stewart



Arriva

■ ARRIVA SOUTHEND LIMITED

The restructuring of Arriva Southern Counties outlined in EBN571 has been deferred.

Peter Mansbridge

TGM Group

■ NETWORK HARLOW

Dart/Wright 3439 (R169 GNW) is reported to be back in service from Harlow during

December. It retains its all-over red livery from its previous use on now withdrawn red route 1.

Dart 364 (SN54 HXC) has transferred from Stansted to Harlow.

Peter Mansbridge with thanks to John Podgorski and Harlowwide

Ensignbus

■ DEALING STOCK MOVEMENTS

Vehicles in

from

Bodman Coaches, Devizes: Enviro 300 WX58 PFK

Carters Coaches, Ipswich: Dragon M684 TDB.

Kings Ferry, Gillingham: Enviro 200 GN07 FDE

Metroline: Tridents T132/145 CLO, Darts T35 KLD,
V119/20/8 GBY, W134/151 ULR

Stagecoach London: Darts Y335-7 FJN

Stagecoach Scotland: Volvo B10Ms IIL 3504, BHZ 9546, ORU 738, 743 NAS,
DSU 707

Veolia Transport: Iveco CN53 FVY, Primo CN57 EFG, Solo MX56 ABU,
Volvo B7RLE CN57 HVH, Mercedes WA06 JFV/JFU

Vehicles out

to

Volvo B10Ms ORU 738, IIL 3504, BHZ 9546:

Alpine Coaches, Llandudno

Trident V129 MEV: **Astons Coaches**, Worcester

Olympian H871 PVW: **Canterbury Sights**, Canterbury, Kent

Dart Y543 XAG: **City Direct**, Galway, Eire

Primo CN57 EFG, Solos YJ06 YPP/YPR:

Coachcare, Leicester

Mercedes 709 N912 ETM: **Cotswold Green**, Gloucester

Olympian H149 GGS: **Countryliner**, Guildford

Solo MX56 ABU: **D&G**, Stoke

Volvo CN57 HVH: **First Group**

DAF SB220s R396/7 XDA: **GHA Coaches**, Wrexham

Volvo B10M R987 XVM: **Harpurs Coaches**, Derby.

Solos CN06 BXK, CN05 JYP: **Next Bus**, Chippenham, Wilts.

Dublin B6 00-D-70038 now X62 CHJ

Norfolk Community Transport

Tridents X385/8 NNO: **Preston Bus**

Dublin Olympian 98-D-20400/9/14 now R375/368/376 LHK

Scotbus, Inverness.

Tridents V149/72/214 MEV: **Sleafordian Coaches**, Lincs.

Trident T73 KLD: **Xelabus**, Southampton

Darts R124/40/6 RLY, W136/48 ULR, W122/4/7 WGT, V801/2 KAG:

Geoff Ripley, Barnsley

Mercedes WA06 JFV/JFU: **Bob Vale Coach Sales**, Andover, Hants.



One of two Volvo B7's acquired from Sanders of Holt, **122 (PL08 YMA)** at Lakeside on 5th January. These have numerous detail differences to the 'home-grown' batch of B7s, including the seats and the formidable tree branch-deflector. *David Harman*

Dublin 00-D-65003 Volvo B7LA: now X961 CNO,
South East Coachworks, Faversham, Kent

Olympian C27 CHM: **MC Trucks, Wasserbilig, Luxembourg**
(C56 CHM was the one that went to Royal Logistic Corps)

Mercedes 814 T448 EBD: **Uslugi Transport, Poland**

Metrobus KYV 720X: **Proud Brighton Ballroom**

■ ENSIGNBUS

Ex-Aintree Coachlines Trident W5 ACL is now re-registered GVV 205 and numbered 195 in the operational fleet. Former fleet member 504, Enviro 400 (SN56 AWW) now with Helms (Aintree Coachlines), and used on the Chester City Rail-Link service is still in Ensignbus livery with 'Ensignbus North West' fleetnames. This is a private joke - Aintree/Helms do ferrying work to and from Ireland for Ensign.

Dart Y343 FJN is now converted to single door and numbered 743.

Dart/Marshall Capitals 727 (R627 VEG), 770-2/7 (R870-2/7 MCE) are all withdrawn.

■ ENSIGNBUS HERITAGE / MUSEUM FLEET

RML2683 has been acquired.

Mark Lloyd with thanks to Ross Newman

Hedingham

Reinstated Vehicle

L148 (WPH 135Y) Leyland Tiger/East Lancs EL2000 rebody has been reinstated at Tollesbury. Previously withdrawn for sale at Sudbury, L148 is to be used on the Tolleshunt D'arcy to Tiptree school contract saving a decker, previously served by L354 (M604 TTV) the ex Nottingham Volvo/Alexander, which is currently the Tollesbury spare service bus.

Disposals - Subsequent Information

L315 (FWL 780Y), the Olympian that eluded Lady Cars operation on withdrawal has emerged from Qualiti-Conversions as a play bus for a company named Junglebuddies. Junglebuddies have operations centred around Fareham in Hampshire. They specialise in childrens parties where the bus comes to them, marketing themselves as a "VIP play experience". The neat conversion has a slide between decks, ball pits, biff 'n' bash areas, up and overs and horizontal & vertical roller bars to keep the children entertained. The conversion coach build wise has a residential type front door, an awning fitted between decks on the nearside, tinted filmed windows and jungle graphics. More of the conversion can be seen at <http://junglebuddies.co.uk>.



Allocations

L342 has moved from KN to SY.
L370 is at CN to be used on Service 4.

Repaints

Reported recent repaints are L241, L281 & L312.

General

L282/L291 no longer carry SY depot codes.

Mark Lloyd with thanks to Dave Arnold

Olympus / Roadrunner

Please delete any reference to MCW Metrobus B10 MSE being here. It was with Galleon, but has since been sold to Ensign (dealer), Purfleet. Also Dennis Dart/Carlyle G501 VYE is not here, but is preserved and kept at Galleon's premises.

Former Go North East V188 ERG, a Dennis Mini Pointer Dart has been acquired and retains, it's former owners yellow livery. Former Dublin Bus Olympian 97-D-344 (now P786 SWC) is also now in the fleet.

Scania N113/Wright RDZ 1707/09/12/14 have been sold to Hardwick (dealer), Carlton Darts P103 HNH and P677 RWU have also been scrapped.

Ian Ransom with thanks to LOTS

Regal Busways

The four vehicles acquired from Imperial are Dennis Dart SLF/Marshall S520/6 KFL (numbered 607/609) and Dennis Dart SLF/Plaxton S104 EGK, X371 CUY (608/10). They retain Imperial livery and have been used on a mix of former Imperial and Regal routes.

Ian Ransom



Regal Busways former London General Plaxton Dart 104 (S104 EGK), still in LG livery and with London two-door layout. Chelmsford, Victoria Road South; 15th December.

Russell Young

SM Coaches

Former Go North East V189/91/93/94 ERG, Dennis MPD have been acquired. V191/94 still in yellow, while V189/93 is in blue/white fleet livery.

DAF SB220s R396/7 XDA were sold to Ensign Bus (dealer) in November.

Ian Ransom with thanks to LOTS

Community Buses

Brentwood Community Transport The 898 *Queen's Shopper* (Queen's Hospital/Romford to Blackmore) was being run on 13 December by low-floor Bluebird minibus YX60 CXF, in blue livery and named 'Becket' (with mention of support from Brentwood à Becket Rotary Club on the side), in place of 'Bertie', the usual Iveco. Bertie was stripped of his route branding so it is presumed Becket is now the dedicated bus.

The 898 service from Blackmore to Romford underwent a timetable change on 23rd November, now including a short double run from Brentwood to the Community Hospital in Crescent Drive.



Brentwood Community Transport's Bluebird 'Becket' YX60 CKF is seen returning from the Community Hospital and heading towards Romford on 14th December. *Chris Stewart*

Go Ride CIC, Abingdon: A second vehicle reported on hire here, is GoSTART Community Transport Ford Transit GU52 RRX. On the Thurrock 374 tender, taken over from 3 January under a Section 22 permit, former Travel London Mini-Pointer Darts KN52 NFE/R/T in dealer white have been observed. The operating centre and crew changeover point appears to be the Thames Industrial Estate at East Tilbury (Bata Estate).

Wyvern Community Transport are operating EU09 JCV a Mercedes Benz Sprinter.

Ian Ransom, Chris Stewart and David Harman



Anonymous **Go Ride** Mini Pointer Dart KN52 NFT awaits custom at Grays Bus Station on the 374 on 5th January with a rather splendid gasometer in the background. *David Harman*

Stephensons of Essex

Acquired

830 (N959 FKK), 831 (N960 FKK) - further ex Dublin Olympians, previously their 290/293, now converted to single door and repainted into fleet livery. These will enter service in January. Olympian F630 MSL which was due to have been withdrawn and scrapped has instead been MoT'd and reinstated short term into the operational fleet.

Richard Delahoy



Motts Travel Volvo B10M/Plaxton Paragon X400 MTT working a Lille shopping weekend break for **Crusader Holidays**, seen at Thurrock services. This coach is now no.200 in the **Stephensons of Essex** fleet. *Dave Arnold*

Crusader

Following on from the report last month, the business was sold to Motts Leisure, Aylesbury during December. The deal includes the Crusader name, but it is not clear, if any vehicles are involved, although a number of staff have transferred to the new business. It is planned to operate as many of the tours in the current Crusader brochure as possible.

Noted at Clacton depot in early 2012 were Mercedes Benz 0815/Sitcar MT03 MTT and Volvo B12/Plaxton MT05 MTT, both Motts vehicles.

Former Crusader Holidays Setras exported to Cyprus are S315 GT-HD T111 LTW (now LAA063), S415 GT-HD EU06 JBY (now LAD350) and EU06 JBZ (as yet unregistered).

Ian Ransom with thanks to Paul Smith

Other Operators

24 x 7, Elsenham The PSV Circle have reported the arrival of almost 50 minibuses (all non PSV), over the past two years, for use on school and other contracts. It is not intended to list them here. A number of vehicles have been re-registered with JIG

xxxx plates. LDV Convoy S269 RBC has been sold.

A2B MINIBUSES, Corringham Acquired some time ago, but not reported is Ford Transit CU53 EZC.

ACME BUS, Molehill Green Acquired are

Renault Trafic LY06 LYD, PN06 ZCK and Renault Master EX08 KZR, all from private owners. Former Lodge High Easter, Dennis Javelin/Berkhof F20 DGE (P899 FMO) has been re-registered E4 CME.

ADTAX, Saffron Walden Acquired from a private owner, is Ford Transit ST07 OUE. Similar AF53 OSM, has been sold.

ADVANCE MINIBUSES, Southend

Acquired from Colt Minibuses, Rayleigh is DK04 LWM a Mercedes Benz Sprinter.

AH MINIBUSES, Little Clacton Ford Transit R420 CRP has been sold to A1 Van & Truck (dealer), Clacton.

ALANS MINIBUSES, Hockley Mercedes Benz 709D/Plaxton DIG 6213 (J430 WFA) and Renault Trafic M319 WKA have been sold.

APT TRAVEL, Rayleigh Mercedes Benz 0814D/Plaxton YN05 HVM has been sold to Kent Coach Travel, Sheerness, similar YN05 XYY to Active, West Molesey, while

DAF SB300/Caetano K696 RNR and Mercedes Benz 614D Y389 FNH have gone to unknown buyers.

ARROW TAXIS, Maldon New here are Mercedes Benz Vito AR60 OWS and Mercedes Benz Sprinter AR11 OWS. Acquired from a private owner, is Ford Transit AK11 ZDK. Ford Transit EU05 MTV has been re-registered AR03 OWS.

BARKERBUS Roydon Vehicles re-registered are Neoplan N122 WIW 4749 (new as G337 KWE) to SIB 3276, while Mercedes Benz 0303, G39 YJA is now WIW 4749. Irisbus 391E/Beulas S105 KJF has been sold.

BARRYS BUSES, East Tilbury Acquired is LDV Convoy J300 PCT (YR02 NVT).

BELLS BUSES, East Tilbury Iveco 45-10 P335 GKR has been sold.

CHARIOTS, Stanford-le-Hope LDV 400M420 BCD has gone for scrap.

CLINTONA, Brentwood Mercedes Benz



Nowadays **Clintona Minicoaches** run just a couple of routes. One is the 99 (formerly the c2c) linking Tilbury Town Station with Tilbury Riverside. Previously, this started from the 'up' side of the station and ran on a fairly direct routing to the river and ferry. It now starts more usefully from the 'down' side and follows a slightly more circuitous route. Mercedes Vario YX54 GYZ stands at Tilbury Town on 10th November.

David Harman

- 0814D/Plaxton SF04 RHZ has been sold to Group Travel, Bodmin.
- COOL CARS, Canvey Island** Iveco 50C13 YX51 JRO has been sold.
- COUNTY COACHES, Brentwood** Ayats Bravo 2851 RU (AK52 MGE) has been sold to Redwoods Travel, Hem-yock.
- DONS, Great Dunmow** Acquired from Wigan Buses, is N201 CKU a Spartan/ East Lancs. This is one of only two built, both were new to Yorkshire Traction. Bova Futura FHD14-340 YJ05 FXH has been re-registered DH05 DON. Bedford VAS/ Plaxton ETC 760B has been reported in *Buses* as sold to Go Goodwin, Eccles for continued preservation.
- EAGLES TRAVEL, Harlow** Ford Transit L830 MJN has been sold.
- ESSEX MINIBUSES, Laindon** Ford Transit SD57 HYP has been sold.
- EXCALIBUR TRAVEL, St Lawrence Bay** Ford Transit GN55 ZTZ has been acquired from Starline, Tonbridge.
- FISHING IN FRANCE, Bradwell-on-Sea** Have ceased operating and Fiat Ducato P386 NVR has been sold.
- FLAGFINERS, Braintree** Scania N113/ Alexander H810 WKH has been repainted in blue/white fleet livery.
- GARDNER, Boreham** Scania K112/ Van Hool AHZ 1253 (E663 YDT) has been sold to Alpha Coaches, Honiton, while Dennis Javelin/Neoplan R289 THL has gone to Call a Cab, Pontyberem.
- GIBBS LIMOUSINES, Hook End** Mercedes Benz Sprinter EU58 CGK has been re-registered GIB 858.
- GO2MINIBUSES, South Ockendon** Iveco 45C14 MX56 FXH has been sold.
- GODWARD, Basildon** Volvo Olympian/ East Lancs P340 ROO, has been sold to Irvine, Law.
- GRAHAMS, Kelvedon** *Buses* magazine, reports a surprise addition from Harrogate Coach, Green Hammerton, T399 OWA a Scania N113/ East Lancs.
- GROUP TAXIBUS, Chelmsford** Ford Transits 36 (EY54 NXA) and 54 (EY54 NXX) have been sold.
- HAYDON, Rayleigh** LDV Convoy R385 TBW has been sold.
- HIGGS, Stapleford Abbots** Ford Transit BD56 EVW has been sold.
- KNIGHTS, Witham** Ford Transit W827 WPU has been sold.
- LCB TRAVEL, Harlow** Acquired from Blue Diamond, Harlow was M96 WBW a Dennis Dart/Plaxton, although it soon passed to Ensign (dealer) Purfleet. Acquired from a private owner is KX08 RFY a Renault Master. C12 LCB (M539 JRY) a Mercedes Benz 709D/Leicester Carriage has gone to Linkfast, Thundersley.
- LEA VALLEY BUSES, Debden** The vehicles left after operations ceased, Scania N113/ Wright RDZ 1708/10/11 have been sold to Hardwick (dealer), Carlton.
- LIMOUSINES4YOU, Burnham-on-Crouch** Ford Transit BV07 FHR has been acquired
- LODGE, High Easter** Dennis Javelin/ Plaxton M290 FAE, has been re-registered F20 DGE. Scania K113/ Van Hool N3 RED has been sold to Cabin Coaches, Hayes.
- LOGIC, Nazeing** Vehicles sold are Volvo B10M/ Caetano VIB 5297 C704 KDS) and M413 DBY a Mercedes Benz 814D/ Optare, the latter now with Reese, Elstree.
- LONGTAIL CARRIAGE COMPANY, Orsett** LDV Convoy YJ55 JXF has been sold.
- LUXURY LIMOUSINES, Canvey Island** Optare Alero YR02 YTF, has been re-registered IIB 542.
- MB TRAVEL, Harlow** Ford Transit SA55 NRY has been sold.
- NCS, Widdington** PSV Circle have reported the arrival of 15 minibuses (all non PSV), over the past two years, for use on school and other contracts. It is not intended to list them here, or the 12 minibuses reported as sold.
- NEED-A-BUS, Bowers Gifford** Ford Transit BD05 RHZ has been sold to a Crays Hill dealer.
- NEW HORIZON, Frating** Dennis Dart SLF/ Plaxton R707 YWC has been acquired from Carters, Capel St Mary.
- NIKITAS TAXIBUS, Wickford** Acquired from a private owner is YP10 LNU a Ford Transit, which is now registered E2 OLM. The revious E2 OLM reverted back to MV07 LWZ and has been sold.
- PANTHER TRAVEL, White Roding** Acquired from First Hampshire & Dorset

is former Thamesway, Volvo B10M/
Plaxton N611 APU. It was in use at the
Southend Running day on 1st January
RANDALL, Crays Hill Ford Transit NJ55
YSC has been sold.

RUFFLE Sible Hedingham Acquired from
Lodge, High Easter, is former Southend
Transport F261 RHJ a Leyland Olympian/
Alexander, while from Premiere Travel,
Nottingham are Volvo Olympian/
Northern Counties N166 XVO and P611
CAY.

SIMONS BUS, Wickford LDV Convoy
W927 HDX has been sold.

SOUTH EAST COACHES, Bicknacre This
new operator has acquired former
Jacksons, Bicknacre Bova Futura FHD12-
340, MJI 3084 (T322 KNN).

SUPREME, Rettendon Scania K124/Irizar
T375 JWA has been sold.

TALISMAN, Gt Bromley Setra S415HD
EW03 NLY has been sold to Smart
Transport Ltd in Ghaxaq. It is thought to

be the first Setra coach on Malta. It left on
15th Decemeber on the overland journey
to Genoa, Italy and then by ferry to Malta.
The coach was new to Aircoach in Dublin
as 03-D-36555.

TONY GLEW, Little Tey Toyota/Caetano
V45 MOD has been acquired. Leyland
Tiger/Plaxton F781 GNA has been
reinstated and repainted cream.

TURNERS, Little Maplestead Citroen Relay
T180 JRD has been sold, as has Scania
K350EB/Irizar YT59 NZE, the latter to
Scania, Worksop (dealer)

VICEROY, Saffron Walden Scania L94/
Irizar RUI 9414 (S331 SET) has been sold.

WILSONS TRAVEL, Grays Ford Transit
YP06 WTR has been re-registered T18
WTL. Similar YP51 WZH has been sold.

*Ian Ransom with thanks to Paul Smith of
Talisman Coachlines, John Podgorski,
PSV Circle and Harlowride*

EBN 572

572/27-31 ~ Early Days on the X10: What is known in the trade as "a bit of a Horlicks"
occurred with the numbers of the first FLF coaches. To correct matters, these were:

<i>fleet no.</i>	<i>reg. no.</i>	<i>new</i>	<i>renumbered in 1964 to</i>
1608	184 XNO	1962	2600
1609	185 XNO	1962	2601
1610	186 XNO	1962	2602
1637	RWC 604	1963	2603
1640	RWC 607	1963	2604
1641	RWC 608	1963	2605

Thus, 1641 on page 572/28 was RWC 608 as can be seen in the picture, and not RWC 605.

572/32 ~ S/off: Bristol LS 4201 (VNO 870) was the *fourth* LS to be delivered. I'd forgotten
about 4174 (UEV 829), the single 1952 example which preceded the three delivered in 1953.
Downseating to 38 of all four was in connection with use on the Coach/Air services from
1958 onwards. Upseating to 43 seems to have occurred after that ceased (when,
coincidentally, the FLF coaches, above, arrived).

The 10A short working to Brentwood was introduced on 13th August 1934. It was extended
to Brentwood station from 30 September 1942.

David Harman

Down Memory Lane ... with Owen Woodliffe



above: The Woodliffe family home in the mid sixties was at Daws Heath when KSW's crawled their noisy way up to Rivers Corner on route 24. Now served as part of Regal's Southend to Chelmsford route 3, former Stagecoach Oxford Dart/Plaxton M91 WBW makes light work of the gradient. *below:* Abbotts Drive, Stanford le Hope had no regular bus service in my courting days, just a few journeys on Saturday if my memory serves me correctly. Thurrock Council route 374 now traverses the road, until recently operated by Ensignbus. Alexander/Dart LX51 FGA waits at a stop almost opposite my wife's former home just a few weeks before the route passed to Go Ride. *both: Owen Woodliffe*



Tales from the cab - and the platform : Part 6



THE WINTER OF '63

Brentwood garage driver Doug Brown presents a topical tale

Part 5 was in Essex Bus News issue 572, December 2011.

I passed my test to drive a double decker for Eastern National on April 3rd, 1962. The winter of '63 was to test my new driving skills to the limit! It froze on Boxing Day 1962 and did not thaw till the following April. It was one of the coldest winters on record in the United Kingdom. At that time there was no salt used to melt the snow, just four men on the back of a Council lorry throwing sand over the road. This was quite useless and eventually the roads became mirrors.

On the day after Boxing Day I was on the

5.10am sign on for Blackmore, the first bus on route 260. However when I went to go out of my front door, I found snow 2ft deep. I did think about not turning out, but this could have cost me a day's pay, as we could only refuse to take a bus out in thick fog and it had to be **thick**. As I lived at Rose Valley, which is within walking distance of the garage, I put my wellies on and turned out. It must have taken me an hour to walk to the garage and by the time I got there I was knackered but assumed I would not be sent out. How wrong I was! Three drivers and conductors had turned up and Inspector Ernie said we had to go out. I told him he was mad but he was adamant we had to turn out. I told him I would only go out if I could take a Leyland Decker, so I took 1136 (FJN 205, one of the Leyland PD2s ordered by City but delivered after the Westcliff take-over) – they were more sure footed on slippery roads than a Bristol.

So with a conductor I duly set off. Now



It may not be the winter of 1963 and it's not in Brentwood, we have yet to find any bus photos from that dreadful winter, but at least it is an Eastern National bus in the snow! *Richard Delahoy's* shot depicts Bristol FLF 2733 (180 XNO), at St Marys Church, Prittlewell en route for Southend town centre on January 13th, 1977.

with a whiteout you do not know where the road is and the darkness made it worse. I could only drive at walking speed as I had to keep assessing if I was driving on the road or footpath, and the more we got out into the country, the worse it got.

Eventually I got to the Blackmore Road and nothing had been along here, it was a total whiteout. I was worried that I would end up in a ditch – so what I did was to watch the telephone poles and wires – that way I knew that if I kept away from them, I would not be going into the ditch. After about 2½ hours we eventually got into Blackmore (normal running time was just over 20 minutes!).

The publican at the Prince Albert invited us in and gave us a drop of the hard stuff with tea and toast. This was most welcome! We told the passengers waiting there that if they came with us, it was possible they would not get back, as only three crews had turned up. About 12 decided to risk it and got on board. Our return destination was Brentwood Station but I was only going to the Town Centre, as by now I felt as though I had enough, let alone risking going down the hill from the High Street to the station. It took us another four hours to get back to Brentwood as all the idiots had got their cars out and got stuck.

When we got back to the depot we were the only ones who had gone out and got back safely! The conker box (Bristol Lodekka) that went out to Doddinghurst on the 261 was in a ditch and the bus on the 251 was in another ditch near Billericay. After this snow fall the company bought 200 shovels and a lock-up shed to keep them in. Conductors had a lightweight coke shovel while drivers had a navvies one. We had to sign when we took the shovels out and again on their return.

Alan Watkins adds a passenger's recollection of that dreadful winter.

In the savage Winter of 1963 (which went on a lot longer than 1947, the latter a massive initial dump, possibly bigger than the 1963 initial dump, but it didn't last as long), the 251 route then was divided into two parts at the foot of Bell Hill, Billericay,

with vehicles ex Southend using the local Council estate entry and exit horseshoe as a "turning circle". Passengers had to make their own way on foot up and down Bell Hill and there was a vehicle parked opposite Mill House (not an official stop) where the road leveled out and that bus continued towards Brentwood.

What the hell happened at Brook Street I cannot say! Or Crays Hill for that matter, the latter a wicked hill in poor conditions with a turn involved as well. Or Crown Hill, Rayleigh. Who knows? I wonder how long it was before 251s were once again able to run all the way from Southend to London Wood Green?

Alan's memories also go back to that other record-breaking extreme winter, 1947, as he recounts a trip on the City main road service: "I can say for certain that in the winter of 1947 the City Coach Company used snow chains on those wonderful old Leyland TS's and my Mother told me that they did during the war as well, when she was a driver for them. Whether Eastern National did in those far off times I have no idea.

I have a very vivid memory of 1947 when the main road at Hutton was around two feet deep in snow - we waited hopefully at our local bus stop outside Hunters Chase. It was more or less "virgin snow" because there was no traffic in those days and certainly not in those conditions. Eventually the good old City Coach Company TS came trundling round the corner from the Hutton Plough heading for Billericay, which is as far as we wanted to go. We put our hands out and the driver pointed to further down the road where about 30 yards past the stop it slid (fairly) gracefully to a halt and we scampered after it (as much as you can scamper in deep snow!) and clambered on.

We also got back home, although on the return journey the driver stopped at an unofficial stop (the little bridge near the then Archers Fruit Farm, which carries a Chelmer tributary beneath which ran through the foot of our home), probably so he could get a little "run" at the tiny hill by Hunters Chase going to Brentwood".

Transports of Delight Memoirs of a Bus Anorak : 1940 to 2010

by the Revd. Terry Challis

In Chapter 11 of my memoirs ("Enfield & District", EBN571) I mentioned that Enfield was the only point where trolleybuses met LT Country buses (albeit that the trolleybuses were long gone by the time of my arrival there). My good friend Ted Relton has however pointed out that there were several places where this happened. Working clockwise from Enfield, Ted recalls the following:-

Waltham Cross, Dartford, Croydon, Kingston and Uxbridge. He also recalls that during the war, for a few months, a country route ran from Grays to East Ham Town Hall and hence would also have encountered LT trolleybuses there. [Richard Delahoy adds that in Ken Glazier's *London Buses and the Second World War*, it notes that routes 371/ 371A were introduced on the outbreak of the war, to part replace withdrawn Green Line coach

services Z2/Z1, running from Grays to East Ham via Aveley or Purfleet, but these were withdrawn after less than two months operation, on 18th October 1939, when the Green Line routes were reinstated. Route numbers 371/A then reappeared three years later when new versions, from Grays to Rainham started on 30/9/42, again as partial Green Line replacements. At East Ham the first version of the 371/A would have met trolleybus routes 689/90, East Ham and Stratford circulars, but not the main Commercial Road services as these were not converted to trolleybus operation until June 1940].

I know that this is all a bit beyond the Essex remit of the Group but just wanted to put the record straight.

Terry Challis

5th Southend Heritage Bus Running Day

Once again, Stephenson's organised a network of core routes in Southend for New Year's Day, with a fine selection of 'guest' vehicles, all having a connection with the area.

Delights for enthusiasts and local residents to sample, included Eastern National Bristol RE 1546 (a one-time HH motor), now with Carter's of Ipswich. A connoisseur's bus for those with a penchant for the characteristic whine of an RE gearbox coupled to the growl of a 6-pot Gardner.

The more mature sound of an LS in the guise of Ensignbus's Royal Blue Bristol LS coach piloted by Paul Ashman was also hard to beat. If you didn't catch it, you missed it! VDV 749 is bound for pastures new, passing to an operator in Whitby for heritage work.

Ensign also provided their red Cravens RT - a reminder of the extensive Lesney (Matchbox Toys) contract fleet of RTs familiar in the area for years. The Cravens are a rather superior and distinctive breed, with many features inside and out, quite different to more 'run of the mill' RT types. A small battery problem however, led to Ross Newman 'subbing' the Cravens with newly-acquired Green Line Reliance/Duple coach RB51. A classic combination in my opinion. Not unknown in the Seaway coach park on excursion work, but did these ever appear on the 795?

Regal produced two types once commonplace in Southend - the Leyland National and the Lynx (albeit not the Mark II variety). The former LT National is now in

full livery and looked very smart indeed, but electrical problems here too led to late 'subbing - by the 10-plate M.A.N. The Lynx, ex-Hedingham, and now in the latest Regal scheme, also shone, producing some classic Lynx II sounds - now increasingly rare.

Another National, Steven Hughes' former EN example, in Westcliff livery provided a "what might have been" moment, serving as the bus station information and control bus. I wonder how many elderly locals were confused into saying to themselves: "I *think* I remember those"?

Talisman supplied their former Colchester (and Southend) Olympian, another type that wouldn't have rated a second glance, ten years ago, but which is now becoming thin on the ground. Once again, a classic design in ultra smart condition.

Panther Travel came up with a former Thamesway Volvo B10M/Plaxton, reminding us of the heady days of competition 'twixt the City Saver and the Southend Transport X1, now just a distant memory.

Highlight of the day for many was the sight

of the two Astromegas, (Fords of Althorne, and Aspen Bussing in Westway livery) both immaculately presented. Despite being over 20 years old, the graceful Van Hool body style seems completely timeless. The two examples are still in everyday use, but wouldn't it be nice if one (or both) regained ST livery when retirement eventually comes?

Last but not least, for the Olly fans, Stephensons fielded a brace of Olympians from their extensive fleet of this marque, and for the Enviro fans, an Enviro on the Clipper 61, plus old-stagers Queen Mary 424 and Fleetline 1233. There was even a guest driver for 424 - Andrew Dyer, MD of Stagecoach South (see phot below) , who put in a spirited performance at the wheel despite non-power steering and tricky gearbox (He does have the chance to practice on sister Queen Mary 409 DCD, in the Stagecoach South fleet). The final score was a draw with Andrew and Richard dropping one cog each as I recall.

Thanks are due to organisers Steven Hughes and Richard Delahoy, to Peter Figg who used his professional skills to create a super map and timetable brochure, to the operators who



came up with interesting vehicles, even when subs were called for, to the crews, including Group Committee members and Editors who gave of their time, and to all those who supported the event by travelling on the day.

Wet weather originally scheduled by the Met Office for 6pm, in the event ran early, but this did not spoil things, and as in previous years, a tidy sum was raised for Essex charities, including the Essex Air Ambulance.

David Harman with thanks to Richard Delahoy

Running Day Vehicles

Registration/ fleet number	Operator	Type	Notes
SVW 274K	Carters Coach Services Formerly Eastern National	Bristol RELL6G 1546	ECW B53F
JXC 194 RT1431	Ensign Bus Company Originally London Transport	AEC Regent III RT1431	Cravens H30/26R
VDV 749	Ensign Bus Company Originally Royal Blue	Bristol LS6G	ECW C39F
XPX 51T	Ensign Bus Company Originally London Country	AEC Reliance RB51; used mid afternoon only	Duple DP53F
BYW 365V 101	Regal Busways Originally London Transport	Leyland National LS365; used during the morning but later replaced by EU10 OJE	B44F
EU10 OJE 702	Regal Busways Used late afternoon only	MAN 14.240	Alexander Dennis B44F
J724 KBC 103	Regal Busways Previously with Hedingham Omnibuses	Leyland Lynx Mk II	B51F
H47 MJN	Talisman Originally Colchester Transport	Leyland Olympian 47, also ran for Southend Transport as 447	Leyland H47/31F
820 KPO	Fords of Althorne Orig 245 (JEV 245Y) with Southend Transport	Van Hool Astromega CH57/27F	
CCG 376	Aspen Bussing Orig 256 (C256 FHJ) with Southend Transport	Van Hool Astromega CH57/27F	
MRJ 233W 1233	Stephensons The former Southend Transport	Leyland Fleetline 233	Northern Counties H82F
424 DCD 424	Stephensons Ex Southdown "Queen Mary" type	Leyland PD3	Northern Counties FH69F
J563 HAT 863	Stephensons Ex East Yorkshire	Leyland Olympian	Northern Counties H76F
H158 BKH 858	Stephensons Ex East Yorkshire	Leyland Olympian	Northern Counties H76F
EU60 CAV 422	Stephensons	ADL Enviro 200	B29F
N611 APU	Panther Travel One of 20 coaches bought new for Thamesway's Southend to London CitySaver service	Volvo B10M	Plaxton C53F
YEV 307S	Colne Estuary Preserved Buses. Control/info bus Former Eastern National 1849, presented in the traditional livery of Westcliff Motor Services	Leyland National B49F	

rear cover

January weather

1st January: Astromega twosome: **Aspen Bussing CCG 376** and **Ford of Althorne 820 KPO** glisten in the rain at East Beach, Shobury. *John G Lidstone*

2nd January: **Regal Busways** MAN NL273F/Wright WX08 DFN basks in the sun on the newly-acquired Braintree Freeport service. *Russell Young*



1st January 2012

**Panther Travel Volvo
N611 NPU** at Shoebury,
East Beach. *Russell Young*



**Carters Coach Services
RE SVW 274K** in
Canewdon.

Tom Drake



**Talisman Olympian H47
MJN** meets **Ensignbus
LS VDV 749** at Rayleigh
Station.

Tom Drake

