

ESSEX BUS NEWS

**No. 591
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2013**



Essex Bus Enthusiasts Group
www.essexbus.org.uk

Front Cover

Almost certainly the only place in the world where three Crossleys can be seen together like this, this photograph provides testament to John Jackson and Tony Melia's devotion to the marque and sheer determination to get these examples back on the road. Photo by **Richard Delahoy**



Above : This was the first time any hybrid ran east of Southend, the bus running whole-day Southend Central to Shoeburyness. This is part of c2c's drive to improve rail replacement standards and to show efforts to also reduce emissions - John says hybrids on rail replacement is, as yet, quite rare event around the UK. **John Lidstone.**



Left: Guy Arab/
Massey ex
Moores of
Kelvedon
(373 WPU)
alongside
London
Country
RT (KXW
234) from
the East
Anglia
Transport
Museum,
at Clacton
Bus Rally
on June
2nd.
**Ken
Coldwell**

Essex Bus News, July 2013

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Welcome to new member:
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1067

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A calendar year subscription is £21, renewable in January.

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Your reports and observations

Members reports, quality photos, prints, slides or JPGs to about 5"x4" size and 300dpi resolution and original articles are always welcome.

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

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

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

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DATES FOR YOUR DIARY by Owen Woodliffe

SOUTH ESSEX MEETINGS *** There will be no meeting in August ***

Meetings resume in September at Wickford Cricket Club, off Swan Lane, Wickford, five minutes walk from Wickford Railway Station and five minutes drive from A130 and A127. In Wickford Town Centre turn right into Swan Lane (pub on corner) and in 100 yards turn right, signed Wickford Tennis Club. This is an unmade road so beware of potholes. Doors open at 1930 for informal chat with main show from 2000 to 2145/2300. A cash bar is available. Members and guests welcome - £1.50 donation towards cost of room, please.

Monday 30 September. 'If I could turn back time..' If you could have just one day out enjoying the bus industry of old where would you go? Richard Delahoy takes us to Southend in Summer 1949 and shows us what you would have seen then.

Monday 28 October. Home Counties revisited – 2012. Owen Woodliffe

Monday 25 November. tba

Monday 18 December. Twenty Years Ago, Richard Delahoy plus Social.

NORTH ESSEX MEETINGS by Dave Arnold

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 1915 for an informal chat, with the main talk or show from 1945 to 2145. £1.50 donation towards room hire, please. Slides/digital photos are preferred, but prints can also be shown. Members and guests welcome.

Friday 9 August. Russell Young

Friday 13 September. Nigel Turner

Friday 8 November. Steve Maskell

Friday 11 October. Alan Osborne

Friday 13 December. Gary Sharpe.

TOUR

Tuesday 30 July. Visit to Lodge Coaches, High Easter (hopefully in their OB!). Pick up at Bus Stop in layby opposite Chelmsford Rail Station at 1900. To book, please send cheque for £10, payable to E.B.E.G. to Keith Woods, 34 Normandie Way, Bures, Suffolk, CO8 5BE.

*** Please bring Hi-Vis with you. ***



Member Roger A. Smith of Little Waltham took this picture of Lodge's of High Easter Setra S416GT-HD tri axle, JW10DGE, whilst on a day-trip to Hampshire on 13 June 2013.

Perhaps you will see it in colour if you join the Group trip detailed above!

NOTICE A sound video of 69 minutes duration has been made by John Wilks of the Moore's 50th Anniversary Run. Copies are available at £12. Please contact Sales Officer by e-mail or phone 020 8529 4454.

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. EBN591p2

THAT TRAM TRACK. Brian Ashley writes:

I found the photo of a piece of tram track in EBN 590 fascinating and reminded me that many years ago I saw quite a large area of tram track together with some points uncovered on the same site at the junction of Southend High Street and Warrior Square when the pedestrian precinct was being constructed. However I can't remember whether this was in 1966 when the first stage of the precinct was built or 1978 when the precinct was extended from the Warrior Square junction to Clifftown Road. I think it more likely to have been 1978. The track appeared to have been considerably lower than the later surface so it's quite possible that the track was never lifted in the High Street after the trams were disbanded in April 1942 (4 months after my birth!!). I was slightly too young to remember them unfortunately. The Council may have decided to raise the road surface level to avoid the need for lifting the track. Ian Banks's photo seems to confirm that the track is still there and it would be most interesting if another large excavation in the precinct became necessary for some reason (just for the benefit of enthusiasts!). Regrettably I failed to take any photos at the time and kick myself for not having done so. The track originally ran from Victoria Circus to a point adjacent to the Middleton Hotel near what is now called Southend Central Station, but was later extended round into Warrior Square in 1921, but retaining the earlier section to the Middleton, although that was rarely used after the extension into Warrior Square was installed. So the track at that junction would have included points.



John Taylor has commented that although the tram tracks were removed after closure of the system, being valuable scrap steel needed for the war effort, the granite setts remain under the road surface in places. For example, a recent excavation in the Leigh Road revealed the setts about 9 inches under the road surface.

Richard Delahoy, too saw some old tram track unearthed 10 years ago, at the Victoria Circus/Southchurch Road junction. Despite it having been pedestrianised and the Deeping underpass constructed many years earlier, a number of lengths of well-worn track were uncovered when a new kiosk was being sited there. He spoke to the contractors and was allowed to take away a section about 2' long - anything longer was rather too heavy to carry! He subsequently had a short piece cut off the end and takes this to display when he gives talks on Southend's trams. Given the extent of the wear on the railhead, it is a miracle that the trams stayed on the track at all towards the end of the system!

Recent items from Essex County Council

leaflets for 3/A/B/C dated 11.3.13 and 83/A dated 2.6.13

MORE FROM MARSDENS



Amongst the visitors to Mardens paint shop in Benfleet during May was former Arriva Southend 3395, P265FPK. The bus is seen here first on May 29 in "as withdrawn" condition, with the trademark red band disfiguring the Arriva colours. It had passed to Ensign and was being prepared for onward sale to Buglers Coaches of Bristol, in whose yellow livery it was then seen on June 13, awaiting collection.

Both pictures by Peter Sedae*



* To see more of Peter's shots taken at Mardens, in a gallery that is regularly updated, visit <http://www.flickr.com/photos/gricerman>, and you'll enjoy some excellent steam railway shots as well! Please note that, in common with most bus premises, Mardens' works are private premises and cannot accept visitors.

Lyn Watson – UAR591W for EBN591!

New in 1981, UAR591W was 3101, one of a batch ordered by Eastern National, which combined with further VR's diverted from Southdown and Thames Valley, hastened the untimely demise of the last FLF's, especially the youthfull semi automatics

Originally in NBC livery it then gained Eastern National privatization colours and latterly City Bus vinyls. In August 1990 it transferred to Thamesway and was reported as fitted with a tacho. Geoff Mills caught up with it on the 27th of October 1990 in original Thamesway livery as per the attached shot. Whether it was ever repainted in the handbag pink striped livery is an unknown.

After spending some time at Ponders End, it was transferred to Brentwood in April 1992 as a training bus and was eventually renumbered 9401. In this guise it escaped the cull of VR's for scrapping or transfer to other Badgerline companies.

In June 1996, it was transferred back to Eastern National and seems to have spent most of it's life at Colchester. In August 2001 it was used on the Chelmsford V festival and in May 2012 transferred to Hadleigh, seeing brief use before being transferred to Clacton on the disposal list in June 2012. There it sat until November 2003 until being listed as sold, presumably for scrap.

Unless anyone knows differently!!!



Andrew Toms has provided the following updated information on EBN 590:

After a couple of owners in preservation EOO 590 went up to Hull dealer, Carl Ireland and I remember often seeing adverts for it and thinking "We wish"! In 2003 it went south to Cornwall having been purchased by the owner of independent bus operator Western Greyhound, himself a former busman in Essex, and up until two years ago at least it has been stored in the open at their premises, mainly in Ford's livery but with large patches of ENOC green. It was visible from the A30 trunk road when I last saw it, along with former Southend Corporation PD3 347 which was the highest numbered of the last batch of half cabs.

The FLF ought to be restored really as it is possibly the only ENOC Bristol engined FLF around, certainly in this country as most of the original BVW engines in the later FLFs were replaced with Gardner engines from older buses.

Editors note, it is still on the Western Greyhound website as part of their Heritage fleet, don't know whether it was affected by the recent disasterous fire there (hope it wasn't!)

SERVICE CHANGES by Paul Harvey

Amber Coaches

20 July 13 261 M-S Blackmore to Brentwood: new service.

Chambers

1 July 13 84 M-S Colchester to Sudbury: minor timetable changes.
754/5 M-S Colchester to Sudbury: minor timetable change to the 0745 from Colchester which will operate 5 mins later.

First Essex

19 Aug 13 X32 M-F Braintree to Stansted Airport: service withdrawn.

1 Sept 13 19 M-S Clacton to St Osyth Beach: service withdrawn.

First London

22 June 13 498 D Brentwood to Romford: service withdrawn.

608 Sch Gallows Corner to Shenfield: service withdrawn.

667 Sch Ilford to Chigwell: service withdrawn.

16 Aug 13 265 M-S Pilgrims Hatch to Lakeside: service withdrawn.

Galleon Travel (Trustybus)

1 July 13 C3 M-S Harlow to Hammond Street: revised timetable with some journeys serving Hunsdon as C3A.

Go Ahead London (Blue Triangle)

22 June 13 20 D Walthamstowe to Debden: service withdrawn.

498 D Romford to Brentwood: new service.

608 Sch Gallows Corner to Shenfield: new schoolday service.

667 Sch Ilford to Chigwell: new schoolday service.



Travel with Hunny ex Your Bus Dennis Dart KU52 RYM working the Essex CC contracted 2010 Chelmsford - Maldon service on 29 June 13. Loading in Chelmsford Bus Station. The evening journeys currently run by TWH pass to First on re-tender from the end of August. Russell Young

EBN591p6

SERVICE CHANGES by Paul Harvey, continued

Go Ahead London (London General)

22 June 13 20 D Walthamstowe to Debden: new service.

Hadleigh Community Transport

2 July 13 745 TWSSu Manningtree to Lawford (Dedham Vale Hopper): new service to operate until 29 Sept 13.
796 TWSSu Hadleigh to Manningtree: minor timetable changes.

National Express

1 July 13 481 D Felixstowe to London: revised route and timetable to Serve Mile End and London Aldgate.
22 July 13 305 D Liverpool to Southend: revised route and timetable with service terminating in Clacton.
350 D Liverpool to Clacton: revised route and timetable with service terminating in Southend.
727 D Norwich to Gatwick Airport: revised route with service extended to/from Brighton. Additional stop introduced at Attleborough.
767 D Nottingham to Stansted Airport: service withdrawn.

NIBS (Nelsons)

22 July 13 221/2 M-S Shotgate to Billericay via Wickford: revised timetable.



Paul Harvey took this pic of Thamesway Leyland Lynx 1421 F421MJN seen at Canvey Running Day 1992 in all over advert for Fares Bonanza. Over 20 years ago but still relevant in view of recent changes by First in the Canvey area!

SERVICE CHANGES by Paul Harvey, continued

Regal Busways

10 June 13	5	ThO	East Hanningfield to Maldon: revised route and timetable with service extended to/from Basildon.
	B1	M-F	Bournes Green to Basildon: revised route and timetable with certain B1 journeys renumbered X1 and to operate via London Road instead of Church Road/Hart Road Benfleet. Service withdrawn from Pitsea Station, Burnt Mills and Miles Gray Road Industrial areas and Great Knightleys. Service will start/finish at Sainsbury.
	B2	M-F	Sutton to Basildon: revised route and timetable with some extra short journeys between Basildon and Industrial areas. Service withdrawn in Basildon from Great Knightleys and Miles Gray Road Industrial area.
19 July 13	261	M-S	Blackmore to Brentwood: service withdrawn.

Suffolk Norse Travel

24 July 13	120	WO	Bury St Edmunds to Clacton: new service operating Wednesdays only plus Thurs 22 and Fri 23 August 13.
	123	WO	Ipswich to Clacton: new service operating Wednesdays only plus Thurs 22 and Fri 23 August 13.

TGM (Network Harlow)

9 June 13	2/3/3A	M-S	Harlow to Staple Tye Circular: revised timetable.
27 Aug 13	59	D	Harlow to Chelmsford: Sunday service withdrawn.

(acknowledgements to LOTS, Essex & Hertfordshire County Councils, Omnibus Society (Essex Branch), Richard Delahoy & Harlowride)



Regal Busways has started a new service X1 (Basildon-Southend-Bournes Green). Optare Tempos frequently appear, as here. YJ56 WVC seen at Hadleigh on 28 June 2013. John Lidstone

EBN591p8



MORE FROM THE PAUL HARVEY ARCHIVES!

Top: Ex Eastern National 1208 BNO694T Bedford YMT Duple seen with Coombs Travel Weston Super Mare in 1992.



Middle: Ex Eastern National Bristol KSW ECW Open Top 2386 seen with South Wales Transport fleetnumber 500 during 1992 in Swansea.



Bottom: Eastern National 4510 & 4511 D510/511 PPU Leyland Olympian ECW seen parked in Chelmsford Duke Street Depot during 1992. 4511 is now with Stephenson's of Essex.

<http://paulharvey3.zenfolio.com>

The Talisman Evening Mystery Tour – 18th June 2013

By Richard Huggins with pictures by Richard Delahoy

Billed this year as a 'Mystery Tour' (it usually is!) the Group's annual *Evening Talisman Tour* was joined by around 25 members and friends at Colchester North Station. Transport, driven by Dave Arnold, was Talisman's former Arriva London Olympian J343 BSH 'Leyla', now bedecked in Colchester Zoo '50 Years' livery and partially open-top.

As this was a mystery tour, it was appropriate that we headed down the old Avenue of Remembrance being serenaded by such musical delights as 'London Bridge is Falling Down' and 'Jack and Jill Went Up the Hill...' - what organisers will do to relax you before an evening of entertainment! And what an evening it was to be. As we headed through the villages north-west of Colchester, those of us who had been on the Group Tour 'Three Essex Girls and a Geordie' two years ago soon gathered an inkling of where we were going – to the Stour Valley home of John Jackson, where a warm welcome awaited us from John, Tony Melia and members of the 825 Preservation Group. Positioned outside for our inspection were former Westcliff and Eastern National K5G AJN 825, Eastern National KSW5Gs VNO 859 and WNO 480, the latter now repainted in the white and green livery carried by Eastern National's open-toppers in the NBC corporate era, and former Sunderland Crossley GR 9007. Our first treat was to be a pleasant ride around the lanes on AJN 825, the midsummer sunshine now doing justice to the views over the Stour Valley.

Over the years, John has acquired a number of interesting items and vehicles, and most of us had no idea what was planned next. Among John's acquisitions is SSV 323 (RAF 16737), a former RAF Radar Transmitter Vehicle built in 1940, which John acquired in 1982. This is a Crossley and, while it attended a number of rallies in the 1990s, it has not moved from its current shed for nine years. Tonight this was to be remedied as Gary carefully drove the vehicle out into the sunshine and a number of us enjoyed short ride in it along the farm drive. As if to top this, the next vehicle to venture out was GXM 762, a former fire service Ford V8 vehicle built in 1943 and which saw use in



Olympian J343 BSH, a.k.a. 'Leyla', bedecked with giraffe images (in case you weren't aware, there are a number of giraffes currently stabled around Colchester including one outside North Station, encouraging you to visit the Zoo).

West Sussex after the Second World War. John acquired this vehicle in 1967 and, again, a lucky few of us enjoyed a short ride, Gary happily displaying his ability to drive anything that will move. However, the evening's climax was now to come – former Northampton Crossley VV 9146 which is undergoing restoration (looking rather more complete than on our previous visit) was towed out into the last of the evening light to enable the three Crossleys – SSV 323, GR 9007 and VV 9146 -to be lined up for a memorable photograph.

It was now appropriate to retire to the specially opened delicatessen for refreshments, with some delicious cakes kindly supplied by our hosts. Richard Delahoy gave a warm speech of thanks to all those who had contributed to such a wonderful evening, all proceeds from which will go to the Essex Air Ambulance. Our return to North Station gave the choice of travelling in either J343 BSH or WNO 480, to round off a remarkable mystery tour.



Picture above:

Two KSWs and a K – Talisman's former ENOC 2384 (in NBC white/green livery) is flanked by KSW5G/L55RD VNO 859 and K5G AJN 825.



Lower picture:

Ford V8 GXM 762 - the first time an EBEG tour has included a ride in a fire engine!

Acquired vehicles

43357 V357 DVG Ds Dart SLF SFD612BR1XGW13898 Plaxton B29F ex First Eastern Counties
 43359 V359 DVG Ds Dart SLF SFD612BR1XGW13900 Plaxton B29F ex First Eastern Counties
 65554 R554 CNG Scania L113 1831411 Wright Y203 ex First Northampton
 65556 R556 CNG Scania L113 1831484 Wright Y204 ex First Northampton
 65542 was also reported at Clacton on 22nd June but may only have been on loan from Ipswich.

In addition, ADL Trident/Enviro 400 33424 (VT59 JPT) was seen at Great Yarmouth on 4th July repainted in new Group livery complete with 'Essex' fleetnames. This former JPT and Ensign vehicle (their fleet number 124) is one of two E400s believed to be destined for route 200 at Basildon. Another ex Ensign vehicle noted recently at Great Yarmouth being prepared for Essex (probably at CN) was ADL E200 YX08 HJF, now numbered 45599.

Ref EBN590, Volvo B10M/Alexander PS driving trainer 60460 (G605 NWA) was only on loan, being seen returning north on 8th June.

Allocation changes

Period 3: 26th May to 29th June 2013

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

FEC=First Eastern Counties; FG=to/from another First Group company (both change of legal ownership); RES=reserve; Sh=shuttle bus (non PCV); NNs=Northampton for storage

The following traditional depot codes are used in EBN, although they no longer appear on the company's listings: BN-Basildon; BE-Braintree; CF-Chelmsford; CN-Clacton; CR-Colchester; DT-Harwich; HH-Hadleigh; (D)-Disposal



This is a surprise receipt at First Hadleigh, Dart MPD 43359 (V359 DVG) from Lowestoft, seen here on its first day in service in Leigh-on-Sea. No Dart MPD has ever been allocated to Southend, although Dart /Marshall MPD 43800 (S979 JLM) was briefly loaned a few weeks back to cover a vehicle shortage, but the career of this was terminated abruptly by a major axle defect. John Lidstone

EBN591p12

FIRST ESSEX NOTES by Chris Stewart, continued

May: 43855 Acq-CN; 43856 Acq-CN

June: 34011 BN-NNs; 41005 HH-sold; 41007 HH-sold; 41008 HH-sold; 41012 HH-sold; 41013 HH-sold; 41016 HH-sold; 41650 BN-sold; 42445 HH-sold; 42448 CF-BE; 43357 FEC-HH; 43359 FEC-HH; 43800 BN-sold; 43801 CN-CF; 46158 BE-CF; 60757 CR-sold; 60758 CR-NNs; 65522 CR-NNs; 65523 CR-NNs; 65525 CR-NNs; 65526 CR-NNs; 65537 CR-NNs; 65552 CR-NNs; 65553 CR-NNs; 65554 FG-BN; 65556 FG-BN; 67241 CN-sold

Disposals (June 2013)

Alpha Recovery, Cramlington (scrap): 41005/7/8/12/3/6, 41650, 43800, 60758, 67241

Correction to EBN590: 42473/82 should read 43473/82 (43473 was withdrawn after major accident damage)

Darts and Lances

Step Dart CF46158 has made regular appearances on the 351/73 during June, starting on 12th and then at least the 19th, 23rd-26th and 29th. It also worked route 40 on 17th June and H3 on 24th. Shuttle bus 46827 was working at CF on 27th. As noted above, Lance 67241 has now left the fleet bringing operation of this type to an end.

Olympians

CF34314 worked Chelmsford route 42 on 13th June, while June sightings on Colchester services have been:

61 - CR34308 on 10th, CR34013 on 14th, CR34014 on 17th, CR34056 on 18th and CR34014 on 21st

62 - CR34308 on 3rd, CR34014 on 18th

65 - CR34307 on 6th, CR34304 on 13th 71/71A - CR34305 on 6th



One of the ex Connex Jersey Dennis Dart/Caetano Nimbus (or should it be Slimbus!), First Essex 43854 (EG52 FFZ) is seen here in Pier Avenue, Clacton on 11th June. It has just arrived from Walton on the service and looks a very neat package in the new refreshed livery. Ken Coldwell

FIRST ESSEX NOTES by Chris Stewart, continued

Chelmsford (CF) and Braintree (BE)

Oddities in June have been CF53127 on 71/71A (3rd) and CF68532 on 525 (14th, in lieu of usual 68551). An ADL hybrid has become fairly regular on the first 42A to/from Stansted Airport each morning. Volvo 66797 was noted back in service on 16th June after nearly a year out of use.

Basildon (BN) & Hadleigh (HH)

In a very unusual move, Ensign provided three vehicles and drivers on the 100/200 with effect from 19th June to cover staff shortages at BN, although the operation was short-lived. Vehicles seen that day were Darts 731, 742 and 744.

Other operations

Although virtually all of the routes and depot are outside Essex and therefore would not normally be covered in EBN, the remaining **First London** operation at Dagenham was placed within First East England from 22nd June and hence merits mention here. After that date, the only routes operated were TfL 165, 179, 252 and 365 together with the commercially-run 265 and one school bus contract in Ilford. The contracts for the 165, 252 and 365 will pass to Stagecoach on 28th September and the 179 on 19th October. The 265 has been de-registered from 19th August, with Amber Coaches having registered a replacement after that date.

Dagenham's allocation as at 22nd June was: Coaches VCT20201-3

Single deckers DM41435/7/9-43; DMC41513/38/9, 42516/9; DML41419, 41738/71/2, 44001-6-76-81

School buses GB68531/59

Double deckers VNW32349-60; TN32806/7, 32963, 33185/7/9/91; TNA33377-82; TNL32900-3/29, 33085; DN33504/6-8/44-74



On Thursday 20th June, four First London double deckers, led by Trident 33381, are seen together in Brentwood loading at afternoon school time. Two days later, Go-Ahead London took over the 498 and 608 leaving a solitary 265 working from First's Dagenham depot, and even that will cease in August. Chris Stewart

FIRST ESSEX NOTES by Chris Stewart, concluded

Of these, several single deckers were merely there for storage. Official allocations are 12 x E200s (DML44001-6/76-81) on the 165 and 35 x E400s (DN33504/6-8/44-74) on the remaining TfL routes, with two vehicles on the 265 Monday to Friday and one on Saturday.

In addition, the Luton Airport operation of **First Northampton** started running on First Essex 'O' licences during March 2013. Vehicles are based at The Coach Yard, Easton Green Road, Luton Airport, LU2 9PA and Easton Green Park, Easton Green Road, Luton Airport, LU2 9HD. They are:

10180	T3 FCC (WX55 HWF)	Vo B7LA	YV3R7G8235A105720	Wt H719	AB56D	9/05
10181	T4 FCC (WX55 HWG)	Vo B7LA	YV3R7G8215A105909	Wt H720	AB56D	9/05
10182	T5 FCC (WX55 HWH)	Vo B7LA	YV3R7G8265A105940	Wt H721	AB56D	9/05
19031	T6 FCC (YJ07 LVX)	Vo B7LA	YV3R7G72069A111588	Wt K858	AB56D	9/05
66358	Y186 HNH	VoB7L	YV3R7C7181A000537	Wt E35	B26D	4/01

Many thanks to LOTS for information on Dagenham and Ian Ransom in respect of Luton Airport.

Sources: Own observations, with many thanks to First Essex and to S Austin, A Bird, N Clark, T Clark, F406LTW, D Edwards, A Kelleher, J Long, J Podgorski, D Pretty, I Ransom, J Salmon, D Stewart, R West, the Essex, East Anglia and British Buses in North America yahoo! groups, Essex Buses Google group, www.buslistsontheweb.co.uk, Real Bus News, LOTS, PSV Circle and 'Terminus'.

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



Everyone's taking pictures of the tiny but smart Caetano Nimbus 7ft 6 wide 26 (variable to 29) seater Dennis Darts! This one is by Jonathon Bale. EBN591p15

Arriva Southend notes by Peter Mansbridge

4224 (GN62 HMY), Wright Streetlite (Door Forward B37F) has arrived from Tunbridge Wells and entered service in Southend on 24th June. Although understood to be intended for use on service 1 on fuel consumption trails against the Versas, it was seen working service 7/8 on its first two days in Southend.

Dart SLF 3276 (T276 JKM) has transferred to Tunbridge Wells (as a replacement for 4224).

Ex Southend Lowlander 326 (7090 HJ) was shipped to Canada for the 1978 Commonwealth Games. It has surfaced on Saturna Island, south west of Vancouver, where it has been named Lucy and is in use as a coffee house. See <http://www.wildthymecoffeehouse.com/>

with thanks to Richard Delahoy, Essex Buses Yahoo Group



John Lidstone took these pictures on 24 June, No other StreetLites operate anywhere near here (London is nearest).

EBN591p16

TGM Essex - Network Colchester by Peter Mansbridge

Further to EBN589 ex Arriva Southend Dart SLF/Plaxton 3390 has now been used in service. Ex Southend Dart SLF 3397 did not arrive at Colchester.

SX Connect branded ex Arriva Volvo B7RLEs have seen regular use on town service 1 during June with Volvo B10BLE/ Alexander appearing regularly on service 133. More unusual on service 133 was the use of Scania OmniDekka 372 (AY55 DKA) on the 17.30 departure from University of Essex to Stansted and return on 1st July.

with thanks to Richard Delahoy, John Podgorski, Keith Sadler and Essex Buses Yahoo Group.



Roger Tuke has written:

The photo by Russell Young of TGM Network Colchester SX Connect Volvo on town route 8 taken on 30/05/13, reminded me of my first visit to my home town (on 24/05/13) since these five Volvos took over from the airport branded Scania's on route 133.



Hoping to photograph them I was disappointed to find only two of the five out in service, both on route 133, namely 632 & 634. I was informed by a NC driver I know well that both 631 & 635 were off the road awaiting mechanical attention, one over the pits in Grange Way and the other having been towed away a few days earlier to Volvo Ipswich premises. 633 was in the Grange Way yard with a flat tyre.

Anyway that meant for the four buses needed on route 133 there were two substitutes in use and I attach photographs of both. The most logical, surely, would be to use the one remaining non -branded Scania but, no, that was out on town route 8! So there was Volvo 495, an appropriate stand in, even if externally rather tatty, as it started life with TGM on limited express service X26 on the London fringes. The other however was town bus Dart 400, being far from ideal for a longish journey to Stansted. Interestingly this Dart is the only NC vehicle which retains both the Network Colchester .com lozenge fleet name and route branding. Both photographs were taken in Stanwell Street (as I knew it as a lad), now part of the new "bus station".

Travel With Hunny by Adam Kelleher

Organisation

Chris Hunn no longer works for RoadRunner (see EBN 586) and the links to that company have thus been cut. The legal address is now C. Hunn, Unit 30 Brunel Road, Manor Trading Estate, Benfleet, Essex, SS7 4PS. However, vehicles are now parked at Gobians Farm, Collier Row.

Acquired Vehicle

KS53 YTP, a 14 seat Ford Transit, acquired from Swallow Coaches for use on the MB1 Mecca Bingo contract.

Disposals and Other Vehicle News

Dart X507 WRG remained with RoadRunner when the companies separated. The operational fleet is Darts EU06 KDJ, KU52 RYF / RYM and Trident W556 RSG, plus the vandalised Trident W574 RSG is also still owned. (The report in EBN 586 of W574 being repaired for a return to service appears to have been incorrect.) Assuming all are roadworthy these are sufficient to run the services, one on the 555, one on the MB1 and two on the 268 / 269 with one bus from the 269 going on to the 31. All other vehicles appear to have been disposed of over the last few months (including Marshall Dart R619 VEG which was noted in service in April). A 16-seat minibus has been on hire from Loughton Van Hire for the MB1. Step entrance Dart / Pointer TLZ 9467 in white Procters livery has been on loan from Swallows Coaches and was seen on the 269 on June 17th and 18th and the MB1 and 269 on the 27th. This has the front destination box panelled over with www.procterholidays.com sign written over it. The route number / destination was on a cut out blind in the windscreen.

Services The 31 (Monday to Saturday evenings) and 268 / 269 one-year ECC contracts come to an end in August. TWH have not retained the routes. The 31 returns to First Essex (see picture on EBN591p6) and the 268 / 269 will pass to Amber Coaches of Rayleigh.

Other Observations

Trident W556 RSG was very unusual on the 269 on Saturday June 15th. It had its three track front number blind set to 269, with a cut out "269 Brentwood & Grays" blind in the windscreen and another showing the same in the front nearside window. It does not have a blind in the destination box, but does retain its three track rear blind, although this was not properly set. On June 20th, EU06 KDJ worked the daytime 269 plus the 268, with KU52 RYF on the late afternoon 269.

with thanks to Peter Horrex, Dave Stewart and Chris Stewart.

Regal Busways by Adam Kelleher

Disposals

Leyland National 101 and Leyland Olympian 1203 were towed away on July 1st, probably for scrap.

Other Vehicle News

De-roofed 1301 remains in the yard but has had all its upper deck seats removed. The three Lynxes have not been seen in service for at least two or three months, their tax has expired.

Services

It is confirmed that Regal have deregistered service 261 from July 19th. An emergency ECC contract starts the next day, awarded to Amber Coaches of Rayleigh. The service reverts to a basic hourly frequency (from 90 minutes currently) with most journeys again terminating in Brentwood High Street rather than being extended to the station. The Bishops Stortford to Stansted Airport 7 / 7A ECC contract transfers to Acme Bus Company on September 1st following the end of the current 12 month contract.

Workings and Observations

July 4th - SIL 2172 and 1204 on school services in Brentwood; 1st - 210 on First Data shuttle
June 26th - 1206 on 1 24th - 1206 on 3 (and again on 25th), 1302 on evening 565 (very rare double decker working) 20th - 1302 on morning Braintree to Witham rail replacement
19th - 607 (off the 3) noted failed at Rayleigh Weir at 10.30
18th, 19th, 20th & 27th - 1206 on 09.30 ex Epping 7A
17th - 210 on 322 7th & 11th - 613 on 3

with thanks to Ian Banks, Terry Clark, Chris Hatley, Rob Webb and Owen Woodliffe.

Hedingham

notes by Mark Lloyd

Allocations:-

L295 CN – SY; L347 CN – SY; L356 CN – SY; L350 KN – CN

General:-

L391 is long term unused at Tollesbury through mechanical defect.

L397 has a LED destination display fitted.

Hedingham & Chambers have been equipped with new ticket machines from the end of June.

MORE FROM CLACTON!



Yes, I know there was a picture of this memorable vehicle in EBN590 – but it is the Chairman's own bus! Bristol MW/ECW (MOO 177) entered by Chris Stewart and David Bateman at the Clacton Bus Rally on June 2nd. Picture by Ken Coldwell

The Hylands Bus

by Ian Ransom

This service is provided by Essex County Council, working in partnership with Chelmsford City Council, Hylands House and Friends of Hylands House. It operates on Mondays only from 13th May to 29th July (but not on 27th May) and then on 2nd and 9th September. Departure is at 1100 and 1200 from Market Road/County Hall, returning from Hylands House at 1430 and 1530.

The service is free, but you need to join The Friends of Hylands House Bus User Group.

An Essex County Council leaflet giving full details has been published (a large stock being available at Chelmsford Travel Centre). This service is operated by Chelmsford Community Transport.

EBN591p19

CHAMBERS by Mark Lloyd

Transferred Vehicles:-

L295/L347/L356 from CN 26/6/13 for additional school services in Sudbury area.

Service Changes:-

Service 84 Revised timetable in operation commencing 1st July 2013.

Service 754/5 0745 Colchester to Sudbury journey will depart 5 min later due to school changes.

School contract changes/gains from July 2013:-

SC084	Nayland - Thomas Gainsborough School Sudbury
SC084A	Leavenheath - Thomas Gainsborough School Sudbury
SC711	Boxford – Thomas Gainsborough School Sudbury
SC712	Polstead - Thomas Gainsborough School Sudbury
SC713	Leavenheath - Thomas Gainsborough School Sudbury
SC714	Nayland - Thomas Gainsborough School Sudbury
SC715	Bures - Thomas Gainsborough School Sudbury
SC716	Chelsworth, Monks Eleigh - Thomas Gainsborough School Sudbury
SC717	Newton – Boxford Primary School
SC718	Preston St Mary, Lavenham - Thomas Gainsborough School Sudbury
SC725	Leavenheath – Nayland Primary
SC727	Polstead – Nayland Primary
SC729	Bures - Thomas Gainsborough School Sudbury
SC754	Bures - Thomas Gainsborough School Sudbury

Withdrawn vehicles:-

P910RYO	Withdrawn w/c 1 st July
L241 N241EWC	Withdrawn w/c 1 st July
L442 P515UUG	passed to Truck & Plant Sales, Ashby De La Zouch on withdrawal.

General:-

L439 was hired to Anglian for a time in May and then unrelated attended HD for bodywork repairs during June. *With thanks to Dave Arnold, Paul Clarke, & Essex-Buses yahoo group.*



Another ex Arriva Southend Dart (3390) is in service with Network Colchester. This one retains its Arriva Southend fleetnames and web address branding. 3390 climbs North Hill Colchester, on 1 June 13. Russell Young

Ensignbus Dealing Stock Movements, June 2013 by Mark Lloyd

VEHICLES IN

Aintree Coaches	N414JBV	Olympian Northern Counties Palatine 1
Anglian Bus	YN03WRF/G/L	Scania Omnicity ex 447/8/50
	CSK282	Javelin Plaxton Derwent ex 109
Bodmans Buses	EU06KDK	Dart Caetano
	MX08ZDZ & FN57EWV	Enviro 200s
Caetano UK	AE08DLJ/DKJ/L/N/DKJ	MAN MCV Evolution ex BAA Heathrow T5 carpark
	AE06HBZ/HCL	
Dorset CC	YJ56WUO/WUL	Solos
	YJ58PGY	
	YJ06FZO/FYU	
Kent Top Travel	GN55FDK/M/O	Volvo B7R Plaxton Profile
	YX60BZS/T/U	
Metroline	Y147/8/62/78/89NLK	Volvo B7TL Plaxton President ex VPL197/8/62/78/89
	Y192/3/7/208NLK	Volvo B7TL Plaxton President ex VPL192/3/80/208
	X641/647LLX	Volvo B7TL Plaxton President ex VPL141/7
	LK51XHA/XGT/X/Y	Volvo B7TL Plaxton President ex VPL230/23/27/28
RH Transport	MX55WDK/WCZ	Solo's ex 403/401/405
	MX06BPZ	
Stagecoach E Scotland	R341HFS	Volvo B10M Alex PS ex 20341
	R421XFC	Olympian Alexander ex 16521
TownLynx	MX09AOL/MX09AOL	Solo's
Watts Coaches	YJ06YRD/YRE	Solo's

VEHICLES OUT

Aintree Coaches,	Merseyside	MX09AOL	Solo ex Townlynx
	X362NNO		Trident ALX400 ex SC 172254
Barway Services, Ely, Cambs	N414JBV		Olympian N Counties ex Aintree C
Croydon Coaches	R141EVX		Olympian Alexander ex VA141
	KV03ZGM		Enviro 300
	MX08ZDZ		Enviro 200 ex Bodmans Buses
Fargo Coaches, Bracknell	Y198NLK		Volvo B7TL ex VPL190
First Group	EU06KDK		Dart Caetano ex Bodmans Buses
First Group	EG52FGF		Ex Jersey Dart Caetano J101720
First Group	EG52FGV		Ex Jersey Dart Caetano J101724
First Group	EG52FHC		Ex Jersey Dart Caetano J101733
First Group	EG52FFU		Ex Jersey Dart Caetano J101717
First Group	EG52FGA		Ex Jersey Dart Caetano J101727
First Group	EY05FYP		Ex Jersey Dart J79350
Harrogate Coach Travel	MX09AOL		Solo ex Townlynx
Holloways Cs, Scunthorpe	X642LLX		Volvo B7TL ex VPL142 Metroline
NIBS Buses, Wickford, Essex	PO54ADV/OOD		Volvo B7TL E Lancs ex VLE41/2
New Adventure, Cardiff	SF07ANX		Volvo B12BT Plaxton Panther ex 54033
Regency Coaches, Lewes,	X659LLX		Volvo B7TL ex VPL 159 Metroline
Stephensons, Southend	MX06BPZ		Solo ex RH Transport ex 405
Talisman, Colchester	SP07CAV		Volvo B12BT Plaxton Panther ex 54022

Continued/

Ensignbus Dealer Stock Movements, June 2013, by Mark Lloyd, continued

OTHER MOVEMENTS:

Trident LR02BDE : Inchmere Design, Banbury, Ox.

Leyland PD2 FFY403 : Riviera Sightseeing Tours, Torquay.

Volvo B10M R341HFS : Clockhouse Farm, Maidstone.

Darts LT02ZDN / RX51FNY : Mermaid Fabrics, Girne , Cyprus.

Metrobus A620BCN: Publibus, Lezardrieux, France.

Metrobus E773JAR : Societe Agricole, Lobbs, Belgium.

MAN's AE08DLJ / DKK / DKL / DKN / DKJ AE06HBZ / HCL : Associated Coach Sales, New

Zealand.

With thanks to Ross Newman.

Ensignbus

ENSIGN FLEET - June 2013

Vehicles withdrawn:

124 V59JPT Alexander Dennis Enviro 400 To First Group.

Was originally with JPT as their 551.

Mark Lloyd with thanks to Ross Newman.



Glad to see the back of it! This was the first time any hybrid ran east of Southend, the bus running whole day Southend Central to Shoeburyness. This is part of c2cs drive to improve rail replacement standards and to show efforts to also reduce emissions - I would say hybrids on rail replacement is, as yet, quite rare event around the UK. John Lidstone took this picture of Ensign 501 outside Shoeburyness Station on Sunday 16 June 2013.

Stephenson of Essex by Richard Delahoy

Acquired:

KV51KZK, Dennis Dart MPD B29F. New to Norbus of West Kirby, Merseyside, it has had a variety of owners and it is thought that the most recent was Charter Travel of Litlington, Cambs. MX06BPZ, Optare Solo M850SL B28F, ex R H Transport (Hutt, Finstock, Oxon), via Ensign Bus Sales.

No fleet numbers have yet been allocated and neither is yet in service.

Services: tender wins in Essex will see Stephenson's take over operation of service 5, Saffron Walden to Bishops Stortford via Stansted Airport from TGM from September 2nd. It is expected to be operated by Optare Solos. Service 312/3 is also taken over from the same date, ex Viceroy Travel, see photo caption.

Operations: following a trial of a Ticketer electronic smartcard ticket machine on service 71/2 at Brentwood during June, the company has announced that it is converting all its buses to Ticketer machines during July.

General: Stephenson's have been shortlisted for the "Bus Operator of the Year (medium sized fleets) 2013" award in the routeOne Operator Excellence awards. The judges' decision will be announced in October.

We reported last year that Stephenson's had acquired EG02NZD from Souls of Olney. After a lengthy period of preparation it is now in service from Haverhill depot and seen here in Newmarket Bus Station on June 22nd about to return to Bury St Edmunds on the lengthy and meandering service 312, taking in Cambridgeshire and Suffolk for an operator "of Essex"! The Plaxton Pointer bodied Dart had originated with Dublin Bus as 02-C-20217 and still has at least one bi-lingual passenger notice inside. Stephenson's have lost Suffolk route 312 on re-tender from the end of August but it will be replaced it with an Essex 312 (and 313), Saffron Walden to Great Dunmow, just won on Essex tender. Like the previous 312, it will be operated by Haverhill depot.

Jackson, Bicknacre by Roger Smith

Scania Iriza Century C29FT registration N51MHE has now been reregistered as MJ15031

Other Smaller Operators

I am not sure how many "smaller" operators there are in Essex – although I could get a good idea if I looked in The Red Book! The point is, the Group currently gets little information about them on a regular basis and reports such as Roger Smith's above are very welcome.

It is some time now since the Group had a formal "Smaller Operators Reporter" and anyone willing to take up this role would be warmly welcomed into the EBN editorial team. That said, it is recognized that to do the job for the whole county would be so time consuming as to detract that individual from doing anything else with his (or her!) life.

An alternative would be for members with the time and inclination to "adopt" a local operator, keep an eye on its activities and report on an ad hoc basis. If contact could be made with that operator, so much the better but, again, it is recognized that such approaches may not always be welcomed!

If anyone was interested, they could talk to Maurice Austin, Editor, Chris Stewart, Chair or Richard Delahoy, Secretary for a discussion. Contact details are on page 1.



Russell Young took this photo of Regal 209 passing through Aldham on 30 June 2013.

Assuming I've understood the latest ECC tenders results correctly, the Sunday 88 Halstead - Colchester service passes from Regal Busways to Hedingham at the end of August.

The picture was a very nice one till I fiddled with it! Ed.



above: Roger Smith sent me this photo of his "Original Omnibus" model of Neoplan coach, registration P972HWF which was operated by Essex based Supreme Travel. I tried to lessen the darkness of the background but doing so reduces the sharpness of the livery. I hope this compromise does proper justice to Roger's handiwork. Note the flowerpot for scale!

Several other members have told me they have made models of Essex buses and coaches. I am happy to put pictures of these in future EBN's.



Russell Young espied this travelling home from the North Weald show. He describes this as a rather desperate shot of Scania 553 (the last one - he thinks) very unusually working the Sunday Essex CC contract service 8C, in the grounds of Colchester General Hospital.

The ABC of Eastern National by Jim Wait

The final stage in this light-hearted look at a much-missed company W

is for Westcliff-on-Sea Motor Services, whose acquisition in January 1955 by EN was probably the most significant of all and firmly established EN in the south of Essex.

It also covers Wood Green (WG), the former City Coach Company garage in North London, which gained fame as the base for the TV series "On the Buses", plus WW the code given to the allocation at Walthamstow (1986-92) when EN gained a series of contracts in NE London. The small depot at Walton (WN) had its own allocation for a while, though it was normally considered a dormy depot of Clacton.

X

is for the X series of routes, some of which ran throughout the year for commuters to London, whilst many others operated only during the summer months to a range of holiday resorts.



X12

Three of Eastern National's 'dual purpose' RELHs of 1964 spent some 18 months in the Tilling fleet between 1965 and 1967 as T1640-2. The former 1603 was nevertheless on hire back to ENOC when photographed on an X12 working from London King's Cross to Jaywick Sands (according to the window sticker, anyway, although the blinds show Clacton). There were a periodic vehicle movements such as this between Tillings and EN for a time, largely connected with route licencing in the London area. *EBEG collection*

It is also appropriate for the XVX series of registration letters that were assigned to the first batch of Lodekkas purchased by EN and CPTM is fortunate to be the home to the initial member, 2400 (XVX 19).

The ABC of Eastern National, by Jim Waite, continued

X34

Clacton depot's Plaxton-bodied RELH6G 431 of 1971 was transferred with the remainder of the EN coach fleet to National Travel (South East) Ltd in 1974 but carries its original cream and green EN livery when seen here on the Clacton-Thamet X34. *EBEG collection*



EAST COAST RESORTS

HOLIDAY HIGHWAYMAN ROUTES 1989

804 IPSWICH, NORWICH
(for the Broads & North Norfolk Coast)

805 GT. YARMOUTH, CAISTER,
SCRATBY, HEMSBY

806 IPSWICH, SOUTHWOLD,
KESSINGLAND, PAKEFIELD,
LOWESTOFT,
CORTON,
HOPTON, GORLESTON,
GT. YARMOUTH
(Caister, Scratby, Hemsby)

from ESSEX

SUMMER 1989: 27 MAY - 23 SEPTEMBER 1989

Direct Facilities To
PONTING, WARNERS, HOLIMARINE,
AND OTHER SUFFOLK AND NORFOLK
HOLIDAY CAMPS AND VILLAGES

EASTERN NATIONAL HIGHWAYMAN

Y is for (Great) Yarmouth, one of the destinations for the summer season express services.

Left: Yarmouth features in this 1989 'Highwayman' brochure. (Chris Stewart collection)

Z was never going to be eeZy. However, I think it is fair to say that the mid-1950s was the Zenith for EN and the bus industry in general as the nation recovered from the austerity years following WW II. This was the time before mass car ownership and the arrival of the Zephyr and the Zodiac, the real Z-Cars era!!

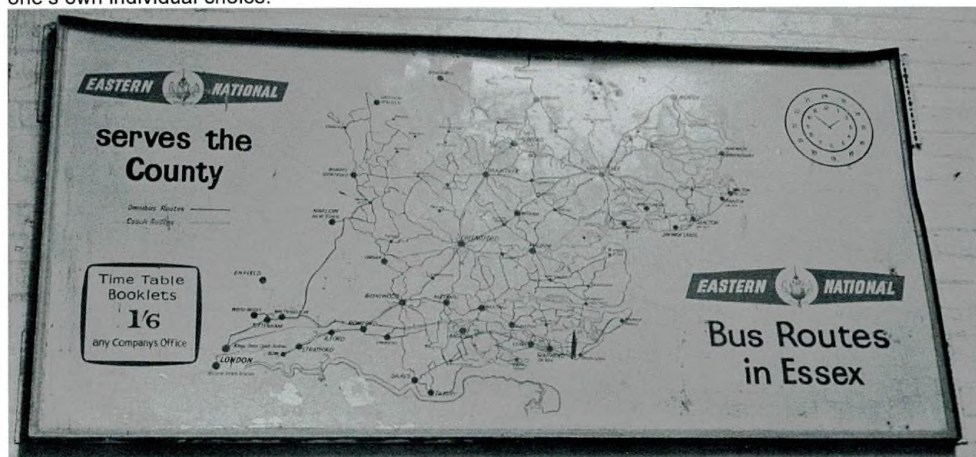
Did NaZeing or Walton-on -the-NaZe ever appear on EN blinds?

Next page: Even if Walton-on-the-Naze didn't appear on destination blinds (usually 'Walton' sufficed), it is on this map of the county which is to be found on the wall on the Castle Point Transport Museum, Canvey Island. (Chris Stewart)

EBN591p26

The ABC of Eastern National by Jim Waite, concluded.

Having struggled through the alphabet, I hope you have found it of interest. The majority of the contents were dreamt up during a boring evening enduring TV soaps and dreadful repeats. I realise that some of the details may not be entirely correct, but I claim artistic licence for any misdemeanours. As I stated at the start, the aim was to stimulate response, either in criticism or alternatives to satisfy one's own individual choice.



Z Even if Walton-on-the-Naze didn't always appear in full on destination blinds, it is on this map of the county which is to be found on the wall on the Castle Point Transport Museum, Canvey Island. Chris Stewart

Many thanks to Jim for this entertaining series; also to Chris Stewart for his research in finding the photographs and producing the captions. Ed.

Editor's Choice!



Presumably this ex-Southdown Queen Mary Leyland PD3/Northern Counties, (BUF 426C) open topper, never operated in Essex. It was entered by Fred Lawrence and Chris Sampson was giving popular sea front circuits at the recent Clacton Bus Rally.

Ken Coldwell

Editor's Note: Next month we start a major piece of research by Alan Osborne entitled "Sixty Years in Basildon"

STOP PRESS!!! Latest information on EOO590 from Chris Stewart



Tony Spindler has kindly written to elaborate on 2748's history after disposal by EN. Sold to Twell (dealer) of Ingham in 2/77, it passed to Ford's of Althorne in 5/77 where it joined the former 2746 (EOO 588) and ex Crosville FLF6B 904 VFM. It was recorded with Salmon of South Benfleet by 10/82 and eventually passed to Carl Ireland (dealer), Hull in 6/98. It was acquired by Mark Howarth of Western Greyhound, Newquay in 3/03 and remains there unrestored although now under cover. This and former Southend Titan 347 are located away from the main site, which as many know was the subject of a major fire recently.

The photograph, by the late Peter Snell, shows 2748 in Ford's yard on an unknown date.

Target Dates for EBN592 (August 2013)

By	3 August	Reports to Sub-Editors
By	10 August	Sub-Editor Drafts to Editor
By	19 August	Dispatch by Printers

Back Cover photo's

Top: On 12 June, Jonathon Bale saw First 32477 (AU53HJN) XLX40 operating route 5B in Clacton. It is branded for the 61 + 62 Colchester University routes; it was the first time he had seen one of these working in the town.

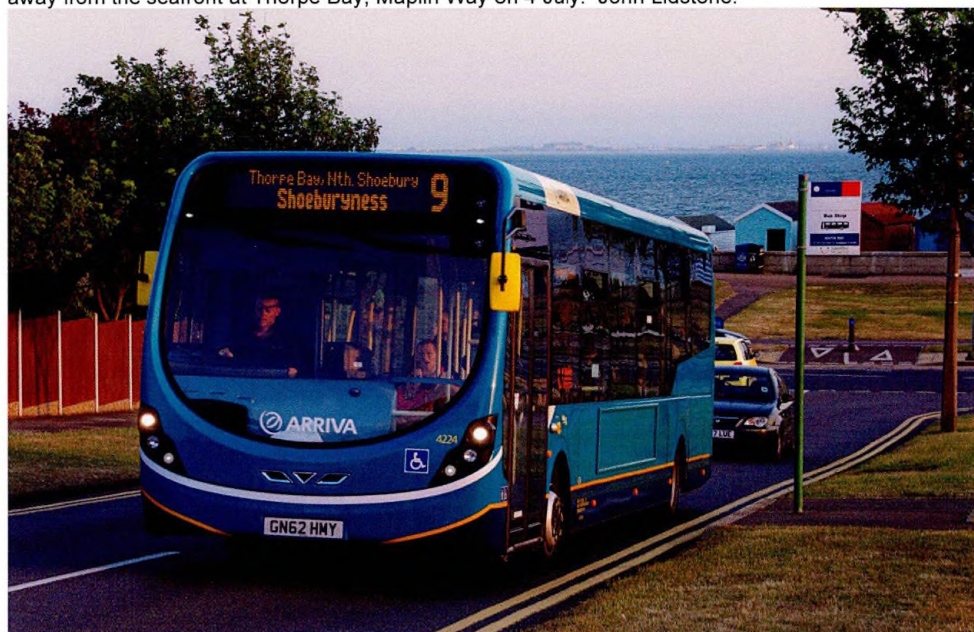
Bottom: As reported in the Stephenson's notes, the company has lost Suffolk route 312 on re-tender, from the end of August but it will be replaced with an Essex 312 (and 313), Saffron Waldon and Great Dunmow. Like the previous 312, it will be operated by Haverhill depot. Richard Delahoy.

EBN591p28



Above: A driver shortage at Basildon depot caused First to approach Ensignbus to cover 3 driver duties at short notice. 744 in New London Rd, Chelmsford on 19 Jun 13. Russell Young.

Below: Wright StreetLite DF 4224, GN62 HMY seen on route 9 (Shoeburyness-Rayleigh) climbing away from the seafront at Thorpe Bay, Maplin Way on 4 July. John Lidstone.





www.essexbus.org