

Essex Bus News

**No. 594
OCTOBER
2013**



Essex Bus Enthusiasts Group
www.essexbus.org.uk



Front cover:
Panther Travel's very well presented ex Stagecoach Alexander Dash Dennis Dart P390 LPS, working the Bruff Close - Community Stadium shuttle service on behalf of Network Colchester, for a Colchester United home game on Saturday 5 October 2013.

Russell wasn't confident the person at the back of the queue managed to get on!

Russell Young.



Robert Appleton has been to Mistley again and noticed quite a lot happening with First Essex Buses; 65573 and 65574 received from First Northampton, and Scania single-deckers replacing Dennis Tridents at Harwich (DT) depot.

Pictures this page:

Top: 65574 still has an offside advert for London Midland, 3 trains per hour from Northampton to London! This photo supports Chris Stewart's First report in this issue. **Robert Appleton.**

Bottom: The new Suffolk Rider branding as applied to the E200s that work Stephensons of Essex Route 16 (Mildenhall - Bury St Edmunds). 462 in Bury St Edmunds (St Andrews Street) on 5 September. **Russell Young.**

Essex Bus News; October 2013

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Welcome to new members –

Jim Swan of London, SW5 (1068) &
D B Payne of Kettering - 616 (rejoined)

Subscriptions

****see good news note inside****

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

New members may join from any
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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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EBN594p1

DATES FOR YOUR DIARY by Owen Woodliffe.

SOUTH ESSEX MEETINGS.

Meetings have resumed 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 2145/2200. A cash bar is available. Members and guests welcome - £1.50 donation towards cost of room, please.

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

Monday November 25. "London Coach Operators 1940 – 1960's". Fred Lawrence.

*****Wednesday*** 18 December.** "Twenty Years Ago", Richard Delahoy plus Christmas 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 8 November. Steve Maskell.

Friday 13 December. Gary Sharpe.



Stephensons
took over
route 5,
Bishops
Stortford to
Saffron
Walden,
from TGM
on 1
September
and it is now
split at
Stansted
Airport. The
Saffron
Walden
section has
been
numbered 6,
as shown
here,
although it
remains a
through
service.
**Owen
Woodliffe.**

DATES FOR YOUR DIARY by Owen Woodliffe, cont.

EVENTS

Sunday 13 October. Castlepoint Transport Museum, Canvey Island. Open Day. The Group Stall will be at this event.

Saturday 10 November. "Winter Warmer" at Ipswich Transport Museum.

NOTICE

A visit is planned to the Eden Commercial Vehicle Rally at Kirkby Stephen and Brough, Cumbria at Easter 2014, departing Friday and returning Monday, with ex Crosville RE, UFM 53F. If interested, contact Paul Ashman, in evenings on 01708 374280 or 079316 28426. Due to popularity of this event, accomodation has to be booked early. For information for 3 nights B&B, contact Owen Woodliffe on 020 8529 4454 as soon as possible.

Paul also plans to visit the Llandudno Festival of Transport during Spring Bank Holiday. Contact him, as above.

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.



A pair of the four Trident/Plaxtons recently acquired by Regal arrive at Hylands School, Chelmsford. 1402 (ex Metroliner TP22) leads 1401 (ex TP61), which has yet to be repainted.

Owen Woodliffe.

Correction Corner. The gremlins crept into the caption of Paul Harvey's picture of the EN open shown in EBN593p2, the vehicle was clearly HO L1124, reg, UVX7S and not as shown. Apologies from Paul and the Editor!

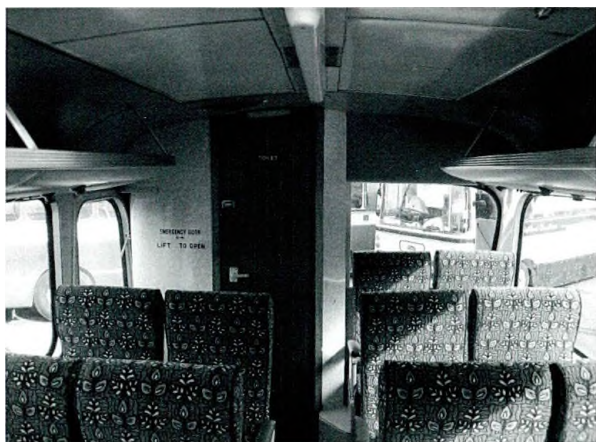
EBN594p3

SCOTLAND AND LINCOLN TO ESSEX AND BACK

Two Alexander-bodied Bristol RE survivors

by Chris Stewart with thanks to Neil Markwick and Colln Sigston

Two years after Eastern National took delivery of some of the very earliest 36ft rear-engined Bristol REs (AVX 961-7B and BNO 101-8B), the State-owned Scottish Bus Group bought their first examples. Unlike contemporary English and Welsh vehicles which all had ECW bodywork, the SBG examples were bodied by Alexanders – 45 RELH coaches for Eastern Scottish and 21 for Western SMT. The classic 'Y' type body used for them also appeared in due course on RELL bus chassis (for North Western and later Lincoln City Transport) but subsequent Scottish RE coaches were 12m REMHs with very different 'Motorway' bodies, although most of the original batch were also bought for overnight London services.



Eastern Scottish XA168 (EWS 168D) is the only survivor of these two 1966 batches and has been completely restored at the Scottish Bus Museum in Lathalmond, where *Neil Markwick* photographed it on 25th September 2011. Working briefly for Alexander (Fife) in blue and white 'Scottish' livery before withdrawal, it had reached Ensign's Essex dealership by October 1979 and served for a number of years with Tilbury Majorettes. However the EBEG negative collection includes this shot (next page) of it with Lewington's of Abridge, their livery being very similar in fact to the 'Scottish' blue and white although a slightly different shade of blue.

It presumably ran for them before the Majorettes (who later had an ex London DMS) although the date of this photograph is unknown. EWS was last reported in Essex during March 1994, at the former Woods' yard in Ramsden Heath where it was assumed to have been in the hands of Stephenson's as dealer.



Interestingly the only known survivor of the Lincoln batch of Alexander-bodied RELs, UVL 873M, which has also undergone major restoration for the LVVS at Lincoln, operated in Essex for Ongar Motors and Webb's of Galleywood during the 1980s. It is seen here at the LVVS Open Day on 4th November 2012, the Co-op advertising livery reflecting their sponsorship of its restoration. In a slightly grainy shot, an unknown photographer had previously captured it in Chelmsford working for Webb's. Does anyone have a photo of it in use with Ongar Motors?

Photo's (both pages)

* EWS 168D – Lewington's

* EWS 168D – interior and exterior at Lathalmond

* UVL 873M – Webb's

* UVL 873M – preserved (Co-op)

KTF594 for EBN594 - Lyn Watson and Richard Delahoy.

Finding a match for 594 had us puzzled for a short while but we can offer Southend Transport 594, KTF594, even if it was never used as a psv whilst with Southend. A Park Royal bodied AEC Regent III, it was acquired in 1991 on behalf of the Borough Council to be used as a special events bus. It had originated with Morecambe Corporation in 1949, being converted to open top in 1967 and becoming Lancaster number 65 in 1974 when the undertakings were merged. Withdrawn in 1979, it passed through various hands before ending up in Southend, arriving in an off white livery with red bands, but it was soon repainted into the then current ST colours.



The picture here shows it at Asda in Shoeburyness with a trad jazz band performing from the seat-less upper deck, as Fleetline 211 (JTD391P) passes on service 7A to Ashingdon Schools, on 1st August, 1992. It latterly saw little use and was sold in January 2000 to the well-known preservationist Stephen Morris of the Rexquote company in Somerset. As far as we can tell, she was last seen out and about at their 2011 Running Day and was subsequently up for sale.



Stop Press! **Andrew Colebourne** sent this fabulous picture of East Yorkshire 61, A1EYD on Nat Express 447 on 14 September. Its relevance is that EY has taken over a diagram which includes the 484 to Walton-on-the-Naze. He asks whether EY have actually operated in their own colours in Essex, does anyone have details of that working diagram and has EY worked into Essex before? More details in ENB595.

Essex Exile by Richard Delahoy.

As we illustrated in EBN 581 just over a year ago, the last bus used on service by Clintona Minibuses before the owners retired was Mercedes Benz Sprinter BX56VTF. It, and sister BX56VTE, have since been acquired by Stephenson's - not the familiar Essex operator, but rather the equally well-known Yorkshire operator, Stephenson's of Easingwold. Having travelled on it on that last Clintona journey, Richard Delahoy was pleasantly surprised to find VTF in use on the North Yorkshire Moorsbus network on 25th August. He travelled on it on the M6 service from Pickering to Blakey (no, not the infamous inspector!) and the driver obligingly waited for a photo in bright sunshine at the Spiers House stop deep in the North Riding Forest Park. Five minutes later we were in thick mist on the moor top with a dramatic temperature drop, for which the photographer was not well prepared! Sadly, funding for the Moorsbus services has run out, the network having already been cut from daily to Su/BH only this year, and it is unclear what services will run in the National Park will run next summer.



Richard Delahoy.

Correction Corner 2.

Terry Challis has written to say "Re. EBN593 p13 :

I believe that Dereham is the terminus of the *Mid-Norfolk* Railway not the North Norfolk Railway. In my British Railways days the 'North Elmham Milk' used to originate on that line and run to Ilford!".

Service Changes by Paul Harvey.

Colchester Voluntary Services

23 Sept 13	SB38	M-F	Colchester Borough DRT: new on demand service.
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First Essex

29 Sept 13	61C	D	Colchester to Essex University: revised timetable with Sunday service withdrawn.
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Flagfinders

4 Nov 13	223	Sch	Braintree to Sible Hedingham: new schoolday service.
	716	Sch	Castle Hedingham to Colchester Schools: new service.
	716A	Sch	Halstead to Colchester Schools: new schoolday service.

Fords Coaches

4 Nov 13	223	Sch	Braintree to Sible Hedingham: service withdrawn.
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Hedingham

2 Sept 13	748	Sch	East Mersea to Thurstable School: new service.
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The start of the school term appears to have created few changes in the way Hedingham cover the Colchester North station Mon – Fri peak hour services 11 and 15. Double decks now appear regularly on both routes, in both peaks. Ex Brighton and Hove East Lancs Trident L400 in St Christopher Road, St Johns on 5 September 2013.

Russell Young.

EBN594p8

Service Changes by Paul Harvey, continued.

Regal Busways

1 Aug 13	475	Sch	High Ongar to Brentwood: service withdrawn.
	476	Sch	Stanford Rivers to Brentwood: service withdrawn.
	655	Sch	Abridge to Epping: service withdrawn.
	657	Sch	Ongar to Brentwood: service withdrawn.
2 Sept 13	7/A/B	M-S	Chelmsford to Epping: minor timetable change.
2 Sept 13	380-3	M-S	Ongar to Harlow: minor revisions to school journeys.
	390	MTTh	Upshire to Harlow: morning journey retimed 10 mins earlier.
	501	Sch	Fyfield to St Johns Sch Chelmsford: new service
	503	Sch	High Ongar to St Johns Sch Chelmsford: new service.
	504	Sch	Abridge to to St Johns Sch Chelmsford: new service.
	505	Sch	Beeleigh to Hylands Sch Chelmsford: new service.
	506	Sch	Kevedon Hatch to Hylands Sch Chelmsford: new service.
	507	Sch	Wyson Road to Hylands Sch Chelmsford: new service.
	508	Sch	Chelmsford Kings Road to Hylands School: new service.



Andrew Colebourne checked out what was on the 541 Loughton - Epping/Harlow when he went to Theydon Bois for the bazaar on 5 October. He was surprised to see Regal 614 running, particularly as it is still in Metroliner colours (he asks "are they ever going to repaint it?!"). Also see p11!

Service Changes by Paul Harvey, continued.

TGM (Network Colchester)

29 Sept 13	8/C	D	Monkwick to Highwoods: timetable revisions to include introduction of Sunday service.
6 Oct 13	133	D	University of Essex to Stansted Airport: minor revisions to Sunday early morning journeys.
	801/2	M-S	Ipswich to Witham: new service one return journey.
	803	M-S	Harwich to Witham: new service one return journey.

TGM (Network Harlow)

27 Aug 13	59	M-S	Harlow to Chelmsford: reinstatement of Sunday service.
6 Oct 13	8/A	M-S	Harlow Town Circular: revised timetable with increase frequency.
	509	M-S	Harlow to Stansted Airport: new half hourly daytime service via Parsonage Estate.
	510	D	Harlow to Stansted Airport: revised timetable and route to operate via Rye Street.

TGM (Stansted)

6 Oct 13	308	D	Bishop Park to Stansted Airport: service withdrawn between Bishop Park Tesco and Oriole Way and rerouted via Dunmow Road. Sunday service and early morning and late evening journeys withdrawn.
	309	D	Bishop Park to Stansted Airport; new service operating overnight and Sundays.

A Blast from the Past by Paul Harvey.



Ex -
Eastern
National
3000 Bristol
VRT ECW
CPU979G
seen with
Northern Bus
at Sheffield
during 1994.

Paul Harvey.

Service Changes by Paul Harvey, concluded.

Trustybus

1 Sept 13 C3/C3A M-S Harlow to Hammond Street: the Mon-Fri hourly C3 that doesn't serve Hunsdon withdrawn between Brookfield and Hammond Street. The Mon-Sat C3A continues hourly throughout the route.

Uno

6 Oct 13 700 D Stansted Airport to Baldock: minor timetable revisions for rerouting via Bishop Park.

Wyvern Community Transport

1 Nov 13 DAR73 MW Canvey Island DRT: new on-demand service.

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



A pair of Regal's surplus single decks were on loan to Trustybus during September. Dart Y258 NLK, still in Metroline colours with Regal fleetnumber 615, meets former shedmate Solo 206 at St Margaret's Hospital, Epping. Also see pic on EBN594p9.

Owen Woodliffe.
EBN594p11

Regal Busways by Adam Kelleher

Acquired Vehicles: Further to EBNs 592 and 593, the fourth former Metroline Dennis Trident / Plaxton President is 1401, V761 HBY, ex Metroline fleet number TP61, acquired from Ensign. It has been converted to single door with an unpainted panel / window where the centre door was and retains its Metroline blue skirt. It was seen on Great Anglia Rail Replacement at Billericay on 14 September.

Vehicles on Loan: Ex Metroline MPDs 614 and 615 are on loan to Trustybus to help them cover for recently gained (from September 1st) Essex County Council contracts 541 and 542/3 in the Epping and Loughton areas. This is while Trustybus's own newly acquired Darts are being prepared for service. (Regal had two vehicles spare as a result of the ending of the 12 month ECC contact for routes 7/7A, Stansted Airport to Bishops Stortford, at the end of August.)

Disposal: Alexander Dennis Dart / MCV Evolution 701 (AE55 EHM), which had been off road for several months awaiting repair (see EBN 593), has been sold to Ensignbus. It has been repaired, repainted into Ensignbus livery and allocated fleet number 785.

Services: The St Johns School, Epping routes (383, 501, 503, 504) are all scheduled as double deck and following the opening of a new building these, together with school journeys on service 213, now use Bury Lane to turn into a new entrance. The Hylands School, Chelmsford routes (505 to 508) are scheduled as three double deck and one single deck. Double decks regularly appear on midday workings of route 1 now that Battlesbridge is no longer served and also Monday, Tuesday and Thursday route 390.

Workings and Observations: The two remaining step entrance Darts continued in service during September, 514 was seen on route 3 on the 10th and 515 on route 7 on the 4th. 702 continues as the normal vehicle on route 565, but other buses seen on the route have been 210 on 18 September and 2 October and 201 on 8 October.

August 30th 607 on 70 31st 502 on 70

September 3rd 1403 on 3 5th 205 on First Data shuttle

10th 206 on 52, 1302 on 7, PO2 parked at Brentwood Station and again on 17th and 19th. (Buses parked in Brentwood during the day have reverted to using the stop at the station as the stops in the High Street at Wilson's Corner have had some re-allocations with the one previously being used to park vehicles in now being used by TfL route 498 amongst others.)

17th 1204 on 7

19th 205 and 606 on 3, 611 on X1

20th 202 on 1B, 205 and 608 on 3, 210 on 31A, 605 on 52

October 1st 209 on 52, 604 and 606 on 3, 611 on 31A, 1302 on 7

With thanks to Terry Clark, Chris Hatley, Patrick Munford, Ross Newman, John Podgorski, Dave Stewart, Kevin Smith and Owen Woodliffe

Advertisement:



regalbusways

Following a year of phenomenal growth, Regal Busways are looking to recruit additional drivers for our Private Hire, Tour and Rail Replacement teams.

Private Hire and Tour drivers: if you have Private Hire and Tour experience we can offer pay rates up to £10 per hour working for some of the country's leading tour operators and our ever expanding private hire clients.

Rail Replacement drivers: as part of our expanding rail replacement business we have work available most weekends and some evenings with pay rates up to £10 per hour.

For further information call Steve on 01245 249 001.

EBN594p12

Amber Coaches by Adam Kelleher

Acquired Vehicles: 3 KM51 BFU Dennis Dart SLF / Caetano, new to Mitcham Belle February 2002, B31D, fleet number 054. Converted to single door. Retains scroll blinds. First seen on route 261 on 26 September. KU02 YBE (see EBN 593) has been given fleet number 4. (Correction to the photo caption of KU02 YBA in EBN 593: this and KM51 BFY have operated with Scarlet Band, County Durham but, as previously reported, they were new to Mitcham Belle.)

Bus Fleet List: To summarise, the vehicles that have been seen on routes 261, 265 and 269 since July are as follows:

1-4 Dennis Dart SLF / Caetano, new to Mitcham Belle (061/3/54/67):

1 KM51 BFY, 2 KU02 YBA, 3 KM51 BFU, 4 KU02 YBE

Un-numbered:

Y172 / 202 NLK Volvo B7TL / Plaxton President, new to Metroline

KX08 HMD Alexander Dennis Enviro 200, new to Courtney, Bracknell

3, 4 and the Tridents retain scrolls, 1 and 2 had LED blinds fitted before acquisition by Amber (1's front number and 2's rear number have not been working) and KX08 was new with LEDs but these have not been noted in use whilst with Amber. All vehicles are in fleet livery of all over creamy white with fleet names (Y172 only has these on front and rear not side) except KX08 which is in all over white livery (i.e. a different shade) with no fleet names.

Travel With Hunny by Adam Kelleher

Acquired Vehicles: September 2013:

784 EYB Dennis Javelin / UVG Unistar (manual gearbox), new to Ministry of Defence, ex Anglian (via Ensign), fleet number 111 and later 999. (Note, this registration was originally on a Mercedes Benz coach new to Prentice, West Calder in 1985 which was later acquired by Anglian who then transferred the registration to the Javelin.) Seen on route 848 on 23 September.

P980 LNB Dennis Dart SLF / Plaxton Pointer, new to Cooper, Dunkinfield September 1996, B37F. From Stagecoach Manchester via Ensign. It arrived in Stagecoach livery, the front and offside has been repainted in a predominantly blue livery with white amidships although at the time of writing the nearside is yet to be done. Seen on the 555 on 26 September.

The Dennis Dragon L392 LNA (see EBN 593) is in an all over blue Stagecoach Magic Bus livery. The Debden Park School journey it had been acquired for is numbered 333. However, the vehicle developed major gearbox problems and was returned to Ensign on 20 September.

Vehicle on Loan: LR02 BFA Dennis Dart SLF / Plaxton Pointer, new to Metroline June 2002, B27D. Converted to single door, in all over red but the panel where the centre door was is unpainted. Retains Metroline fleet number DSD 216 but Metroline fleet names removed. To cover for recently acquired X594 VAP which is off road with engine failure. Seen on the 848 on 26 September.

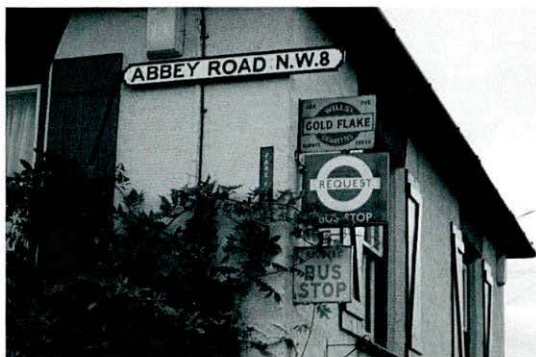
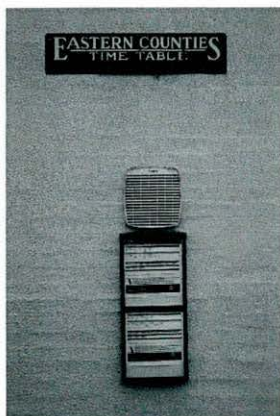
Disposal: L392 LNA, see above. It then passed to AOT Coaches, Nottingham, later in September.

Blind Displays: One piece scroll blinds have started to be fitted to the front blind box of some vehicles. P980 LNB has been seen with a "lazy" blind for route 555, upper case "Harlow &" on top line and upper case "Waltham Abbey" below, route number on offside. Both KU52 RYM and loaned LR02 BFA have been seen with a "lazy" blind for route 848 reading "Brentwood & Upminster" in the top line in upper case and with "via Warley & Cranham" on the second line in lower case, route number on offside. The route number has also been shown on boards in the front nearside window.

Other Vehicle News: KU52 RYM remains off the road and is slowly being cannibalised. EU06 KDJ, which worked the last day of ECC route 269, is also currently off road. The vandalised Trident W574 RSG was towed during the week ending 21 September from Roadrunner's yard in Harlow and is now on site at Gobians Farm, Collier Row. KU52 RYM is gradually being hand painted into overall blue fleet livery. It has recently had a new engine fitted, but was back in service by 1 October. Since then it has been seen regularly operating route 848.

Services: Loadings on the 333 have dropped slightly therefore the Trident W556 RSG, which has a total capacity of 98, has been coping and will now be the regular bus on the route. A 17 seat Ford Transit had been on hire to duplicate it, but loadings meant that this was not justified and it was returned week ending 21 September.

With thanks to Peter Horrex, Ross Newman and Chris Stewart



Duton Hill, Three Horseshoes timing point.

Has Keith Shayshutt found another place where time stands still?

The timing point at Duton Hill, the Three Horseshoes, has this amazing array of bus stop signs fixed to the pub wall. Keith just loves the old ENOC bus stop plate. And just down the road at Little Easton he took this photo of Stephensons Dart KV51 KZX on the 1635 313 from Dunmow to Saffron Walden on 20 September 2013.



EBN594p14

Publicity News by Ian Ransom.

First Essex

(new front design booklets) for 102/3/4; dated 1.9.13

leaflets for 21/A/B/C/X dated 1.9.13; 25/A/B dated 1.9.13; 31/B/C/D/X dated 1.9.13; 61/A/C/62/A dated 1.9.13; 63 dated 1.9.13; 65 dated 1.9.13; 66/A dated 1.9.13; 88/A/C dated 1.9.13

Essex County Council

leaflets for 3/A/B/C/D/E dated 10.8.13; 5/6 dated 1.9.13

leaflet for 50/92/A/B dated 1.9.13

Regal Busways

leaflet for services 1/A/B; 3/A/B/C/D/E; 5 dated 10/8/13

photocopied leaflet for 1/A/B dated 12.8.13

National Express leaflets for services to Stansted Airport from Leicester, Nottingham and Luton Airport dated July 2012; Oxford and Luton dated September 2012; Ipswich and Heathrow dated January 2013; Birmingham dated July 2012; London dated July 2012

Owen Woodliffe has discovered the following leaflets recently:

Essex County Council: Route 392 w.e.f 1. 09.13 (change to Galleon Travel(t/a Trustybus) and Route 541 w.e.f. 1.09.13 (change to Galleon Travel (t/a Trustybus)

Hunn: A5 leaflet, new timetable for 555 from September 2013.

Network Harlow: Route 59 SX Connect w.e.f. 27.08.13

2/3/4/5, 7/7A/8, 10/20 timetables all w.e.f. 6 October 2013 **Trustybus:** C1 & C3 Issue 1



What a lovely MOO! **Andrew Colebourne** was delighted to "catch" ex Eastern National Bristol MW5G ECW B45F, fleet number 556/1356/9001; MOO177 at the Theydon Bois bazaar and rally on 5 September. Check out www.bristolsu.co.uk for full history.

EBN594p15

Heddingham & CHAMBERS by Mark Lloyd.

Leadership:

We are delighted to announce the appointment of Group member Jeff Clayton as General Manager for Heddingham/Chambers; Jeff was most recently with the TAS Partnership and previously was Area Service Delivery Manager at First Manchester, and latterly had assisted Stagecoach with handing the Chester and Wirral depots into their ownership. He has worked for over eight years in public transport, notably for FirstGroup and also for Transdev, where he was a Commercial Analyst in Paris in 2005/6. He was named runner-up, Young Bus Manager of the Year at the UK Bus Awards in 2012.

Acquired Vehicles:

July/August

L422	W425WGH	Volvo B7TL	Plaxton President	
L425	W458WGH	Volvo B7TL	Plaxton President	
L426	W409WGH	Volvo B7TL	Plaxton President	delivered to SY 25/7/13.
L430	W488WGH	Volvo B7TL	Plaxton President	
L431	W489WGH	Volvo B7TL	Plaxton President	in service early July 13.
L443	MX58XDB	Optare Solo	Optare	B27F Ex Anglian 910 29 July 13. (Ex S123RDC)

September

L420	V303LGC	Volvo B7TL	Plaxton President	Ex Konect
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This completes the deliveries of the large batch of B7TLs. This bus is fitted with seat belts as is L426.

Allocations:

L286	CN – SY – CN	L295	SY
L346	TY – CN	L348	CN – HD
L356	CN – SY	L357	CN – TY
L396	CN – HD	L398	HD
L403	TY – CN – SY	L414	HD – CN
L420	CN	L422/5/6/30/1/43	SY
L439	SY – CN – SY		

All KN vehicles now fall under the TY operational depot as an out-station.



Heddingham
L398 ex
Brighton &
Hove
Dennis
Trident/E Lances
(T802 RFG)
awaiting its next
trip on the 88B
to Great Tey on
10.9.13.

Ken Coldwell.

General:

N529/531LHG, R941YOV & R552LGH were still in service on last day of Suffolk schools 23/7/13. Ex Anglian Optare Solo 321 MX58XDB arrived at Sudbury depot on 29/7/13 and became L443. L443 MX58XDB returned to the yard on the 19th August in full new Chambers colours, the same style as the Plaxton Presidents, with vinyls applied a few days later. P910RYO was MOT'd at TY on 29 August for the new September 2013 school services, N529LHG was transferred early September to TY to operate as a spare schools decker (now off-road at HD with accident damage).

On the 3rd September the single bus duty on the evening 88 service, run under ECC contract, seemed to work off of the 15 N Station to Lexden duty. It was in the hands of Enviro 200 L380 a TY vehicle. These workings include Aldham village and run straight along Halstead Road into Colchester. Later in the month both TY and CN vehicles have been reported on the working. R941 YOV was spotted on Chambers service in Colchester, Saturday 7th September.

A visit to Clacton on 12th September highlighted a few unusual workings, with L414 W834NNJ transferred from HD working schools, as was Chambers L439 M655KVU coach. L385 and L346 were working the 558 and 559 services to Monkwick TLA, presumably interworking into town services later. Ex TY L403 was again in the workshops receiving attention.

L409 R216HCD repainted into full HO livery by w/c 30/9/13.

R941YOV was then reported along with N529LHG & V303LGC working HO schools from Honeywood School in Coggeshall during late September. L420 V303LGC worked the North Station service 15 on the evening of 4th October and was on the 87 Brightlingsea route pm on 8th October, although primarily only at CN for schools duty.

Withdrawn vehicles:

P901RYO	Volvo Olympian	Northern Counties	To Ensign dealer 25/7/13.
R989KAR	Volvo Olympian	Alexander (Ex Dublin)	To Ensign dealer 25/7/13.

Subsequent Operation:

R989KAR Volvo Olympian Alexander RH now with York Pullman via Ensign dealership.

P901RYO Volvo Olympian N Counties now with Furze Platt School, Maidenhead.

with thanks to Dave Arnold, Paul Clarke, & Essex-Buses yahoo group.



Hedingham
E200 L370 on
the newly won
ECC Sunday
contract
Sunday
service 76 on
8 September
2013.

**Russell
Young.**

EBN594p17

Ensignbus by Mark Lloyd

ENSIGN FLEET - September 2013

Vehicles Acquired:

785	AE55EHM	Dennis Dart MCV	B37F	Ex Regal busways 701 MCV body MCV - 056.
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Vehicles Subsequent use:

811	Y658NLO	Dennis Dart Plaxton SLF	New Horizon Travel, Frating, Essex.
812	Y659NLO	Dennis Dart Plaxton SLF	New Horizon Travel, Frating, Essex.
998	T98KLD	Trident Plaxton President	Passed from Decker Bus to Freedom travel.

with thanks to Ross Newman.

Ensign Heritage Running Day – Saturday 7 December 2013

The usual winter running day will feature a variety of buses on routes X55 and X81H, with revised terminals (X55 to Gravesend via Bluewater and X81H running to Grays), viz:

X55, Upminster Station - Lakeside - Bluewater - Gravesend.

From Upminster at 0850 and every 30 minutes to 1650 then shorts to Lakeside only at 1720, 1750, 1820.

From Lakeside to Gravesend: 0845, 0905, 0915 and then every 30 minutes to 1715.

Return from Gravesend 0949 & every 30 mins to 1819 with shorts Lakeside-Upminster at 0945 and Bluewater-Upminster at 0945 (Lakeside 1015).

X81H, Shenfield Station - Lakeside - Grays Bus Station.

From Shenfield at 0922 and every 30 minutes to 1652, then 1722, 1752, 1822 to Lakeside only and 1852 to Brentwood.

From Grays at 0955 and every 30 minutes to 1755, with a short from Lakeside to Shenfield at 0935.

Special heritage day rover tickets will be available on buses but concession passes will NOT be accepted.

Then on Boxing Day, Thursday 26 December,

Ensign will again be running

service **X10 from Southend to Lakeside via Basildon**

(the X30 from Canvey which ran last year is not running this time).

From Southend at 0705, 0805, 0905 and every 30 minutes to 1805, 1905, 2040.

From Lakeside at 0545, 0645, 0745 and every 30 minutes to 1645, 1745, 1930.

Special fares apply and concession passes are NOT valid.

Full timetables will be available at <http://www.ensignbus.com>.

With thanks to Richard Delahoy for summarizing the timetables.

Ensignbus Dealing Stock Movements;

September 2013 by Mark Lloyd.

VEHICLES IN

Aintree Coachlines	X362NNO	Trident ALX400 ex 17224
Bear Buses	LR02BFE	Dart MPD
City Of Oxford	AF-EF53OXF	Scania Irizar ex 1-5
Crosville MS	FJ03AAY	Volvo B12M Sunsundegui ex Y25CMS
Deckerbus	T98KLD	Trident Plaxton President ex TP31
Dublin Bus	00-D-4007-12/8	Volvo B7TL
	00-D-70105	
Go-Ahead London	W461/79/85/94WGH	Volvo B7TL Plaxton President
Go Ahead South Coast	R831/4/7-9/41/3/5MFR	Olympian E Lancs ex Moss 4831 etc
	R379/82LGH	Olympian N Counties
	N15WAL	DAF Ikarus
	FJ53VDM	Javelin Caetano
	F631SAY	Javelin Duple 320 ex HBZ4674 (7381)
	L526YDL	Volvo B10B Alexander Strider
	P887/90PWW	DAF Ikarus
	W184CDN	DAF Van Hool
	V37KWO	Volvo B10M Plaxton Premiere
Horsburgh Coaches	SN10HNW/HXX	MAN
Marchants Coaches	SA02CCU/CDE	Volvo B7L Wright
Metroline	X644/57LLX	Volvo B7TL Plaxton President ex VPL144/157
	Y149/69/87NLK	Ex VPL200/169/187
	LX51XGE/O	
New Adventure Travel	CN10GFX	MAN
Regal Busways	AE55EHM	Dart MCV ex 701
Rotala	V660/3HEC	Dart Plaxton MPD
Stagecoach London	LX51FMG/FNW	Trident ALX400 ex 17488/518
	Y522NHK	Ex 17440
Stagecoach Manchester	R454EVX	Dennis Dart
	P980LNB	
Stagecoach South	L345KCK	Volvo B10M Alexander PS ex 20445
	S411TNO	Dennis Dart SLF ALX200 ex 33361
	R823HCD	Dennis Dart SLF ALX200 ex 33023
	R931FOO	Dennis Dart SLF ALX200 ex 34031
	R125EVX	Olympian Alexander ex 16125
	P681SVL	Olympian E Lancs ex 16801
TWH	L392LNA	Dragon
Travelmasters	T683/97KPU	Trident ALX400

VEHICLES OUT

Aimee's Travel, Leek	SF07KCC	Enviro 200 ex Kent Top Travel
AOT, Nottingham	L392LNA	Dragon ex TWH, Debden, Essex.
Axe Valley, Devon	R454EVX	Dart ex Stagecoach Manchester
Bear Buses, Middx	X967VAP	Dart SLF ex SC 33067
Black Velvet, Eastleigh	R242/5/9/58KRG	Volvo B10BLE ALX 300 ex 21142 etc
Carters C, Northants	R127XWF	Javelin Plaxton Premiere
Cotswold Green, Nailsworth	S530RWP	Mercedes Benz 814 ex ASD Coaches
Croydon Coaches	YX60BZR	Volvo B7R Plaxton Profile ex Kent Top Travel

Decker Bus, Whittlesey	HIL7618 CSK282 V752/6HBY	Olympian Alexander ex Anglian 507 Javelin Derwent ex Anglian 109 Trident Plaxton President
Flagfinders, Braintree	S190SLL X963VAP	Mercedes 214 Vario ex ASD Coaches Dart SLF ex SC 33063
Fowlers, Holbeach Drove	W837-40NNJ	Trident E Lancs ex Brighton & Hove
Freedom Travel, Cambs	R150HHK T98KLD	Olympian N Counties ex SC16150 Trident ex Decker Bus.
Galleon Travel, Frating	V660/3HEC	Dart Plaxton MPD ex Rotala
Harrogate Coach Travel	AU54EOA	Solo ex Anglian 1111
Herberts C, Shefford, Beds	W937JNF	Dart ALX ex Countryliner DP9
Horsburgh C, Edinburg	FJ03AAY	Volvo B12M Sunsundegui ex CMS
Hulleys, Baslow, Derbs	LX51FJA	Trident ALX400 ex SC17414
Ipswich Buses	LR02BBJ	Trident Plaxton President ex TPL276
Lawtons C, Boston, Lincs	T140CLO	Trident Plaxton President ex TP40
Lodge Coaches, High Easter	BX06OAU	BMC Probus ex Kent Top Travel
Marchants Travel	YN57MFO	Volvo B7R Plaxton Profile ex Kent Top Travel
Mark Bland Travel, Stamford	P609CAY X959VAP	Olympian N Counties ex 5938 S Counties Dart Plaxton SLF ex Stagecoach 33059
New Adventure Travel	X341/56NNO FJ53VDM	Trident ALX400 Javelin Caetano ex Go Ahead South Coast
Poynters Coaches, Wye	V195MEV X397NNO	Trident ALX400 Trident ALX400
Regal Busways, Chelmsford	V761HBY	Trident Plaxton President ex TP61
Rugby Shuttle Service	X958VAP	Dart SLF ex SC 33058
S and S Travel, Blackburn	TSV719	Neoplan ex SC50135
Sanders, Holt	YR10BBO	Scania N230UD Omnicity ex Beestons
Sewards C, Axminster	YX60BZT	Volvo B7R Plaxton Profile ex Kent Top Travel
Solus Travel, Tamworth	GN55VMC	Volvo B7R Plaxton Profile ex Kent Top Travel
Stotts, Oldham	LX51FHZ/FDK	Trident ALX400
Travelmasters, Kent	GN55FDL	Volvo B7R Plaxton Profile ex Kent Top Travel
TWH	784EYB P980LNB	Javelin Caetano ex Anglian 111 Dart ex Stagecoach Manchester
Western Greyhound	Y445/7/522NHK LX51FLZ/FNN/FMG	Tridents ALX400
AC Williams, Grantham	R382LGH R837/9MFR	Olympian N Counties ex Go Ahead S Coast Olympian E Lancs ex Go Ahead S Coast

OTHER MOVEMENTS:

T13/6GAJ Enviro 200's West Midlands Special Needs Transport
 YK05CDU/V/X Solo West Midlands Special Needs Transport.
 P901RYO Furze Platt School, Maidenhead.
 S455ATV Olympian E Lancs, Mike Lawrenson, Preston.
 V475KJN Trident ALX 400 to Manchester Community Transport.
 M134HPR Optare Spectra James Bevan, Lydney.
 C814BYY Olympian to Mr C J Holden, Isle of Wight
 SN10HXX/HNW CN10GFX – Associated Coach Sales, New Zealand.
 00-D-70012 & 00-D-70105 Dualway, Dublin

with thanks to Ross Newman.

Stephensons of Essex by Richard Delahoy.

Acquired: a further 12 former London United Scania 'deckers are on their way to Stephensons, they will be converted to single door and are likely to enter service around the end of 2013/start of 2014. Fleet numbers and registrations will be reported in due course. They will make substantial inroads into the remaining Olympians.

On hire: Olympian 706 (G706GCD) from the reserve fleet went on long-term loan to Norfolk Green in September.

Services: From the 1st September ECC tender changes, Stephensons took over operation of the Bishops Stortford - Stansted Airport - Saffron Walden service previously operated by TGM Stansted. It is now run as service 5 for the southern end and 6 for the northern part, with guaranteed connections at Stansted Airport and through fares. **Keith Shayshutt** was passing through Thaxted on September 20 and caught Solo 326 (EU58AXX) on a mid afternoon working.



Loan vehicle: On loan for a week during September was YT13YUN, a Scania coach with Irizar i6 body. It was used on private hire and rail replacement from Rochford depot. Scania has also demonstrated it to other Essex operators, including Phillips (South Woodham) and Panther Travel. Has anyone got a picture of it?

Network Colchester by Peter Mansbridge.

Dart SLF 399 (SN54 HXE) has arrived from Stansted replacing 396 (SN54 HXB) which has left Colchester.

Former 'Hotel by Bus' Dart SLF 507 (W227 DNO) was withdrawn by mid September.

Correcting EBN593, ex Arriva Southend Dart SLFs 3390/1 remained in service during September. 3390 was withdrawn at the end of the month and driven to Stansted.

Withdrawn Scania N113 / Northern Counties 385 was towed to Stansted on 1st October to be stored prior to sale.

Two Harlow 'Deckers, 3259 (R614 MNU) Volvo Olympian / Northern Counties and 243 (G643 BPH) Volvo B10M / Northern Counties were borrowed on 21st September for use on the Colchester United Football contract.

Network Harlow by Peter Mansbridge.

A new arrival for operation on a Passmores School contract is Volvo Olympian / Northern Counties 3259 (R614 MNU). Ex Classic, Annfield Plain but new to Arriva Fox County in 1998.

Versas 2406/7 have received SX Connect colours for service 59 (Harlow – Chelmsford). See www.sxconnect.com

Previously unreported is that Dart SLF / Plaxton T829 NMJ was renumbered from 3229 to 322 to avoid a fleet number clash with ex Arriva Southern Counties Dart SLF P229 MKL also numbered 3229.

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

The first of the Dart-replacing ex-Arriva London 02-plate DAF Cadets, repainted, with new seating inside, a former driver trainer (!) in Southend early September. These differ from earlier Cadets in not having black around the side windows (emphasising the ugly step in waist line) and also the yellow fluorescent strip is not extended around the front completely). See inner rear cover.

John Lidstone.



EBN594p22

Reorganisation

As reported in EBN 593, First is restructuring its South East and Midlands Region with the new Midlands business unit consisting of Leicester, Wyvern and Potteries and the new East England business unit consisting of Norfolk, Suffolk and Essex. Each unit will be under the leadership of a local Managing Director rather than a centralised Regional Board. The new structure is expected to be implemented towards the end of October 2013.

Depots

On 26 August, the following appeared on the Evening Gazette's website: "Colchester Council is snapping up part of St Botolph's to boost its regeneration. The council is in talks to buy the First Bus Depot on St Botolph's Street. It wants to market the site together with the former Keddies department store and part of the former bus station to lure in a developer. Under the plans, First buses would move its depot to a new council-owned site in the Hythe on Haven Road, keeping it in the town."

Acquired Vehicles

32806 T806 LLC Dennis Trident SFD113BR1XGX20271 Pn 6578 H39/20D 6/99 Capital Citybus TN806
32807 T807 LLC Dennis Trident SFD113BR1XGX20265 Pn 6579 H39/20D 6/99 Capital Citybus TN807
Ex First Capital East Ltd (*First London*) TN32806/7, they remain in red with dual doors and scroll blinds. First seen at BN on 10 Sept (32807) and 14th (32806), reported to have been used as driver trainers (although no L plates have been observed on them) but otherwise they have been parked at the back of the yard.

33425 SN59 AWW ADL Trident SFD18SBR8GX34752 Enviro 400 AD 8418/1 H41/29F (LED displays)
Acquired from Ensign, Purfleet (123), new as an Alexander Dennis demonstrator in a red and gold livery and first registered in September 2009. As a demonstrator it saw service with JP Travel in Manchester (651), McGill's in Scotland (901), Oxford Bus Company (900), Konectbus in Norfolk and Stagecoach in Oxford (80016) before passing to Ensign and gaining fleet livery. It was seen at BN on 12 Sept being prepared for service and was first noted out on Billericay to Rayleigh rail replacement on 28 Sept.

43480 R680 DPW Ds Dart SLF SFD322BR1WGW12184 Pn 9810.7HLB8659 B37F 6/98 EC 480
Ex FEC, noted still in service at Gt Yarmouth on Sept 30th but at BE by 9 Oct (seen on route 132).

65565	S565 TPW	Scania L94UB 1833994	Wright Access Flioline A595	B40F 2/99	FEC 565
65566	S566 TPW	Scania L94UB 1834053	Wright Access Flioline A596	B40F 2/99	FEC 566
65569	S569 TPW	Scania L94UB 1834000	Wright Access Flioline A599	B40F 2/99	FEC 569
65570	S570 TPW	Scania L94UB 1834052	Wright Access Flioline A600	B40F 2/99	FEC 570
65573	S573 TPW	Scania L94UB 1834124	Wright Access Flioline A603	B40F 2/99	FEC 573
65574	S574 TPW	Scania L94UB 1834123	Wright Access Flioline A604	B40F 2/99	FEC 574

Ex Northampton Transport Ltd (*First Northampton*). All have dot matrix destination equipment (as does 43480). First reported sightings were: 65565 at CN on 26 Sept, 65566 on 3 Oct (route 62), 65569/70 on 4 Oct (route 104), 65573 on 20 Sept (route 62) and 65574 28 Sept (route 104).

68531	LK54 FNC	BMC 1100FE NMC111TKCRD200001	BMC B60F	12/04 First Beeline (68531)
68559	LK55 ABV	BMC 1100FE NMC111TKCRD200087	BMC B55FL	2/05 Nu-Venture, Aylesford (812)

Both ex First Capital East Ltd (*First London*). Both have scroll blinds; 68531 was seen in service at CF on 12 Sept and 68559 was noted in BE depot on 26 Sept with a paper "508" in the blind box.

Vehicles on Loan First Capital TN33189/91 were still at BE on 31 Aug but had gone the next week. 60317 was back at Westway by 7 Sept. EBN594p23

Allocation Changes

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 involving change of legal ownership); RES=reserve; Sh=shuttle bus (non PCV)

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; DS-Driving School; (D)-Disposal

Official information not yet received by the time EBN went to press, the following being from observation:

32801 DT-BN, 32806 FG-BN(DS), 32807 FG-BN(DS), 32818 DT-BN, 32847 DT-BN, 32855 CN-BN, 33424 Acq-BN, 33425 Acq-BN, 43480 FG-BE, 43679 CN-CR-BE, 53701 BE-CF, 65551 CN-DT, 65565 FG-CN(*), 65566 FG-CR, 65569 FG-DT, 65570 FG-DT, 65573 FG-CR, 65574 FG-DT, 65586 CN-DT, 65626 BN-CN, 65627 BN-CN, 68000 CF(Sh)-BE(**)

(*) Possibly being prepared at CN for another depot, confirmation awaited

(**) For use as a temporary rest room at Braintree Bus Park

The Harwich moves are in relation to the single decking of routes 103/4. 43679 moved to CR at the start of September when it was no longer required for school summer holiday route 19; it then moved on to BE on 7 Oct and was seen on route 132 that day. 53701 was seen on Driver Shuttles at CF on 5 Oct.

Other Vehicle News and Workings

Volvo 7900Hs 69902, 69906 and 69916 have had their rear hybrid vinyls replaced by a 'super rear' advert for Essex Fire and Rescue. Darts 42918 and 42933 have also received these. Upon re-acquisition in June this year, MPD Darts 43357/9 had all round LED blinds fitted by HH, replacing the dot matrix equipment. Hadleigh vehicles' LED screens have been programmed to flash between normal orange on black and black on orange every few seconds when displaying "Sorry Not In Service".

Olympians

Eight Olympians remain in service. Chelmsford's 34314 was seen on route 36 on 16 Sept, 71/A on 17th, H3 on 19th, 41 and 542 on 20th, Billericay to Southminster Rail Replacement on 29th and 42A on 5 Oct. The other seven are at Colchester (34013/4/8/56, 34304/5/7) and were all noted in service during September and early October, variously used on routes 62, 63, 65, 68, 75/A and 88/A.

Dart Survivors

Step Dart 46158 remained at Braintree during September. It was noted on the 131/2 on 2 & 4 Sept, parked at BE Bus Park blinded for the 70 on 10 Sept and working the 125 on 28th. It was then seen on the 70 (2 Oct) and 131/2 (4 Oct) before returning to Chelmsford on 5 Oct since when it has been noted working the 351/73 on several days (including 10/11 Oct). The two remaining East Lancs bodied Darts were both still in service at HH during September (41009 was seen on the 22 on the 19th, and 41011 was seen on the 28 on the 17th) as were the two remaining original Marshall bodied Darts (416xx series) - 41640 was seen on the 9 on the 2nd and 8A on 19th, with 41644 seen on the 24 on the 19th.

Clacton (CN) and Harwich (DT)

September 5 DT32804/18 both back in service from DT on 103/4 (see EBN593), although 32818 has since moved to BN, CN43854 on 76, CN65587 on 74, DT44517 on 103/4

October

Member Robert Appleton made one of his regular visits to Mistley during early October and reported the following. Three former FEC Scania L94UB/Wright single-deckers were in service on what had previously been Trident workings (the only Tridents noted being 32809/49 – see elsewhere). On 1/2 Oct the Scanias worked the first departures from Harwich on services 103/104 as follows:
CN65551 on 06.00 DT-CR 104, 07.15 CR-DT 104, 08.50 DT-CR 104 and 10.05 CR-DT 103
CN65586 on 06.55 DT-CR 103, light to Mistley, 09.00 Mistley-CR 103 and 09.40 CR-DT 104
DT65574 on 07.10 DT-CR 104 and 08.40 CR-DT 104.

On 1 Oct Dart DT42937 was on former Trident workings, noted on 15.25 DT-CR 103 and 1645 CR-DT 104. This continued on 2nd it worked the Harwich to Manningtree school contract, light to Ramsey, 0900 Ramsey - Harwich 103 and 0920 DT-CR 103. Also on 1/2 Oct DT32809 worked 0720 DT-CR 103 and 0905 return. Meanwhile Robert went from Mistley to Colchester on 1 Oct in 65551 (1455 DT-CR 104) and back on 65574 (1720 CR-DT 103). Oct 2nd saw DT32849 working 0818 Ardleigh-East Bergholt 193, light to Harwich, 09.50 DT-CR 104.

Colchester (CR)**September**

- 4 CR43679, recently transferred from CN, on 63
- 16 CR66979 on 75
- 17 43741 on 70 (covering part of 42, for which it was once branded – not known if loan or transfer)
- 18 66795 on 65 (loan from CF)

October

- 1 CR66977 on 75
- 4 CR60206 on 71A

Chelmsford (CF) and Braintree (BE)

Owing to heavy demand, the 1710 Park & Ride from Victoria Avenue South to Sandon has been duplicated by a double decker from the start of the new school term, 3 Sept. The vehicle comes off schools journey 512 (Prittlewell to Chelmsford) and returns dead from Sandon to Basildon. BN33047 worked this on the first day and was also seen on the 4th, 10th, 17th and 19th. Trident/Enviro 400 BN33424 was on this service on 20 Sept and 2 Oct, and BN33425 on 1 Oct. All vehicles seen have had suitably programmed blinds.

Solos have been the mainstay on Brentwood Sunday routes 73/351 and (since CF took over operation in May this year) 80A/C but recently different types have been in use. For example, on 15 Sept Enviro 200s CF44545 were on 73/351 with CF44550 on 80A/C and CF44900 spare at Brentwood Station. On 6 Oct, Dart CF42932 was on the 73/351 with CF44900 on 80A/C. On 22 Sept, however, Solos were again in use, including CF53132 on the 73/351. BE30902 is off the road again with an engine fault and 66817 has been on loan from CF to BE to cover (seen on the 70 on 5 Oct). School bus 68552 has also been at BE from CF. CR65671 was on loan to CF from about 12 Sept, when it was seen on X30 (and again on 19th). It worked the 71/A on 17 Sept but was back at CR (on the 64) by 3 Oct.

September

- 3 One Enviro 200 each day on the 73/351 is common, but on this date it was very unusual to see three on the routes at the same time, namely CF44542/4/51
- 5 CF44537 on 525

- 10 CF20501/CF66794 on X30, CF43356 on 71, CF43801 on 36, CF53125/30 on 31, CF65031 on 31/36
- 12 CF53139 on 70
- 14 CF44548 on 71
- 16 BE30903 on 70 (and 17th) – first sighting for some months, having been off the road
- 18 BE43436 on 132 - had been out of service for a couple of months awaiting parts for an engine fault
- 19 BE53701 on 131/2
- 20 BE40008 on 70 (and again on 23rd), BE43485 on 70, CF44900 on 56
- 21 Preserved ex Eastern National MW6G CF1356 on the annual Shenfield Station to Shenfield School (for Model Railway Exhibition) shuttle displaying "252 Selo Works" (the long since demolished Ilford Films' factory in Woodman Road, Warley) in the morning and "263 St Vincent's Hamlet" in afternoon.
- 23 BE33195 on 508
- 24 BE30902 on 132 (dot matrix not in use)
- 30 BE33087 on 132

October

- 3 CF44549 on 71/A

Basildon (BN) and Hadleigh (HH)

September

- 1 BN32859 on 251
- 3 BN66825 on 9
- 7 BN32859 very unusual on 9
- 14 BN69902 on 200
- 15 BN60864 on 251
- 17 BN41525 and BN60809 on 100, BN66806 on daytime 9, BN66825 on 200
- 19 BN32887 on 502, BN41544 & 66827 on 100, BN66823 on 200, BN66179 on 1655 ex BN 9
- 20 BN65627 on 9, BN66805 on 562
- 27 BN32801 and BN33424 on 25

October

- 1 BN32883 on 9
- 2 BN32847 (recently transferred from DT) on 200
- 4 BN33425 on 25 (and 5th/11th)
- 5 BN32818 (recently transferred from DT) on 200, BN66179 on 9
- 6 BN32818 on 251

Sources: Own observations, and with thanks to R Appleton, P Ashton, M Austin, S Austin, P Best, A Bird, N Clark, T Clark, L Cornwell, D Edwards, P Ferguson, D Flatman, S Hughes, J Long, D Lund-Conlon, P Munford, J Podgorski, D Pretty, J Salmon, K Smith, R West, the *Essex yahoo!* group, *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.

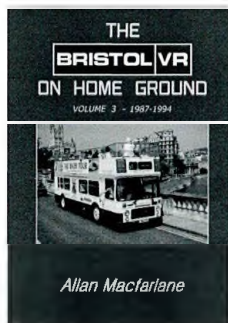


Ian Banks spotted this pair of ADL-Tridents from First London at Dagenham in Basildon Depot on 1 October.

The picture deserves to be larger but you will have noticed, I have run out of space! Several articles have had to be moved to a later issue. I have quite a stock-pile of photographs and articles, large and small but please do not let that prevent you sending new materials whether topical or historical. Ed.

THE BRISTOL VR ON HOME GROUND – Volume 3

Book Review by Chris Stewart:



Allan MacFarlane is well known in his home city of Bristol and across the country as an authority on the products of the factory in Brislington which was responsible for most of the chassis supplied to Eastern National between 1937 and 1981. His meticulous records and network of contacts (through the 'Bristol Interest Circle' and its long running 'Bristol Passenger' magazine) have been put to good use in a series entitled 'The Bristol VR on Home Ground'. Volume 1 merited a mention in EBN, and the recent all-colour Volume 3 takes the story on from 1987 to 1994 with much to interest Essex readers.

The mighty Bristol Omnibus Company had, by 1987, already been split into smaller operating units, including Badgerline which was to become a significant force in the denationalised bus industry through acquisitions (including Eastern National) and eventual merger with GRT Holdings to form First Group. Bristol City Line's dramatic red, yellow and blue livery features strongly throughout the book. The Essex connection is maintained even with these since dual-door AHW201V – Bristol 5150, and now preserved – appears in a photograph when on loan to EN in Colchester during 1994 to replace an accident victim, as do sister bus AHW200V (5149) and single-door EWS749W from Badgerline (5549) which formed part of a fleet of 10 VRs drafted in by fellow Badgerline operators after the Boxing Day 1994 depot fire at Colchester.

Badgerline was running the former London Country full-height VRs from the PPH-R batch but they were proving costlier to maintain than normal height VRs. As a result, four were sold in 1987 to Crown Coaches (Len Munden and Sons) for school work and two were also used in the short-lived Badger Vectis fleet competing against Wilts & Dorset in Poole. Several illustrations throughout the book cover these former Grays garage vehicles with various operators, including East Yorkshire.

In 1991, seven Thamesway VRs (redundant from Walthamstow and Ponders End, and including two ex United Counties examples) passed to Badgerline to be joined by nine more in 1992. To supplement the detailed written history of these, photographs are included of a number as acquired, repainted and, in some cases, with further owners. Harris Bus NFB112R (ex Bristol 5076) also makes an appearance whilst there is mention in the text of two which passed to Cedric's.

Apart from the Essex connections, the gradual decline and eventual extinction of the former BOC group companies' VRs is chronicled in colourful detail, alongside which the multiplicity of smaller operators adds much to the variety and, with Allan's infectious enthusiasm showing through, this book should appeal to all those who enjoyed the Bristol VR, not just 'on home ground'.

A4 112pp with glossy card covers, the book is available for £22 inc P&P from Allan MacFarlane at 18 Downs Cote View, Westbury-on-Trym, Bristol BS9 3TU.

Sixty Years in Basildon - More on Bull Road, Vange;

part 2; by Alan Osborne.

The folly of this decision to divide at Grays soon started to manifest itself. The local police became concerned about traffic congestion caused by the number of buses terminating and laying over at Grays War Memorial. On 10 March 1937 a meeting was arranged to consider ways of lessening the congestion through the construction of a Bus Station in central Grays. A site was identified in London Road, adjacent to the new LPTB garage, which had opened on 25 February 1935 in Stifford Road (now Hogg Lane). However, the price of the site proved to be too expensive and the proposal was put into abeyance. The proposal for a Bus Station was formally abandoned on 22 December 1945.

In the Autumn of 1948 discussions started between LTE and ENOC about a redefinition of the Grays LPT area boundary. The Valentine/Stone Clark report (prepared by A.B.B. Valentine and P.G. Stone Clark, published 11 November 1948) recommended that the entire ENOC Grays area services and their Argent Street garage should be transferred to the London Transport Executive (LTE) leaving ENOC with no local base in Grays. The boundary of the 'Outer Area' would then be drawn much further to the east. Going back to NOTC days, the timetable covers referred to the 'Chelmsford, Colchester and Grays Districts'. This designation of bus services by areas continued into ENOC days. Although there were certain long distance services into south-west Essex these had always been considered as a part of these other areas. The services concerned were

40 Tilbury Ferry - Grays - Brentwood - Chelmsford (previously 40A)

51/53 Tilbury Ferry - Grays - Laindon - Billericay - Chelmsford - Colchester - Harwich/Clacton-on-Sea

70 Grays - Pitsea - Benfleet - Southend-on-Sea (Joint with WMS services 2/2B)

The areas responsible for these services were Chelmsford (40), Colchester (51/53) and Southend (70 - this being a former Borough Services operation).

Also in 1948 two significant events occurred. The first was the sale to the Government of Tilling's remaining interests, and the formation of the British Transport Commission (BTC), which would eventually lead to the merging of ENOC and Westcliff-on-Sea Motor Services Ltd (WMS). The second was the birth of Basildon New Town. In September 1948 a public meeting was arranged by Billericay Urban District Council to approve the designation of Basildon as a New Town under the 1946 New Towns Act. This was followed by the formation of Basildon Development Corporation in February 1949. Since the main ENOC Grays area extended as far as Laindon and Stanford-le-Hope, lying on the fringe of the proposed New Town, the ENOC Board became very concerned that the complete transfer of their Grays area services could threaten their hold on Basildon which could prove to be a very lucrative traffic area in the future. Another cause for ENOC concern was that the newly formed BTC was eager to use its powers of nationalisation to acquire certain larger independent operators. Rumours had already circulated such that the City Coach Company would eventually be acquired and their operations passed to LTE at Brentwood. This would considerably consolidate the LPT area in the local vicinity. Their new territory could then extend from Ongar through Blackmore and Dodinghurst, across to Billericay and Wickford and then southwards through Basildon and on to Coryton. The ENOC Board duly resolved that they must retain a core presence in Grays to maintain their hold on the new Basildon area. Further discussions between LTE and ENOC then took place which also included representatives of the Road Transport Executive of the BTC and Basildon Development Corporation.

It was subsequently agreed that the LPT boundary should not extend to the edge of the existing ENOC Grays area, and instead be drawn from North Ockendon to Bulphan (boundary town) then west of the road to Orsett (Cock) and thence onwards to Linford. Thus ENOC would retain some local operations in the remaining peripheral area for which a new base would be required to replace Argent Street. The need for such a new operating base was not part of the original Valentine/Stone Clark report and would therefore involve ENOC in additional expense. The representative from Basildon ...

continued next page/

EBN594p28

Development Corporation confirmed that provision for a bus garage site and terminus in the new town centre had been made but that their precise locations were not yet finalised. Moreover, these would not become accessible until significant building works had been completed. Since it had been agreed that the ENOC garage in Argent Street would pass to LTE a new base had to be found quickly, but where would it be?



The old order in Grays is illustrated by Bristol K5G/ECW4050 (ONO71) standing outside the Queens Hotel, Grays working on service 37A to Tilbury Ferry.

A. M. Wright

The transfer of services would take place in two stages. On 30 September 1951 ENOC services, vehicles and the Argent Street garage would be transferred to LTE. Both LTE and ENOC vehicles would then work together on the local network using the original service numbers. Then on 2 January 1952 the vehicles would be returned and a new series of cross-town services introduced by LTE using new route numbers. Just prior to Stage 1 at the ENOC Board meeting on 18 September it was reported that freehold land and buildings next to the Bull Hotel, Vange had been acquired from R.J.Greaves of Pitsea at a price of £3,250. The site was located in Bull Road (now Clay Hill Road) almost opposite Nashleigh Drive, just to the west of Ravenscourt Drive). Chris Stewart detailed the subsequent development of the immediate area in his article. From 30 September 1951 the retained ENOC services were then worked from Vange and a revised pattern of services introduced. The Vange garage was under the control of the District Traffic Superintendent at Southend.

Details of the revisions introduced, and the associated vehicle workings are as follows:-

32 Orsett - Stanford-le-Hope (shuttle service Sunday only). Retained outer section worked from Vange, one vehicle needed.

40 Tilbury Ferry - Brentwood - Chelmsford (Daily). One vehicle required to run an inward early a.m. working on 53 from Hornndon to Tilbury Ferry, followed by a return journey on 40 to Brentwood (connection to/from Chelmsford) to provide first working from Tilbury Ferry on Weekdays.

45 Inford - Stanford-le-Hope (Weekdays). Operated by Vange - for details see below.

Sixty Years in Basildon - More on Bull Road, Vange;

part 2, by Alan Osborne.



On 29 November 1951, STL1694 (DGX214) works into Grays on former Eastern National service 45 from Linford. **Alan Cross**

51/53 Tilbury Ferry - Colchester - Harwich/Clacton (Daily). Argent Street had only one working on these long Colchester area services. This working was transferred to Chelmsford garage which then necessitated an early 0615 departure to Tilbury Ferry to take up the first northward working. At night the last journey to Laindon continued on to Chelmsford (arr. 2325) rather than returning to Grays. There were also a couple of local school journeys as well as short workings to Billericay which required two vehicles from Vange, the first provided by the vehicle ex 83 to Bata Shoe Factory whilst the second bus then worked the 45 from Stanford-le-Hope.

70 Grays - Southend (Daily). Argent Street did not work this long service to Southend that had been acquired from Borough Services Ltd in 1933. As the former Borough Services wage rates differed from the ENOC rates at Grays, mixing of workings did not occur. Accordingly, the first journey from Grays at 0706 was formed by the 0552 from Southend which needed to run part limited stop to arrive at 0705, with just one minute layover.

80 Pitsea - East Tilbury (Bata Shoe Factory) (Mon - Fri). This works service was transferred to WMS and worked from Southend.

83 Laindon - East Tilbury (Bata Shoe Factory) (Mon - Fri). One vehicle from Vange was needed for this service, which then ran dead from the factory to Grays to provide an early a.m. return journey from Grays to Billericay on 53.

84 Grays - South Benfleet (Weekdays and summer Sundays). The Argent Street duty was transferred to WMS with the first Benfleet - Grays and last Grays - Benfleet journeys withdrawn. Thus WMS became the sole operator.



A service 53 duo at the Tilbury Ferry terminal. Nearest the camera is the first ENOC Bristol SC4LK 395 (724APU) working through to Clacton. Bristol L5G/ECW DP31R 295 (MPU27) is on a short working designated by 53F. The 'F' suffix was not a service number but an indicator for the conductor to select the correct via points blind for the appropriate section of this long service. **EBEG**

Thus Vange only required three vehicles at the outset. The vehicles ran from a vacant concrete plot to the side of the new premises, all very temporary in those early days. The new pattern of cross-town services in Grays was introduced as Stage 2 of the plan on 2 January 1952. New LTE country area route numbers were allocated to the services.

Those in the eastern section were:-

323 (Grays - Orsett - Bulphan),

349 (Grays - Stanford-le- Hope - Corringham - Shell Haven/Coryton) works service, regarded as a special 'outward working' by LTE) and

380 (Grays - East Tilbury - Linford).

In February 1952 two important events took place. Bull Road garage, Vange became fully operational then being shown in the ENOC timetable dated 3 February as their Basildon base, with telephone number Vange 2257; for an illustration see EBN page 576/22. Then on 17 February, the City Coach Company sold out to the BTC. However, rather than being passed to LTE, as had originally been potentially supposed, the Company was placed under the control of WMS, this operator being more appropriate to undertake their trunk Wood Green - Southend service.

To be continued.

Unfortunately, pages 28 and 29 in EBN592 became transposed. Thus EBN592p29 is page 1 of the article and EBN592p28 is page 2. We hope this did not spoil your enjoyment of this superb piece of research by **Alan Osborne**.

EBN594p31

Renewals: a note from Richard Delahoy.

We are pleased to announce that there is to be no increase in subscriptions for 2014, which will remain at £21. Whilst we can expect some cost increases during 2014, these will be absorbed from existing Group funds. We hope you have enjoyed your membership of the Group and Essex Bus News over the past year and look forward to receiving your renewal. A form is enclosed and this can be posted back or handed in at meetings. If you wish to use PayPal, send the payment to admin@signal-training.com, use the "send money" option, then "I'm paying for goods or services" and put "EBEG sub" in the subject box and your name in the message box. We ask that you send £21.90 so that we receive the correct net amount after PayPal deduct their fee.

For overseas members, the subscription rates (airmail) are: Europe £35, US/Canada £47.

Smaller Operators by Roger A. Smith.

APT Coaches, Rayleigh: Berkhof bodied Volvo B10M C50FT, reg. Y2CCH, formerly with PR Coaches, Southall, is now here.

Bourne & Cantwell, Basildon: This operator has acquired a Scania/Van Hool C49FT from Trimmer, Galleywood, reg. WIL3636.

Florida, Halstead: MAN/Beulas CH71FT, reg. PO60HZH has gone to County Coaches, Burton on the Wolds, Leics.

Group Taxibus, Chelmsford: KP51UET, a Plaxton bodied Dennis C53F, previously with this operator is now with Hancock, Southey Green, Surrey.

Lodge, High Easter: Dennis Javelin recently acquired is Dennis/East Lancs H51/33F, reg. YAZ8827 (ex T405BNN) from Kine, Lincs.

Panther, Parketone: P653ORV previously with Cushing & Littlewood, Acle, Norwich is now with this operator, as is Volvo B10M Plaxton C53F from First, East England. A number of preserved/heritage vehicles are reported as being destroyed in a fire at premises in White Roding, including Leyland Nationals, early Volvo B10M's and Dennis Darts, plus a rare ECW bodied Leyland Olympian with coach bodywork, reg. B694BPU. It is understood this has been replaced by sister vehicle B693BPU, bought from M&E of Rochford.

Trimmer, Galleywood: This operator is no longer using the "Coach Trippers" fleet name.

Target Dates for EBN595 (November 2013).

By	...	2 November	...	Reports to Sub-Editors.
By	...	9 November	...	Sub-Editor drafts to Editor.
By	...	18 November	...	Dispatch by Printers.

Back Cover photos:

Outer Top: Andrew Colebourne checked out what was on the 541 Loughton - Epping/Harlow when he went to Theydon Bois for the bazaar on 5 October. He saw W366ABD which, from what he can gather from the internet was new to Manchester Airport and also operated for Zaks, Birmingham, Wessex Connect as 1366/20366 and Freebus in Bristol. The 20366 number is still visible on the dash panel. He assumes it is Trustybus's own but the livery is confusingly somewhat like that of SM, etc!

Outer Bottom: Russell Young. A very wet and gloomy half hour in Grays on Sat 14 September produced Ensignbus Optare Olympus 115 (the Orange Bus) an advert yet to be completed for Lakeside Shopping Centre.

Inner Top: John Lidstone. The first of the Dart-replacing ex-Arriva London 02-plate DAF Cadets, repainted, with new seating inside, a former driver trainer (!) in Southend at the start of September.

Inner Bottom: John Lidstone spent A very wet and gloomy half hour in Grays on Sat 14 September and caught this Ensignbus Optare Olympus 115 (the Orange Bus) with advert yet to be completed for Lakeside Shopping Centre.

EBN593p32



Two stunning views by **John Lidstone**, see EBNp32 for details.





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