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Essex Bus Enthusiasts Group

serving Essex since 1964

www.essexbus.org.uk

Essex Bus Enthusiasts Group - Directory

SUBSCRIPTIONS

A 12 month subscription is £18.50 by First Class post, renewable in January or July.

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

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Replacements for missing or defective EBNs are available from the Membership Secretary.

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Join this scheme to receive Essex County Council timetable books and updates. Please contact Derek Stebbing for information or visit www.essexbus.org.uk

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All orders for publications should be sent to:
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Owen also stocks a wide range of colour photos - send SAE with your requirements.

B/W PHOTO SALES

All orders for photos from lists enclosed with EBN should be sent to:

Lyn Watson
c/o Barrons Chartered Accountants,
Monometer House, Rectory Grove,
Leigh-on-Sea, Essex, SS9 2HN

Prints of specific EN (and predecessor) vehicles can also be supplied: email with requirements:
lynw@barrons-bds.com

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YOUR REPORTS AND OBSERVATIONS

Members reports are always welcome. Please send them to the relevant Sub-Editor.

Photos (prints, slides or digital images - in JPG format) are also welcome - please send to David Harman.

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.

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

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

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Dates for your diary

■ EBN PRESS DATES

<i>For inclusion in EBN dated:</i>	<i>reports should reach Editors by:</i>	<i>planned despatch date:</i>
April	4 April	13 April
May	4 May	11 May
June	2 June	15 June

Please note that the **planned** despatch date may change for all sorts of reasons. The **actual** despatch day is posted to the website as soon as it is known. Please allow reasonable time for postal delays (at least seven working days) before claiming non-receipt. Replacements can **only** be obtained from the Membership Secretary (address opposite).

■ ROCHFORD MEETINGS

Meetings now take place in the **Committee Room** (upstairs), **Freight House, Bradley Way, Rochford** (the old railway goods shed, adjacent to Rochford station). There is a large free car park and *one Great Eastern trains & Arriva Southend services 7/8 stop nearby*. Doors open at 1915 for an informal chat, with the main talk or show from 2000 to 2145. Drinks are normally available. All members and guests are very welcome. £1 donation towards room hire please. Prints, slides and digital photographs can all be shown. *Richard Delahoy*

- ▶ **Tuesday 17 April*** - cine/DVD evening with *Peter Carr*, buses & light rail
- ▶ **Tuesday 15 May*** - ticketing evening with *David Harman & Richard Delahoy* - come and get some hands-on experience in using ticket machines, etc.
- ▶ **Tuesday 12 June** - *Lyn Watson* will present an illustrated talk "On the Buses" covering his experiences from first gaining a PSV licence, through the development of Stephensons and now Excel/Flight Delay services.

* NB: the April and May meetings are the **THIRD** Tuesday not the customary second Tuesday in the month.

■ COLCHESTER MEETINGS

Venue: Downstairs room at the **Friends Meeting House, Church Street, Colchester**, just south of "Jumbo" (the water tower) and behind the Mercury Theatre. Town centre bus stops and parking are nearby. 20.00 to 22.00 (doors open at 19.30). All members and guests are very welcome. £1 donation towards room hire please. We prefer to show slides or digital photos but can prints can also be shown. *Dave Arnold*

- ▶ **Friday 13 April** (upstairs room) - slide show by *Trevor Brookes* - 'A quick look @ Scotland', *not* Southend as given last month! But, wait ... isn't Southend on the Kintyre peninsular, south of Campbeltown on West Coast Motors route 440/444?
- ▶ **Friday 11 May** - slide show by *Richard Delahoy* - '20 Years ago - part 2'.
- ▶ **Friday 8 June** (upstairs room) - slide show by *Chris Stewart* - From Charabanc to Highwayman' - A brief history of Eastern National's coaches.
- ▶ **Friday 13 July** - slide show by *John Podgorski* - 'Views from overseas'.
- ▶ **Friday 10 August** - slide show by *Dave Arnold* - 'Rail Replacement'.
- ▶ **Friday 14 September** - slide show by *Gary Sharpe* - 'Evening of nostalgia?'
- ▶ **Friday 12 October** - slide show by *Fred Lawrence* - 'On the company's expenses ~ 2!'
- ▶ **Friday 9 November** - to be advised
- ▶ **Friday 14 December** - slide show by *Fred Lawrence* - 'Coach operators of East Anglia - 1950s and 1960s'

cover: **Talisman Coachlines ex-Hong Kong Olympian/ Alexander J605 CEV on 'ONE' rail replacement work on 27 February.** *Dave Arnold*

■ TRIPS from COLCHESTER

▶ Sunday 1 April - Cobham Bus & Coach Gathering @ Chobham

Travel in a Talisman vehicle. Depart Colchester North Station: 08.00; Shenfield station: 08.50. Fare £10 + £10 entrance fee.

▶ Sunday 20 May - Bristol Harbourside Rally & Running Day using the ex-Badgerline Volvo/Van Hool coach of Talisman Coachlines. Depart North Station: 07.00; Shenfield station: 07.50. Fare £15.

▶ Tuesday 26 June - Evening Visit to Talisman Coachlines. Pick up at North Station: 19.00; return by 22.00. Fare £5.

For all these trips, book via Dave Arnold, 21 Cedar Chase, Heybridge, Maldon, CM9 4NR (david@arnold1.fsnet.co.uk Mobile: 07831 644092), but please pay on the day.

■ RALLIES, OPEN DAYS ETC

▶ Sunday 1 April - LBPG Cobham Bus & Coach Gathering at the Longcross Test Track, near Chobham in Surrey. Note: the Museum at Cobham will NOT be open on this day. Longcross is sited off the M25 (J11 or 13) and M3 (J3). The entrance is in Chobham Lane, just off the B386, immediately to the north of where that road crosses the M3. Frequent bus services will connect Longcross with Woking station, which has frequent services to and from London. Note: contrary to what LBPG originally announced, Longcross station will not now be served by trains or buses. Entry fee: £10 per adult (accompanied under-16s are free) includes parking and unlimited rides on bus services both within and outside the grounds.

See above for coach trip from Colchester to this event.

ONE Rail Replacement ~ 24/5 February and 4 March

A ONE rail replacement service between Shenfield and Ilford ran on Saturday 24th February, Sunday 25th February and Sunday 4th March. This operated non stop from Ilford to Romford, although it did pass Seven Kings, Goodmayes and Chadwell Heath Stations. Passengers from here used bus service 86 instead. The following were noted on RRS on 24th February, although First London and First Essex only operated between Ilford and Gidea Park:-

Burtons of Haverhill/Network Colchester F246 MTW, H47/9 MJN Leyland

Olympian/Leyland, H683 GPF Volvo B10M/E Lancs, G619 OTV Volvo B10M/Alexander (spare)

Chambers of Bures N952 KBJ, P901 RYO, P549 WGT Volvo Olympian/N Counties, S848

DGX Volvo Olympian/East Lancs, P484 HBY, P488 HBY Volvo Olympian/Alexander

Coachmiles G726 RYJ, G729 RYJ (spare) Scania K112/East Lancs

Cedric of Wivenhoe H547/48/52 GKX Leyland Olympian/Leyland

Ensign of Purfleet E747/9 SKR Metrobus

Excel of Stansted F712 LFG Scania K112/E Lancs, B204 ETU and C122 CHM (spare)

Leyland Olympian/ECW, KTL 43/44Y Leyland Olympian/East Lancs

First London Iridents TNL33029/31/9 / 45/65 / 72/9/85/6/8/91, Olympians VDN34218 and Dart DM41278

First Essex 30558 P181 TGD 30559 P183 TGD Volvo Olympian/Alexander

Lodges of High Easter F84 UJN Metrobus (107 seats) (spare)

Supreme of Southend C361 DUV Metrobus (spare)

Trustline/Galleon of Hertford Titan RMO 77Y and Dominators G626 EKA and G663 FKA.
Z&S of Aylesbury YJ06 YPY VDL DB250/Optare (spare)

The rail replacement service on the same dates between Ingatestone and Liverpool Street , was being operated by a variety of coaches. Again noted on 24th February were Amber of Rayleigh, Harrod of Kings Lynn, Country Travel of Saxmundham, Hamilton of Uxbridge, Jumbocruiser, Weavaway of Newbury, Chalfont of Harrow, Tates of Markyate, Chenery of Dickleburgh, Talisman of Gt Bromley, Supreme Coaches of Southend, Lodges of High Easter, Galloway of Mendlesham, Z&S of Aylesbury, Dans of South Woodford, Burtons of Haverhill and Reliance of Gravesend. Most were operating single deck coaches, but pride of place went to Weavaway operating some of their Volvo B9/East Lancs double deckers. Talisman had both their ex Hong Kong deckers, mostly on standby at Ingatestone.

Passengers from the Southend *ONE* line could use the *c2c* service to Fenchurch Street, and a bus service ran between Billericay and Laindon to provide connections. The following were observed by *John Rugg* on Saturday 24 February:

NIBS: Scania G605 KTX and H229 LOM

Ensign: Metrobuses F761/7/775 EKM, E752 SKR and F292 NHJ, and Olympian P426 UUG.

Ian Ransom, John Rugg, Chris Stewart

For more photos of these see <http://martin.ruthe.fotopic.net>
<http://davidarnold.fotopic.net>

Former Hong Kong Volvo B10M/Van Hool PSU 316 of **Galleon Travel** and Olympian/
Alexander J354 CEV of **Talisman** at Ingatestone station on 24 February.

All photos: Dave Arnold





ONE
Rail Replacement
24/5 February

Essex coaching firms:

Talisman
Coachlines
Setra S250
S258 BTL

Supreme Coaches
Volvo B10M/
Berkhof L200 SUP

Amber Coaches
Bova FHD
RJI 4670

all at Ingatestone



ONE
Rail Replacement
24/5 February

Excel Passenger
Logistics

Dennis Javelin /
Plaxton
R128 XWF

Scania / Irizar
YN53 GDV
both at Ingatestone
station

ex-Brighton &
Hove Scania /
East Lancs
F712 UFG
at Shenfield





ONE
Rail Replacement
24/5 February:

out of towners:

Weavaway
of Newbury
Volvo B9TL /
East Lancs
DU05 KLA
at Ingatestone



Trustline
of Hunsdon
ex-Reading Titan
RMO 77Y
at Shenfield
Parish Hall



Burtons
Volvo B12/
Plaxton
EU05 BCL at
Ingatestone
Station

Service Changes

Arriva East Herts & Essex

31 Mar 07 **ZIP1** M-F

Harlow Bus Station - Staple Tye (circular). Service withdrawn

Arriva Southend

31 Mar 07 **A** M-S

Latchingdon, Red Lion - St Lawrence, The Stone Services A,B,C,D and E all withdrawn. (The details of the new network of ECC funded services for Dengie not yet known)

31 Mar 07 **B** M-S

St Lawrence, The Stone - Burnham on Crouch, Clock Tower

C M-S

Latchingdon, Red Lion - South Woodham, Town Centre

D M-S

Latchingdon, The Street (School) - Maldon Tesco Store

E M-F

Maylandsea, Nipsells Chase - North Fambridge Rail Station

Carters Coaches

2 Jan 07 **93** M-S

Colchester Bus Station - Ipswich, Old Cattle Market Bus station. Additional information- 15:20 ex Ipswich diverts from the A12 at Birchwood and circumnavigates Langham Village (Birchwood Road, Wick Road, School Road, Moor Road, Pork Lane, Wick Road, Birchwood Road) rejoining the A12 (where it left it) to transport students.

De Vere Travel

16 Mar 07 **329** F

Cross End, la Motte Hall - Halstead, Buller Road Car Park Revised to operate via Pebmarsh Road between Pebmarsh and Colne Engaine and will not serve Buntings Green.

East London Bus & Coach Co.

5 Feb 07 **608** SDO

Romford, Gallows Corner - Shenfield, High School Revised route and timetable

Excel

28 Feb 07 **204** SDO

Saffron Walden - Bishops Stortford

802 SDO

Amended route and timetable?

Blocks Corner - Parsonage Lane, Birchwood High School

Amended route and timetable?

Roadrunner Coaches limited

16 Mar 07 **M9** M-F

Harlow - Church Langley. Service withdrawn

17 Mar 07 **600** S

Bishops Stortford Interchange - Lakeside Bus Station Service withdrawn

Stansted Transit

5 Mar 07 **133** Daily

Braintree Bus Park - Stansted Airport Coach Station Revised timetable incorporating some additional journeys

Stephensons of Essex

2 Apr 07 **X1** M-F

Rochford, South St - London, Victoria (Buckingham Palace Rd) Revision to timetable - 17:55 ex London now terminates at Homesteads.

16 Apr 07 **505** SDO

Danbury, Eves Corner - Colchester County High School Revised terminal no longer serving the section of route between Great Baddow and Danbury.

David Tomlin



Incident in Dunmow

A news item we missed from July 2006: Essex Fire & Rescue Service crews from Great Dunmow station were called to a series of flooding calls after heavy rain on the afternoon of 5 July. This incident involved **Don's** ex-Cardiff Olympian / East Lincs A486 HKB, which became trapped after the collapse of a sewer main beneath the roadway in North Street. Fire crews spent an hour pumping the sewer out before the bus could be rescued.

*pictures and report from Essex Fire & Rescue Service (www.essex-fire.gov.uk)
- spotted by Richard Delahoy*



Publicity News

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Folded A4 leaflets for services 31/B/C/X dated .10.06; 33 dated 8.10.06; 36 dated 8.10.06; 70 dated 2.1.07; 71/C dated 8.10.06; 72/A dated 8.10.06; 74/B dated 8.10.06; 75 dated 8.10.06; 76 dated 8.10.06; 351 dated 8.10.06; 352 dated 8.10.06

A5 leaflet for temporary revision to service 45 due to roadworks on Beeches Road. Including special service 45C

Chelmsford Bus Station Guide to Bus Stop locations dated 14.1.07. The First Essex items were due to be part of the planned opening of Chelmsford Bus Station.

Lodges Coaches 2007 Excursions brochure is now available. This can also be downloaded at www.lodgecoaches.co.uk. Members may be interested in the use of a 1956 Bedford OB on excursions to various transport/steam events from the Chelmsford area. For those without web access, phone 01245 231262 for further information

Thurrock Council have issued glossy slimline leaflets for service 11 (Basildon to Purfleet) and 374. Both are dated 29.1.07

Brentwood Coaches have a simple, single-sided A5 leaflet showing their newest coach, a Volvo/Caetano (see page 20).

Ensignbus have published a slimline dated 29.1.07. for services 44,55,66,77,83 and X80. It includes a map of the network, with different colours used for each service.

Essex County Council timetables for Central Essex and North East Essex, both dated February 2007

First Essex Folded A7 leaflets for services 40/50 dated 8.10.06; 41/51 dated 8.10.06; 42 dated 9.10.06; 45 dated 8.10.06; 47 dated 9.10.06; 48/A dated 8.10.06; 54/56 dated 8.10.06; 61 dated 8.10.06; 64/A dated February 06; 65 dated 8.10.06; 66/A dated 8.10.06; 67/A dated 8.10.06; 78/A dated 8.10.06; 100 dated 29.1.07 and 200 dated 29.1.07 (they include the Sunday service 150 operated by Arriva).

Ensignbus Timetable from 29th January 2007

BUGGYBUS BUGGYBUS BUGGYBUS

44 Lakeside
Purfleet
Grays
Stifford Clays (Mon-Fri)
Orsett Hospital (Mon-Fri)

55 Grays Bus Station
Wharf Road
Argent Street
Grays Bus Station

ROUTE 66 Lakeside
West Thurrock
Grays
Tilbury ASDA
Chadwell St Mary, Brentwood Road Estate

77 Lakeside
West Thurrock
Grays
Chadwell St Mary
Tilbury

83 Lakeside
West Thurrock
Grays
Sockets Heath
Chadwell St Mary, Brentwood Road Estate

X80 Bluewater
Lakeside
Chafford Hundred
Grays
Chadwell St Mary & Tilbury
(Sun & Public Holidays)

Tel: 01708 86 56 56
www.ensignbus.com

Ian Ransom

■ FIRST ESSEX

Allocation changes

Period 11: 29 January 2007 to 25 February 2007

FGC=First Group cascade, i.e. transfer to/from another First fleet

(A)=acquired, including vehicles on loan; Anc=Ancillary fleet; RES=spare/retained (licensed);

D/L(RES)=spare/reserve (delicensed); D/L(D)=delicensed for disposal; DS=Driving School;

PS=Paint Spare

46178 CN-D/L(RES); 46802 D/L(D)-sold; 46820 D/L(D)-CN; 51807 D/L(D)-RES;

90231 Heritage-sold; 90241 Anc-D/L(D)

51804/5 remained in use throughout February, but during early March 51805 moved from Clacton disposal yard to *First Hampshire & Dorset* at Southampton.

90241 has been out of use for some time, and has now donated its windscreen to 90236. Ford Cargo lorry 90235 (E157BTL) is also now at Clacton awaiting disposal; there is now no company lorry, a tradition which goes back very many years (some of them having been converted buses, like L-type EBD238).

Fire victim 34314 is currently awaiting return of its seats, which have had to be re-trimmed as a result of smoke damage incurred.

Disposals:

Period 11

46802 – private buyer

90231 (AJN825) to 825 Preservation Group, North Essex

Livery and other changes

Basildon Dart 43714 now has all-over graphics (on a basic white background) for the government backed 'Get on' scheme encouraging basic learning skills (as per the TV adverts encouraging people to 'Get rid of your gremlins'). It should normally be found on route 5.

Vehicle Workings:

Mercedes 711s

51804/5 remained at BN throughout February, mainly on Brentwood local service 73.

51807 was reinstated at Clacton (covering service 5, although once at least on a Harwich 103) but then moved to CF in time for the temporary 45C shuttle at Chelmsford. This operated from 12th February to cover a missing link in the main 45 during resurfacing works in Beeches Road. The 45C route was Duke St, Coval La, Parkway, Rainsford La, Waterhouse La, Forest Dr, Ravensbourne Dr, Beeches Rd, Forest Dr, Waterhouse La, Rainsford La, Parkway, Market and Railway Station. Member Arthur Nugent rode it mid afternoon on 19th, one of only 3 passengers on a 16 minute round trip.

North Essex report

Member Robert Appleton has kindly sent one of his regular and much appreciated reports from his visits to Mistley. Harwich (DT) have seven Volvo Olympians to cover six duties on services 103/104, the Harwich - Manningtree Secondary School contract and the 08.28 SDO Ardleigh - East Bergholt High School service 193 journey.

On Friday 2nd March, 34282, 34285 and 34286 were away for repair with 34280 also about to



51807 in the new Chelmsford Bus Station on 16 February. A.D.Nugent

go (see below*). CR had loaned 30560 but this was also undergoing work in the depot.

This left 34284/8/90 in service, so in addition Mercedes 709D 51780 was sent to CN in exchange for higher capacity Dart 47226. This was noted on:

27th Feb:	08.50 Harwich - Colchester 104
28th Feb:	06.10 Harwich - Colchester 104
1st March:	08.54 Mistley - Colchester 103, 12.05 Colchester - Harwich 103
2nd March:	09.20 Harwich - Colchester 103.

CR loaned Olympian 34302 and this was noted working:

27th Feb:	09.05 Colchester - Harwich 103
1st March:	16.35 Colchester - Harwich 104
2nd March:	10.05 Colchester - Harwich 103

Dart SLF 43800 is the spare low floor bus for services 3 & 4, 20/20A and 22A/22B, but on 2nd March it was on at least the 09.30 Colchester - Harwich and 10.50 Harwich - Colchester 104.

Thus six buses were available to cover the six duties mentioned above. The morning Harwich - Manningtree Secondary School contract and 08.28 Ardleigh - East Bergholt High School 193 remained Olympian worked (34290 on 28th February).

* As at 25th February: 34280 awaiting gearbox, 34282 fuel pump/turbo, 34285 fuel pump/gearbox/steering/floor and 34286 overheating engine (to Duffields, Ipswich for repair that week).

At DT, 51780 has frequently worked the 07.00 to CR, dead to Mistley, 08.54 to CR, 09.30 to DT and then Ramsey schools p.m.

Colchester diversions

On 1st February, a burst water main resulted in the closure of Barrack Street in east Colchester. The following diversions occurred:

64/A (both ways), 74/76 (Clacton bound), 103/4 (Harwich bound), X22 (University of Essex bound) – re-routed via Magdalen St, Wimpole Rd, Old Heath Rd, Whitehall Rd, Haven Rd, Hythe Quay, Hythe Station Rd (except that X22 after Haven Rd went Haven Bridge, St Andrews Av).

78 (Brightlingsea bound) did not call at the bus station; it ran East Hill, Brook St, Wimpole Rd, then as 64/A etc.

Some Colchester-bound services from the east were also noted diverted. A 104 from Harwich was seen in Colchester High St, and a Stansted/westbound X22 from the University in Old Heath Rd.

On 12th and 13th February, between 20.00 and 07.00, Headgate in Colchester was closed for resurfacing. Routes affected were Greenstead bound 64/A, Highwoods bound 65 and Colchester bound 70, 71, 75, 88. These were diverted via Southway, St Botholphs Circus, Osborne Street and St John's Street to Head Street.

Chelmsford changes

The route branding has been removed from 36 route vehicles 42488/9, but not as yet from 352-branded vehicles 42483-7. The result has been the appearance of both 42488/9 on the 352. The departure of 47224-7 to Clacton has caused major changes to the allocation of vehicles on route 33; these vehicles had been the basis of the service. Various types of Dart, Lances, Olympian 31198 and a Scania have all been noted.

February sightings:

- 1st De-branded CF42489 on 352
- 3rd CF43730 on 42.
- 7th CF43729 on 352.
- 8th CF42482/9 on 352 in the snow.
- 9th Route 66 CR43743 on 64, CF60104 on 48.
- 10th BE46828 on 33, CF42482 on 42.
- 12th CR30560 on 64; CR34056 on 64A, CF34807 on 31X, CF43731 on 42, 46116 on 352, BN46808 on 73, CF47229 on 352, 51807 on 48 with Solo CF53114 on the first day of temporary 45C.
- 13th CR47103 on 65, BE46811 on 352, CF43731 on 42, CF47220 on 352.
- 14th Solo CF53117 on 45C, 51807 on 48, BE46811 on 351, BE46827 on 352, CF43729 on 42, CF60103 on 31, CR34012 on 65; CR34315 on 64.
- 15th 51807 on 45C, BE46827 on 33.
- 16th Scania CR62408 on X22, 51807 on 54/56 (13.54 to N Melbourne and 14.14 return), BE46827 on 33.
- 18th Route 66 CR43740 on 1.
- 19th 51780 at CR on 103, 51807 on 45C (and 20th), CF42482 on 352, Olympian CF31198 on 33 and also CF60104 (14.25 ex CF), Route 66 CR43740 on 64A, CR47104 on 65 and CR67006 on 66.
- 20th CR34011 on 67/67A, exchanged for CR34308 at 17.55; Route 61 CR43715 on 65, Route 66 CR43742 on 64, CN47227 on DT103/4, CR67005 on 65 and CR67007/8 on 64.
- 21st Route 66 CR43741 on 61.
- 22nd CF31198 on 352, CF60103 on 33, CF42488 on 33, BE46144 on 352, CR47101 on 71; CR67007 on 64.

- 23rd CF60102 on 352, Route 66 CR43742 on 64, CR47102 on 65 and CR67006 on 64A.
- 24th BE46817 on 48 then 17.05 33, Olympian CF34818 in BN depot, CF65682 on 36, BN30558/9 on RRS (Ilford-Shenfield).
- 25th 67-branded CR67001 on 64, Route 5-branded BN43733 on 140.
- 26th 66-branded CR43744 on 64A, CR47105 on 67A, CR67005 on X22, 46116 on 21, 51803 on driver shuttle but showing '193', Olympian CF31198 on 33.
- 27th CF43731 & CF60104 on 352, CR34302 on 103/4, CR34302 on DT103/4 (loan); CN46145 on DT3 (loan); CN47106 on 75/76; CN47226 on DT103/4 (loan).
- 28th CF42485 on 72, CF42488 on 352, CF60104 on 33, CR34301 on 64, route 66-branded CR43740 on 64A, CN46830 on CR61.

March

- 2nd CF53114 on 351 (15.50 ex BD)
- 3rd CF65682 on 33 (18.05 ex CF), Olympian CF34815 on 351, CF65681 on 36, CF43729 on 352.
- 5th CF65682 on 352.
- 7th CF31198 on 31B, CR34302 o/l to DT, 08.15 arrival 103 at CR, CR67007 on 64 (08.20 ex CR),
- 8th BE46826 on 352 (14.30 ex CF), Olympian CF34807 on 351 (11.52 ex BSN)

Other News

The report about Elite Engineering in EBN514 was unfortunately incorrect. Elite is understood to be still operating from Rettendon. The company Elite Engineering Bus & Commercial Ltd (dissolved October 2006, according to Companies House) was not related to Eastern National Engineering Ltd (dissolved 1992), although certain personnel are thought to have been one time ENE employees.

Lynx 1401 (E401HWC) is still with Munden (dealer) in Bristol, and could be available to anyone seriously interested in buying it for preservation.

Former ENOC Bristol Olympian 4000 (XHK235X), latterly First Eastern Counties 34535, was scrapped at PVS, Barnsley on 14th February. On the same date, former 3081 (STW25W), the long time NIBS and latterly Castle Point Bus Co Bristol VR, was still present. Former 1803 (TJN502R) has finally been scrapped by Ripleys of Carlton.

Fiat Ducato minibus P750HTW, former Airport Coaches 107, is reported still active with a private owner in Colchester, complete with orange roof beacon.

Sources: Own observations, with many thanks to *First Essex* and to R Appleton, A Bird, T Clark, D Edwards, M Farmer, I Hardie, A Kelleher, A Nugent, J Podgorski, D Pretty, I Ransom, A Rook, J Salmon, C Sigston, R Smith, 'Solo', D Stewart, A Timms, R Whitley, *London Bus*, *Essex Bus* and *South West y-groups*, *Real Bus News*, *LOTS*, *PSV Circle*, *Terminus*.

Text messages may be sent on 07973 509459, in addition to e-mail and conventional post.

Chris Stewart

Vehicles Out

530 Dart SLF/Plaxton (LK55 KZZ) which was on loan to TGM Portsmouth has been transferred to TGM London.

Vehicle Workings

It is reported that Mercedes/Plaxton 708 (S108 HGX) is now the regular bus on services 730/731 Bildeston - Hadleigh - East Bergholt - Mistley. 708 was noted in Mistley on the service on 27 February, 1 March, and 2 March.

Solo 307, which arrived last month is regularly used on Essex County Council contracts 83 and 175.

Unusual sightings:

Feb 1st 523 (1 branded) on 2.
5th 905 on 83 & 175.
15th 517 on 1.
20th 903 on 1E; 904 on 83 & 175, 907 (2 branded) on 1
22nd 515 (2 branded) on 83 & 175.

Vehicle News

Solo 307 (YJ51 JWW) has been painted into plain TGM livery from Classic Buses yellow.

Volvo Citybus/East Lancs 214 (G614 BPH) skidded off the Mersea Road into a ditch at Bonners Barn on 6th March whilst running dead to take up school service 632.

School Contracts

Details of school contracts operated by Network Colchester:

BM 0726 (run as route 726); (Lt Bentley - Frinton, Tendring High School).
BM 0728 (run as route 728), (Wix - Frinton, Tendring High School).
BM 1032 (run as route 632); (West Mersea - Monkwick, Thomas Lord Audley School).
JM 0060 (Point Clear - Clacton, Bishops Park College).
JM 1009 (Fingringhoe/Rowhedge - Greenstead, Sir Charles Lucas School).
JM 1011 (Tollesbury - Tiptree, Thurstable School).

All are double-deck operated except 728 which is a saloon.
The 728 interworks with route 5.

Other News

Hadleigh outstation closed during December 2006. This had one bus for Suffolk CC contracts 90C, 730/1, and was unmanned with crews ferrying to/from Colchester. It had replaced an earlier outstation at Semer in 2005.

Former Colchester based Mercedes 0814Ds R763 DUB, R174 VBM, S130/1 NRB are now used by LinkLine on Tesco Free Buses at Brent Park and Pinner. This contract was gained from Metroline from 23rd January.

Peter Mansbridge with thanks to Robert Appleton, John Podgorski and Essex Bus y-group.

■ ARRIVA EAST HERTS & ESSEX Limited

Allocations

1/07: 2376.HA then WE

Vehicles out

2121 (N191 EMJ): Blythwood, Glasgow (Q) 1/07

2163 (P438 HKN): Arriva the Shires (Watford) 2/07

3398 (L118 YVK): MK Metro (Milton Keynes) 3398 2/07

Mark Garrett

■ ARRIVA SOUTHEND Limited

Dengie Sprinter 1756 was involved in a serious head-on crash on the morning of the 23 February whilst operating between Mayland Mill and Steeple. It is unlikely that 1756 will run again for Arriva Southend as the batch of Mercedes Sprinters are due to be withdrawn at the end of March when the present Dengie Village Link contract ends.

The five Dennis Dominator/East Lancs sold to Stephenson's in a dealer capacity, G663/4FKA/G626/65/28EKA, formerly 5273/4/6-8, are now with Trustline, Stansted.

Peter Mansbridge with thanks to Essex Bus y-group



A museum piece in Bournemouth Park Road, Southend at the North Avenue junction: a bus stop that is no longer served by a bus service, and a reminder of past competitive battles. *Ian Banks*

■ EXCEL PASSENGER LOGISTICS, Stansted

Fleetnumbers allocated to Dennis Darts are 601 (BU51 REG), 602 (EU56 FTO), 603 (EU56 GVG), 604 (J226 HGY), 605 (tba), 606 (L113 YVK), 607 (L708 KGU). Mercedes 0709 L314 YDU has been sold. All other L reg 709s are now for disposal

Regarding the notes in *Buses* for February, The former Brighton & Hove Scania F712 LFG and G728 RYJ are both part of this fleet and not here on loan. T386 JHA has NOT been acquired from Jumbocruiser, vehicles of other operators are sometimes parked at the Excel operating centre, which may have caused confusion. Volvo B10M X216 AWB has not been acquired either. We receive news of Excel and Stephensons, direct from the operator and we only publish information here that is confirmed by them.

■ STEPHENSONS of ESSEX, Rochford

Although intended for use, Leyland Olympian/ Alexander F303 JTY never entered service and has been sold. Acquired Lothian Olympians are L953/5/62 MSC are all now down at Rochford, but will not enter service until converted to single door. The Solos (for the Dengie routes) are scheduled for delivery in March, but will not be registered until April 1.

The five Dominators ex-Arriva Southend in dealing stock have been sold to Galleon / Trustline and their two ex-Reading Titans have been taken in part exchange.

Ian Ransom, Lyn Watson

Ensignbus

Omnibus suppliers to the World

■ DEALER STOCK MOVEMENTS

Vehicles in	from
East London Bus Group	RML2665 Olympians P801-3 GMU Tridents T648/9 KPU Volvo B10M coaches M407/9 BFG, S134 KRM, S905/6 JHG
Metroline	Olympians V212/5/6.
Stagecoach E Midlands	Olympians C335 HWJ C649 LFT Lances M201/2/3/4 DRG, K701/2/3/4 NDO L705/6/7/8/9 HFU
SunFun, Earith	Lynx F47 ENF
UK North	Olympians R369 DJN, R919/20 WOE, R941/2/3/4 YOV, Volvo B6's L407 GDC L242/54 CCK DAF SB220's R396/7 XDA T164 AUA, M630/763/822/ 33/45 RCP DAF DB250 P317 KTW

Vehicles out

to

Olympians C602/33/49/53 LFT:	A2Z Travel , Walsall.
Mercedes 709's M343 LHP N625 VSS:	Caledonia Buses , Glasgow.
Metrobuses WYW 24T BYX 214V:	City Sightseeing , San Francisco.
Metrobus BYX 245V:	City Sightseeing , San Diego.

Olympian 91-D-1090: **Foxhill Commercials**, Foxhill, Co.Kildare, Eire.
 Olympian 93-D-10159: **Galloway Coaches**, Mendlesham, Suffolk
 (UK registration tba)
 Olympian: 92-D-146: **Alan Martin Coaches**, Dublin.
 Volvo B6's L407 GDC L254 CCK: **McKindless**, Wishaw.
 Scania F154 DET: **Newport Council**, Wales.
 Atlantean OTO 585M: **Nottingham Heritage Vehicle Trust**, Mansfield.
 Dart L89 CWO: **Pier Metals**, Rainham for scrap.
 L56: **S&M Coaches**, Benfleet, Essex.
 Lynx K622/7 YVN: **Shamrock Travel**, Wales.
 Volvo B10M's M407/9 BFG: **Swanbrook Coaches**, Cheltenham, Glos.
 Olympians P802/3 GMU: **Williams Coaches**, Camborne, Cornwall.

■ ENSIGNBUS, Purfleet

The coaches acquired from East London Bus Group (the former East London Coaches unit) are for sales stock (and some have already gone - see above), but some buses may see use in the operational fleet.

Lynxes 611 and 620 (G611/20 GEF) have been transferred to sales stock.

*David Harman
with thanks to Ross Newman of Ensignbus, LOTS*

Regal Busways

LOTS report that Dart SLF T158 OGC may be here. Your sub-editor has not seen it; can anyone confirm if it's here? News of the Volvo B6/Marshall fleet is that L664 MFL has been sold, L665 MFL is withdrawn and L669 MFL is still in use. *Ian Ransom*

W772 URP at a snowy Herongate on 9 February. *Chris Stewart*



The National Express Operations ex-Stort Valley yard/office/workshop at Start Hill, is now mainly used for staff car parking and coaches being cleaned/fuelled/maintained. There is overflow parking across the road at the Scania dealership. Most of the operational coaches are "out in the field", and will stable wherever their diagrams take them (just like trains).

John Podgorski

Stansted Transit

Dennis Javelin/Plaxton T162 SBJ (T400 BCL) has been re-registered T13 VVC. Please note that similar T13 VCC still exists. Leyland National 2 FTN 709W has gone to KJB, Lincoln, while Dart SLF/Plaxton P107 OLX is now with McKInness, Wishaw. *Ian Ransom*

Small Operator News

ALEC LEONARD, Basildon Volvo B10M/Plaxton JBW 68Y has gone to Tees Valley, Marseke-by-the-Sea.

ASHES EUROTRAVEL, Cressing Vehicles sold are F697 KEV a Renault Traffic and Ford Transit/Made to Measure H792 PPU

BARKER, Roydon Plaxton 425 integral L347 MKU has been re-registered SIB 3277. To correct a previous entry similar L345 MKU is now SJB 3276

BARRYS BUSES, East Tilbury DAF 400 J497 YTW has been sold

BLUE DIAMOND, Harlow Mercedes Benz K543 OGA has been acquired

CHELMER VALLEY, Chelmsford Further non PSV minibuses to report are N477 VJH a Citroen Relay and NU02 FLK a Fiat Ducato

CHELMSFORD TAXIBUS, Chelmsford Further new Ford Transits are EF56 AOZ (number 124), EF56 MWY (number 130) EJ56 YOY/W (numbers not known)

CRUSADER HOLIDAYS, Clacton The new Setras have arrived and are EU07 FHW/X/Y/Z. The first two are S416 models, the later two are S415. All seat C48FT.

DEVERE TRAVEL, Sible Hedingham A first for Essex is Optare Alero YT51 AXO

acquired from Telford Integrated Transport

DONS, Gt Dunmow Dennis Javelin/Duple F635 SAY has been sold

EAGLES TRAVEL, Harlow Ford Transit LG02 ZUC has been acquired

ENIGMA TRAVEL, Colchester Mercedes Benz 0303/Jonckheere A130 SNH has been sold

FARGO, Rayne Leyland Olympian/Roe E510 LFL has been acquired. It was previously with Stagecoach Cheltenham & Gloucester and retains its B&Q overall advertisement.

FLAGFINDERS, Braintree Leyland Olympian/ECW ACM 710X had been sold by December.

FORD, Althorne The other ex Southend Fleetline MRJ 239W has gone to PSV, Carlton

GALAXY TRAVEL, Vange New here and not previously reported was Ford Transit EX53 KHR.

GAMBLE TRACKLINE, Colchester Ford Transit YS04 GYA has returned to 1car1.

HAILSTONE, Basildon Mercedes Benz 0814D/Plaxton YN03 WYB has been acquired from Sureline Coaches, Woking.

HARDY MILES, Southend Two members have confirmed that BIG 8751 is still on the former C344 BUV, which retains London United livery.

HARRODS BUSES, Linford DAF 400/Crystals L329 BKM has been sold

KEANE, Canvey Island Renault Master/Jubilee K488 XOF has been sold.

LCB TRAVEL, Harlow Acquired is Ford Transit RF02 KWB

MB TRAVEL, Harlow LDV Convoy Y581 CGN has been acquired

M&E, Rochford Bristol VR/ECW FKM 875V and Leyland Tiger/Plaxton 711 BHR (LEC 195X) have been withdrawn. The PSV Circle report a double decker as being acquired, but no details are known, can anyone help please?

NEW HORIZON, Alresford A second Mercedes Benz 0814/Eurocoach is AE56 SPU.

P&R TRAVEL, Harlow Ford Transit R102 TDD has been sold

RONDA, Rochford Ford Transit UKK 419X

and Freight Rover E542 FMV which had been withdrawn for some time, have been sold.

RUFFLE, Castle Hedingham Leyland Olympian/ECW A9 ALS acquired from Al's Birkenhead, was re-registered back to C205 GTU, before it arrived here.

SAINT CLOUD, Rochford Bova/Duple B91 RNO (WWC 820) has been withdrawn. Ford Transit D370 RVW has been sold.

SJH, Crays Hill Volvo B10M/Plaxton D555 CJF was sold to Computer Village, Bath in December

SOUTHEND RADIO CARS, Southend Recent additions are MCW Metrobus LOA 426X from Hardy Miles, Southend and N854 DKU a Scania K113/Irizar from Freedom 2 Travel, Southend. The Scania is currently withdrawn, however MCW Metrobus LOA 417X has been re-registered BIG 8756.

STANSTED HOTEL SPRINTER, Stansted Operations appear to have now ceased and a number of vehicles have passed

Brentwood Coaches: The driver of Volvo B12B/Caetano Enigma BC06 BWC pauses for lunch on the way back to Wash Road, having conveyed a school party to Eastbourne; London Road, Tunbridge Wells, 9 March. *David Harman*





Mercedes O814D/Plaxton S6 APH of **Olympian Coaches** of Harlow, in Tindal Street, Chelmsford for purposes unknown. The board in the windscreen shows 743 Braintree via Dunmow (for the Braintree - London commuter service). *A.D.Nugent*

through auction in recent months.

STERLING MINI, Basildon LDV 400 L257 GUL has been sold. This operator has now ceased operations

SUPREME, Southend Recent additions are MCW Metrobus B264 WUL from Atbus, Ashford (currently delicensed) and Mercedes Benz 811D/Carlyle H994 FTT from the ceased Freedom 2 Travel fleet, although it has since been withdrawn.

SWIFT CARS, Little Waltham Acquired from Gardner, Boreham is LDZ 9430 (new as FRP 813X) a DAF MB200/Van Hool

TALISMAN, Gt Bromley Band Buses WSU 225, a Setra S315GT and LSU 113, a Setra S228 have been sold to Sautier Dexler, Lincol, to whom they had been on loan for some time. Mercedes 1836RL coach BX54 EBL has been sold to a London based operator.

TOWNCARS, Clacton LDV Convoy Y469 HPL is not here and was previously

reported in error. LDV Convoy LJ54 ZCO is now a non-PSV.

Miscellaneous

BD52HLG LDV Convoy seen 22.1.07 in Hedingham area with blue disc.

AF03BVE LDV Convoy seen 1.2.07 in Witham with blue disc.

C926 PFL a Ford R1115/Plaxton is parked out of use at Safestore in Basildon. Its last recorded owner is based at Pontypridd in South Wales

Ian Ransom

*With thanks to Dave Arnold, Colin Sigston,
PSV Circle, Crusader Holidays,
Lyn Watson, John Podgorski*



D98 UJO an ex-Hong Kong Metrobus, converted to a mobile showroom for **CBS Outdoor**, formerly Viacom Outdoor, the advertising contractor, part of the American CBS media conglomerate. The bus has a digital LED advertising panel, as applied to certain buses in London. Photographed in Coval Lane, Chelmsford. *A.D.Nugent*

Appeal for help - former ENOC KSW open topper 2384, WNO 480

Members may be aware that this open top KSW was in the fleet of Town & Country Travel (and indeed was used for a Group tour) but has now passed to preservationist Ken Larking. Ken would particularly like to re-acquire the fleet number plates for the bus. It is thought they were removed around the time that it was repainted into Town & Country's two-tone blue scheme and someone forgot to refit them. If anyone can help track them down, could you please contact Ken through:

Richard Delahoy, 01702 588590, richard@signal-training.com.

SD

2384

He'd also like to acquire suitable depot plates as well, if anyone has ones to dispose of.

On the subject of appeals, Ken is also seeking covered accommodation in south Essex for this bus and others that he is preserving. Again, if you can help or have ideas, please contact Richard Delahoy and he'll pass on the information.

Finally, the KSW is still PSV licenced and tested and is available for commercial hire.

Round the world with 2255



Richard Delahoy provides a press cutting from the *Southend Echo* (1 February 2007) on the round-the-world trip made by former Eastern National K5G 2255 (ONO 59, previously 1327, 4038), exactly forty years ago.

In 1966, at the height of the "Swinging Sixties", seven Essex lads met in the Elms bar, Eastwood, and devised a plan to travel round the world in a fleet of Mini Mokes, the open top, jeep version of the old Mini. However, British Leyland, which had promised to supply the vehicles, pulled out, leaving the lads to come up with some other form of conveyance. They then approached Eastern National to see if they could obtain an old bus.

The bus they chose was 2255, new in 1949, which had been withdrawn in October 1966. It was then converted it into a mobile caravan, complete with bunk beds, cooker and kitchen sink. Platform doors were also fitted at this stage.

From January 1967 to August 1969 the bus covered 120,000 miles around the world, setting off via France to Italy, Yugoslavia, Greece, Turkey, Syria, Lebanon, Jordan, Iraq, Kuwait and Afghanistan to India, narrowly avoiding armed conflicts in the Middle East at the time. In Yugoslavia, the bus slid off the road in ice and ended at a 30 degree slant over a precipice. In Kuwait, there were tense moments after the 1967 Arab-Israeli Six Days War broke out. On the edge of Afghanistan, a dispute over payment ended with the bus pursued by border guards, firing their rifles.

From India, the bus travelled to Singapore, Australia and New Zealand, and by this time each side of the bus was adorned with a large Union Jack. The next stage of the journey was to the USA via Central America. In San Francisco, 2255 collided with another picturesque form of transport, one of the city's famous cable-cars. The bus was actually stolen whilst in the US. It was found next day in Malibu Beach with the engine still running, as the thieves didn't know how to switch the engine off.

Finally the bus returned to the UK via Belgium.

Having completed this adventure without any serious mechanical difficulty, the students were reluctant to see the bus go for scrap and wanted it to go to a good home. 2255 was presented to the Lincolnshire Vintage Vehicle Society by Sid Twell of Ingham, the dealer, who was then Vice-President of the Society.

The bus was used for many years as the Society's tender vehicle and mobile accommodation. It remains in this state at present, but hopefully will be eventually restored to original condition.

A full account of the trip is at:
www.echo-news.co.uk/display.var.1164746.0.the_magnificent_seven.php

See also <http://essexbusboys.com/>

EASTERN NATIONAL

Enthusiasts Guild

MORE ON 434 AND OTHER ENOC MATTERS

The recent ENEG items concerning Chelmsford Duke Street garage and ENOC's early Bristol MW saloons has for me brought back a few memories of the type when they were active within the company's fleet. Eastern National's first Bristol MW **434** (1858 F) was one of three prototype Bristol MWs chosen by E.C.W. to receive saloon bodywork. Four other prototypes comprised one express vehicle, two coaches, one of which was again for Eastern National being **433** (618 JPU) with E.C.W. C34F body. The last prototype was retained by Bristol Commercial Vehicles as a body shell for experimental use. The two Eastern National prototypes entered the fleet in 1957.

Returning to 434 I can remember this bus when it was allocated to Brentwood (BD) garage some time after it had operated from Chelmsford (CF). In 1973 its smart green and cream livery had been altered by having the window surrounds hastily painted green and a white band added below this area as a temporary measure for the NBC's corporate

identity scheme, which was of course a forerunner to the liveries used currently by the big bus groups that we now have in existence. It was given a full repaint into leaf green and white later in the same year and looked much better for it! Although the radiator grille looked fairly neat from the exterior it was a pity it took up too much room inside the bus. However, quite a few Tilling companies took the option of the C.B.C. grille instead of the more conventional lower placed radiator as shown on **449** (1863 F) in issue 513.

The long 53 route Clacton to Tilbury became something of a proving ground for prototype saloons that included Bristol SC **395** (724 APU) in 1954 and three years later with 434 the prototype MW From the EBEG Archives is a photo of the bus on this service heading for Clacton. As the via point on the blind shows Laindon and Grays the location would seem to be not far from Tilbury. In the picture of Bristol SC 395, taken I believe, by the late Peter Snell, the via point shows





Clacton and Chelmsford which could lead you to believe the bus is at the other end of the service, nearer to Clacton. The rural location of both shots looks very similar so it could in fact be the same place. If the via blinds were not changed along the route then this could be the case!

Although I do not have a rear view of 434, I do have one of 449. It is seen at Basildon bus station as a Brentwood based-vehicle, possibly on the Saturday-only 265, when it was extended from Bulphan via Dunton and

Laindon to the New Town. The photographer W. Cansick seemed interested in Saturday workings and the contrast in rear ends between the upright aspect of 449 compared to the more rounded look of Basildon-based Bristol MW 1306, originally 464 (201 MHK) a later production model. I should point out that 449 had been renumbered to 1301 by the time the picture was taken in the early 1970s, as rear blind displays had been overpainted or just showed the black linen in the number box by that time.

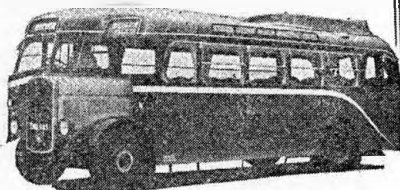
Peter Oughton



EASTERN NATIONAL

Luxury Saloon Coaches operate Daily between :
HARWICH/CLACTON—COLCHESTER—TILBURY FERRY

See
Pages
158-165
For
Details



WINGING IT INTO CF (EBN513 p28):

Once again, we must apologise to *Frank Church* for using one of his photographs without crediting him. The picture of 449 in EBN513 was taken by him on 11 May 1958. Perhaps we should explain that a great many photographs in the EBEG Archive do not have any name on the back, and whilst we have traced a tiny percentage of these, the vast majority are unknown as to their origin and copyright-holders.

Frank mentions that when the photo was taken, the 53 was worked in conjunction with an even longer route, the 51 (Tilbury Ferry - Harwich).

The 51/53 had begun on 1 July 1932, by the linking of earlier routes of the same numbers (51: Chelmsford - Colchester - Harwich; 53: Chelmsford - Colchester - Weeley - Clacton), with the 42 (Grays - Laindon - Billericay - Chelmsford). The timetable below (dated 6 January 1938) shows a through journey time of 4hrs 20mins from Tilbury to Harwich. Fares

were 6/- single; 8/6d return. Tilbury - Clacton was 5/9d single; 7/6d return.

By 1958, the journey time was unchanged, but fares had risen to 6/6d single; 11/5d return (Tilbury - Harwich); 6/1d single; 9/9d return (Tilbury - Clacton). The 51 was curtailed to run Colchester - Harwich from 19 April 1964.

David Harman

Service No. 51—contd. TILBURY, CHELMSFORD, COLCHESTER and HARWICH. Service No. 53—contd. TILBURY, CHELMSFORD, COLCHESTER and CLACTON.

Weekdays.

	pm	pm	pm	pm	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	SO
Tilbury Ferry, Riverside Stn. dep.	330	...	430	5 30	...	6 30	7 30	...	8 30	...	9 30	...	1030
Grays War Memorial	345	...	445	5 45	...	6 45	7 45	...	8 45	...	9 45	...	1045
Orsett, Whitmore Arms Inn	357	...	457	5 57	...	6 57	7 57	...	8 57	...	9 57	...	1057
Horndon, Swan Inn	4 7	...	5 7	6 7	...	7 7	8 7	...	9 7	...	10 7	...	11 7
Laindon, Hotel	422	...	522	6 22	...	7 22	8 22	...	9 22	...	10 22	...	1122
Billericay, High Street	435	...	535	6 35	...	7 35	8 35	...	9 35	...	10 35	...	1135
Stock, Bear Inn	444	...	544	6 44	...	7 44	8 44	...	9 44	...	10 44	...	1144
Galleywood, Eagle Inn	453	...	553	6 53	...	7 53	8 53	...	9 53	...	10 53	...	1153
Chelmsford, Omnibus Stn. arr	510	SO	610	7 10	SO	8 10	9 10	SO	1010	W80	...	...	1210
Chelmsford, Omnibus Stn. dep.	515	530	615	7 15	7 30	8 15	9 15	9 30	...	1015	1045	...	...
Springfield, Plough Inn	523	538	623	715	7 38	8 23	9 23	9 38	...	1023	10 53	...	...
Boreham, Cock Inn	531	546	631	723	7 46	8 31	9 31	9 46	...	1031	11 1	...	...
Hatfield Peveler, Duke of W. Inn	537	552	637	7 37	7 52	8 37	9 37	9 52	...	1037	11 7	...	...
Witham, George Inn	544	559	644	7 44	7 59	8 44	9 44	9 59	...	1044	11 14	...	...
Rivenhall, Fox Inn	549	...	649	7 49	...	8 49	9 49	...	...	1049	...	...	...
Kelvedon, Railway Tavern Inn	557	...	657	7 57	...	8 57	9 57	...	...	1057	...	...	...
Marks Tey, Prince of Wales Inn	610	...	710	8 10	...	9 10	1010	...	...	1110	...	...	...
Stanway, Swan Inn	613	...	713	8 13	...	9 13	1013	...	...	1113	...	...	...
Lexden, Halstead Road	618	...	718	8 18	...	9 18	1018	...	...	1118	...	...	...
Colchester, 'Bus Park. arr	625	...	725	8 25	...	9 25	1025	...	SO	1125	...	...	...
Colchester, 'Bus Park. dep.	630	...	730	8 30	...	9 30	...	1045	...	...	...	...	...
Wivenhoe, L.N.E.R. Station	649	...	749	8 49	...	9 49	...	11 4	...	...	...	...	...
Thorington Cross	...	...	...	9 1	...	...	...	...	...	...	...	...	...
St. Osyth, Red Lion Inn	...	...	...	9 13	...	...	...	...	...	...	...	...	...
Clacton, Jack'n Rd. Om. S. arr	...	...	...	9 28	...	...	...	...	...	...	...	...	...
Colchester, 'Bus Park. dep.	635	...	...	9 5	...	...	...	...	...	...	...	...	...
Parsons Heath, Royal Oak Inn	645	...	...	9 15	...	...	...	...	...	...	...	...	...
Ardleigh, Lion Inn	655	...	...	9 25	...	...	...	...	...	...	...	...	...
Lawford, King's Arms Inn	7 1	...	...	9 31	...	...	...	...	...	...	...	...	...
Manningtree, Skinners Arms Inn	7 6	...	...	9 36	...	...	...	...	...	...	...	...	...
Mistley, Commercial Inn	7 8	...	...	9 38	...	...	...	...	...	...	...	...	...
Bradfield, Strangers Home Inn	719	...	...	9 49	...	...	...	...	...	...	...	...	...
Ramsey, Castle Inn	735	...	...	10 5	...	...	...	...	...	...	...	...	...
Dovercourt, Co-op. Stores	746	...	...	1016	...	...	...	...	...	...	...	...	...
Harwich, Quay	750	...	...	1020	...	...	...	...	...	...	...	...	...

SO—Saturdays only. SX—Saturdays excepted. WSO—Wednesdays and Saturdays only. T—Timing at Baddow Road Corner, Chelmsford, awaits conclusion (not later than 11.0 p.m.) of Picture Performances at the Ritz and Regent Theatres and operates if, and as far as, required. t—Awaits conclusion (not later than 11.0 p.m.) of Picture Performances at Colchester.

Continued overleaf.



Driving buses in Southend

It all started in 1966 when I applied to become a bus driver with Southend Corporation Transport. I was taken on a test run in AEC Regent 261 down to the seafront near the Kursaal. The driving instructor got out and said "Have you ever driven a crash box before?" my reply was No, so I jumped in and tried to master the gears but made a hash of it. After a time it became easier until I mastered it and went on to love the two remaining AEC's 258 and 261, always asking for them on overtime.

The training bus was a Leyland PD2 which I also passed my test in. SCT had a special route for teaching drivers and it went as follows. I must say at this point that we were learning the old Southend road layout, before the town was drastically altered.

We left the garage and proceeded down London Road to the Victoria Circus roundabout, and then along Southchurch Road turning right into Porters Grange Road (now Queensway), and left into Hill Crest where we did a hill start. We then turned right into Southchurch Avenue that led to the Kursaal. As we approached the seafront, we had to change down into first gear, which was a crash gear, the others being synchromesh. Then we turned right onto the seafront as far as Pier Hill. Here there was another hill start, where we did a sharp right turn, just missing the wall with the front mudguard by inches. The secret was to turn when you saw the small white mark on the wall put there by the Instructors. Then, left by the Ritz Cinema, turning right into the High Street, then to Victoria Circus and up to the garage. The reversing movements were done in the garage using cones as the kerb stones.

After passing my test, I went on bus types, driving each model around the town to get the feel of the different types, having air or vacuum brakes which were different on each bus. My next task was to learn all the routes

which I did riding around on the service buses. My first driving job was on route 6 from Newington Avenue to Kent Elm Corner in a tin-front PD2, or 'bull nose' as they were called. One of the heaviest journeys was on route 3 from Shoeburyness to Canvey Island, which covered the London Road, Benfleet Station and if you were unlucky, catching three separate schools on Canvey. The early morning duties for the Canvey run consisted of bus from the garage down to Victoria Circus then Shoeburyness to Canvey; back to Shoeburyness; Canvey to Shoeburyness, then back to Victoria Circus.

On early turn, it was common practice for bus crews to be as quick as they could getting their buses from the garage in order to go to the Bluebird Café in Broadway Market for tea and toast. It was quite a sight seeing a line of buses (not all should have been at that location) with their crews in the café. We then went our separate ways to start our journeys.

Some of the things that went on would make your hair stand on end, Ashingdon Hill Rochford used to be very narrow and it was the policy for the bus at the top of the hill to flash his headlights to allow the bus at the bottom to proceed but there were a few drivers that waited until the bus was halfway up the hill and then roar down passing you by inches with a big grin on their face.

One of the funniest things to happen to my conductor on the Canvey run was a little old lady who gave him twenty two halfpennies (remember we were using pounds, shillings and pence). Being a six footer with a broad Irish accent, he looked into his hand, looked down at the old lady, opened the bus window and threw the coins out, whilst issuing the correct ticket to the lady. He thought this was quite a cheek giving him all that change. This conductor was very fast issuing tickets and was proud of the fact he could clear the bus with a full load before he reached the Blue Boar pub from Southend

Victoria. Another time we were running dead to the garage and I went round the Victoria Circus roundabout a bit fast and his ticket machine box and money flew out of the bus and burst open, sending the money all over the road. Bells ringing in my ear, I stopped to help pick it all up.

I enjoyed driving the different types of buses. The AEC Bridgemasters were very bouncy on the suspension and all the school children used to bounce up the stairs causing the bus to move up and down much to their delight. They were strange to drive as they had a high revving engine that no good at top speed but fast pulling away. The gearstick came out of the floor vertically behind you, for about six inches, then sloped at 45 degrees towards the front, so when changing gear, the movement was either up or down.

The seafront Daimler preselector buses were

a bit of a pig to drive, since if you did not press the preselector pedal down properly, it would jump out of the floor and trap your knee under the steering wheel. The only way to push it back down to the floor was to hold the steering wheel and jump up and down on it.

Leyland Lowlanders (front entrance) were quite nice to drive except that as I have long legs, there was not much room under the steering wheel. Photos and information about SCT buses can be found on the SCT61 website at www.sct61.org.uk/

One of my most frightening experiences was when another bus ran into the back of mine in the Fairway, Eastwood. In those days the route 23 and 29 used to terminate at Eastwood, Belgrave Road, as always crews left late as not to hang about at bus stops. On this occasion I was on the 23 with a PD2 and left first, with the 29 (PD3 highbridge)

Numerically, the last of the bouncy Bridgemasters: 322 (WHJ 433) in the later livery, in Southend High Street, on route 7.

David Harman





1965 Leyland PD3/Massey 'highbridge', 344 (C344 CJN) in Southend High Street on route 29. Was this the fateful bus?
David Harman

following. I stopped at the Fairway School and heard the sound of skidding tyres and the crash of the bus hitting mine, pushing my staircase almost into the lower saloon. No injuries on either bus, thank goodness. The other driver was suspended for a time as punishment but it was later found that the road surface had just been re-laid and something was wrong with it. He resumed driving after a shortened punishment.

The Albion Aberdonian single deckers had a gearchange that was like stirring soup even when in gear. These were used mainly on the Wakering OMO (one man operated) routes, I went onto the OMO roster after a time on the crew buses. The people in Wakering always gave you gifts at Christmas and apples in the summer. Imagine that now!

Looking back I enjoyed my time with SCT, having followed in the footsteps of my father who drove for Westcliff Motor Services and

SCT. I can remember as a child walking through the SCT trolleybus depot; Oh for a camera then.!

Eventually, I left the buses and went back to my old job, but in the early seventies I joined Eastern National at Southend as a driver but that's another story.

Ian Banks
Badge number FF20374

“... for the Guidance of Employees” (1)

Long before Ian Banks' time at London Road, the Southend-on-Sea Corporation Transport Department issued a booklet to staff entitled *“General Instructions, Rules, Regulations and Bye-Laws for the Guidance of Employees”*. This appears to be dated June 1936, and related to all three modes of transport then in use - trams, trolleybuses and motor-buses. Courtesy of *Richard Delahoy*, the first of a series of extracts appears here.

T.V.s 110 to 121 inclusive have three methods of braking.

1. The handbrake, which is on the right hand side of the driver, and operates on all rear wheels, is to be used for parking only.
2. The footbrake, operated by the right foot, is a Westinghouse airbrake, acting on all wheels. This is the service brake.
3. In cases of extreme emergency, there must be a simultaneous operation of rheostatic brake (left foot) and airbrake (right foot).

The braking system on trolleybuses then in use, varied such that different methods applied to: T.V. 103 (AEC), T.V. 104-9 (Garretts), T.V. 110-121 (English Electric and AEC 661T and 663T), T.V. 122 (Gloster) and T.V. 123 (AEC Q). (T.V. 101/2, the original Railless vehicles had been withdrawn in 1933). This must have been confusing for the drivers, and I wonder whether they were regularly allocated their 'own' bus, to minimise this.

David Harman

An evocative scene with the first of the two English Electrics, 110 (JN 60) at the Kursaal terminus in July 1935. Let us hope the driver could see the small boy about to cross the road. The bunting was probably in celebration of the Silver Jubilee of King George V and Queen Mary.

Photographer unknown



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