

ESSEX BUS NEWS

**No. 584
December 2012**



ESSEX BUS ENTHUSIASTS GROUP
www.essexbus.org.uk

Essex Bus News

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Your reports and observations

Members reports, quality photos (prints, slides or JPGs to about 5" x 4" size and 300dpi resolution) and original articles are always welcome.

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

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

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

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Dates for your diary

■ EBN PRESS DATES

<i>EBN dated</i>	<i>reports to Editors by</i>
January 2013	5 January 2013
February 2013	2 February 2013

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

■ SOUTH ESSEX MEETINGS

- Venue: Wickford Cricket Club, off Swan Lane, Wickford - five minutes walk from Wickford Station and five minutes drive from A130 and A127. In Wickford Town

Cover

First Essex BMC school bus 68532 (LK54 FNE) trapped in snow chaos in Little Waltham on 5th December. *John Salmon*

Centre, turn right into Swan Lane from Runwell Road (pub is on corner) then turn right - marked Wickford Tennis Club. This is an unmade road so beware of potholes. Go straight ahead towards tennis courts and left at end. The cricket club is in front of you. Doors open at 19.30 for informal chat with main talk or show from 20.00 to 21.45/22.00. A cash bar is available. Members and guests are welcome - £1.50 donation towards cost of room, please. *Richard Delahoy*

- ▶ **Wednesday December 19** (** NOTE CHANGE OF DATE **) - Christmas Social & slide show "20 years ago".

2013 programme

- ▶ **Monday January 21** - "My First Photos" - *Richard Delahoy* looks back to his earliest slides of Eastern National and Southend Transport, from the early 1970s.
- ▶ **Monday February 25** - speaker to be confirmed.
- ▶ **Monday March 25** - AGM followed by a slide show from *Alan Osborne* "Memories, Memories".
- ▶ Dates for the rest of 2013 are expected to be: **April 29, June 3, July 1, September 30, October 28, November 25 and December 18**, venues and dates subject to confirmation.

■ NORTH ESSEX MEETINGS

Venue: downstairs room at the Friends Meeting House, Church Street, Colchester, just south of "Jumbo" (the water tower) and behind the Mercury Theatre. Town centre bus stops and parking are nearby. Doors open at 19.15 for an informal chat, with the main talk or show from 19.45 to 21.45. £1.50 donation towards room hire, please. Slides/digital photos are preferred, but prints can also be shown. Members and guests welcome. *Dave Arnold*

2013 dates for your diary:

- ▶ **Fridays January 11, February 8, March 8, April 12, May 10, June 14, July 12, August 9, September 13, October 11, November 8 and December 13.**

■ TOURS

Saturday 25 May: Details to follow but make a note of the date for another of Keith's interesting visits

■ EVENTS

- ▶ **Thursday December 27.** Medway Jubilee Bus Day. Rochester Coach Park. (www.nu-venture.co.uk/page15.html)
- ▶ **Saturday April 6.** **South East Bus Festival 2013**, including London Transport GS Class 60th Anniversary Gathering; Kent Showground, near Maidstone, Kent, from the organisers of 'M&D 100' and 'M&D and EK 60'. www.arrivabus.co.uk/southeastbusfestival

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.

Membership Renewals

I'm delighted to say that well over 200 members had renewed their membership for 2013 by the first week of December. That leaves around 60 people who had not yet paid. If you received the green renewal form sent with the October magazine but have not returned it with your subscription, this will be your last copy of Essex Bus News.

Please renew now without further delay, to ensure you continue to receive the magazine. If however you do not wish to renew, it would be appreciated if you could contact me by e-mail to richard@signal-training.com or by returning the form with a note explaining the reasons - this helps us to better understand what people want from the Group.

Richard Delahoy, Membership Secretary

Welcome to new member

A warm welcome this month to new member:

Peter Sedge of Benfleet - 1062

Richard Delahoy, Membership Secretary

EBN

A fine crop of corrections to EBN583; just as well I'm retiring!

p.9: **A Bridge Too Far ... or ... Up the Creek**

John Taylor writes ...

H.R. Bridge/Canvey/Benfleet would have had difficulty passing under the bridge at Benfleet Station as it did not exist until c1959/60, replacing the level crossing on the east side of the station. This was part of the LTS electrification scheme.

Peter Clark, after discussion with a gentleman from the Canvey Island Historical Society:

The bridge has existed since the coming of the railway to Benfleet. It spanned a small creek. At that time the station was to the east of the original station.

Benfleet Community Archive (www.benfleethistory.org.uk) has the following ... The bridge was built to carry the railway over a drainage ditch feeding into Benfleet Creek. In the 1960's, Ferry Road was constructed to remove the need for a level crossing east of the station and allow uninterrupted passage of traffic underneath the railway. The creek was diverted via a culvert. The new (2012) bridge will retain the existing period latticework girders but significantly alter the existing three-span-structures capacity by replacing all six of the main steel decks. It will retain the 'look and feel' of the old bridge.

p.18: **Chambers** the ex-Heddingham Olympian photo captions were transposed.

p.25: **BR Depot Lingo ...** should of course read **BD Depot Lingo ...** Trains are not normally our thing, but for BR matters (well, sort of), see back cover.

p.32: **Eastern National at Harwich:** courtesy of the page layout software, the two duties merged into one, and fulfilling them with an FLF would have been challenging, if theoretical. Now corrected in this EBN. Also, *Peter Carr* has pointed out that the photo of 2728 (185 XNO) does not match the caption. The wrong photo of 2728 was inserted. See later page in this EBN for the right one.

John Taylor also writes :

Preservation Notebook shows ONO 59 undergoing restoration at the LVVS museum. I am not sure to what livery it is being restored, but the only two Eastern National vehicles to have cream window surrounds on the upper deck were 3891/2 (KNO 442/3) which from memory were allocated to Colchester and Bedford respectively. KHK 513/4 might also have had the cream round the upper deck windows. 3885 (JWV 430) had it when it was touring the Tilling companies as the prototype lowbridge vehicle although this was painted in a dark green rather than the standard Tilling green. I remember it with Westcliff c10/1945 in that livery. I suspect that early deliveries to other companies were painted in the same way before the standard two cream bands became the norm. *Owen's photo shows the bus still to be in dark blue and white. Repainting has certainly started in a modest way: the nearside front wheel is once more in Tilling green.*

DRH

When Donald Macgregor worked for the London Brick Company Ltd. they also ran a fleet of buses licensed as PSVs based at Stewartby, presumably as staff transport.

John Taylor

This is my last EBN and I offer sincere thanks all contributors - of news, articles, photos and snippets - and to the team of editors, past and present, for all their efforts over the past eight years. Without these collaborative efforts, your monthly mag would have been pretty thin indeed.

I hope that you will all give new editor, **Maurice Austin**, your continued support in the years to come. Contact him at:

Tindal Lodge, 11 Valletta Close, Chelmsford, CM1 2PT
maurice.austin@phonecoop.coop

David Harman

Group Directory

SUBSCRIPTIONS

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

New members may join from any month during the year, but subscriptions will always run to December, from whichever month the member chooses. Those joining from February to December inclusive will pay a pro-rata subscription calculated at **£1.70** per month. E.g., a member joining in March would pay 10 x £1.70; i.e. £17.

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

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Willow Tree Cottage, 11 Roman Bank,
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Prints of specific EN (and predecessor) vehicles can be supplied; email with requirements:

lynw@barrons-bds.com

Service changes

Arrow Taxis

3 Dec 12 **DART5**

M-S Dengie DRT: revisions to route and timetable.

Arriva Southend

1 Dec 12 **370**

D Lakeside to Romford: special timetable with increased running time on Saturdays until 22 December.

Ensign Bus			
2 Jan 13	X1	M-S	Lakeside to Basildon: minor timetable revisions.
First			
18 Nov 12	88C	SO	Colchester to Aldham Village: new Saturday service.
2 Dec 12	P&R	M-S	Sandon Park & Ride: introduction of Sunday service for Xmas.
	P&R	M-S	Chelmer Valley Park & Ride: introduction of Sunday service for Xmas.
6 Jan 13	69	Sch	West Bergholt to Highwoods: service withdrawn.
	88	M-S	Colchester to Halstead: revised timetable providing hourly service, with most journeys not serving Aldham Village.
7 Jan 13	9/10	M-F	Braintree to Great Bardfield: revisions to timetable with some peak hour journeys extended to/from Great Saling.
	70	M-S	Colchester to Chelmsford: revised timetable with increased frequency to every 30 mins daytime Monday to Friday.
	131/2	M-S	Halstead to Witham: minor revisions to morning peak service.
	512	Sch	Chelmsford to Southend: revised route in Chelmsford Town Centre.
	524	Sch	Braintree College to Colchester: revision to timetable.
	562	Sch	Billericay to Chelmsford: service to start at Basildon in the mornings only.
Hedingham Omnibuses			
18 Nov 12	50/92	M-S	Colchester to Tollesbury: service 50B renumbered 92B and additional journeys introduced on service 92.
19 Nov 12	417	Sch	Rayne to Newport: revised morning timetable.
	418	Sch	Great Saling to Newport: revised morning timetable
	419	Sch	Finchingfield to Newport: revised morning timetable
Logic Bus			
21 Jan 13	1	M-S	Harlow Station to Katherines: new service
National Express			
10 Dec 12	727	D	Norwich to Brighton: minor timetable changes.
7 Jan 13	250	D	Ipswich to Heathrow: minor timetable changes.
Roadrunner			
2 April 13	351	M-S	Hertford to Stansted Airport: revisions to timetable.
Regal Busways			
1 Dec 12	11	M-S	Chelmsford to Great Dunmow: service withdrawn.
3 Dec 12	1/A/B	M-S	Canvey Island to Oxney Green: revisions to timetable.
23 Jan 13	7	M-S	Epping to Chelmsford: revisions to timetable.
Stagecoach East London			
1 Dec 12	372	D	Hornchurch to Lakeside: enhanced frequency on Saturdays until 30 December and on Sundays until 1 January 2013.
Stephensons of Essex			
6 Jan 13	90	M-S	Maldon to Witham: minor timetable changes.
4 Feb 13	60	M-S	Southend to Canewdon/Paglesham: minor changes to last journey on Monday to Friday.

D Harlow to Stratford: service withdrawn.

Colchester Lordswood Road to Colchester Stadium:
new service to operate on match days.

Colchester to Tollesbury: service 50A renumbered 50 and 50C renumbered 92A.

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

The annual UK Bus Awards took place at the Hilton Park Lane in London on Tuesday 20th November. The awards, now in their 17th year, moved for the first time to a daytime slot and the event was attended by no fewer than 650 invitees and guests.

Norman Baker MP, the Under-Secretary of State for Transport (Buses) delivered a keynote speech recognising the importance of the role of local bus services, an awareness of passenger satisfaction trends, and the ongoing Better Bus and Green Bus Fund bids.

The minister also mentioned the recently launched BusForUs initiative which champions and challenges bus companies to develop fare structures for students and young adults -- not just to make accessing education, employment and leisure facilities more affordable in the present, but also to encourage and harness uptake in the next generation of bus users. Operators should provide a service, he said, "that people want to use, not one they use because they have to"

Mr. Baker was presented by UKBA Chairman John Owen with a "Long Service Award" for being the first transport minister to have attended three consecutive UK Bus Awards ceremonies!

In amongst the various prizes for operators was a mix of accolades recognising individual expertise and depot teams, with a specific set of trophies for TfL garages and

staff as well. Essex was represented this year by no fewer than three operators -- Ensignbus, First and Stephensons -- and one (expat) individual.

Not strictly for an Essex operation, but Stephensons was shortlisted in the Putting Passengers First category for its Breeze network in Bury St. Edmunds. The company was highly commended, as was Norfolk operator Konectbus for its konectexpress service 8 between Dereham and Norwich. The winner and runner-up were Go North East and Transdev York respectively.



Putting Passengers First ~ Highly Commended
Bill Hiron, MD of Stephensons



*Young Manager of the Year ~ Runner-up:
Jeff Clayton of First Chester*

Essex-born Jeff Clayton, 27, was shortlisted for Young Manager of the Year alongside only three other contenders and was named runner-up. Jeff, who now lives in Chester, has been a member of EBEG since 2002 and a regular volunteer driver in the Southend charity running day at New Year. As the Area Service Delivery Manager for First's operations in Birkenhead, Chester and Wrexham, he leads a team of three managers and their supervisors with some 110 buses and 200 driving staff. He has delivered improvements in efficiency and reductions in collisions, led and signed his first pay negotiations, simplified timetables and ticket prices, and helped to develop Quality Partnership schemes which altogether have seen the area return to profit inside two

years. The timing of this year's awards coincided with the recent announcement that the three depots are being sold to Stagecoach.

In the London awards, Stagecoach's Barking depot was highly commended in the TFL Bus Garage of the Year nominations.

Ensignbus was crowned Top Independent Operator and beat off competition from Perryman's of Berwick-upon-Tweed (runner-up), DRM of Bromyard, Ipswich Buses and Newport Transport (all highly commended).

Ensign was also in the running for its work in the CollegeBus campaign alongside First around Thurrock. They were named joint runners-up in the "Eureka!" Award for Marketing Initiatives and the spoils in this category went to Reading Buses for their Jet Black service through to Newbury.

The last award of the afternoon was for UK Bus Operator of the Year -- as the winner of Top Independent, Ensignbus were through to the shortlist alongside the Top City Operator (Nottingham City Transport) and the Top Shire Operator (Reading Buses). NCT were named the winners, with Reading the runners-up, but to be recognised as the third best bus company in the country is still an excellent achievement.

The presentation of the awards was compered by BBC newsreader Jane Hill.

The Group offers its warm congratulations to all entrants.



*Top
Independent
Bus Operator
~ Winner*

*Ross, Peter and
Steve Newman of
Ensignbus, plus
trophy, with
UKBA sponsor,
Scania GB's UK
Bus & Coach
Fleet Sales
Manager, Mark
Oliver.*

The old Colchester Bus Station ... final days



A week before the old Bus Station closed, three preserved **Eastern National** vehicles paid a final visit. Luke Deal's Bristol VR 3072 and Dave Edward's RE 1516 share the Bus Station with more mundane machinery.

LH 1103 with VR 3072. both: Luke Deal



The new Colchester 'Bus Station' ... first days



Network Colchester Trident/Alexander ALX in the new bus station in Stanwell Street, Colchester, just in from Walton on the 109 service; note "information pod". 28th November.

Essex County Standard ~ 23rd November.

The new "Bus Station", Osborne Street; another pod on the left; 24th November. All: Ken Coldwell





Ensign Heritage Bus Running Day - 1st December

Numerically the last Routemaster delivered to LT (excluding FRM1), Stagecoach RML2760 passes the 'Green Dragon' PH in Shenfield during the morning. Ensign's X81H used King's Road rather than Brentwood High Street because of the Christmas lights event which closed the normal route to traffic. Shillibeer-liveried Fleetline DM2646 heads past the former NV Tools building, soon to be redeveloped by a Housing Association, during the afternoon. *both: Chris Stewart*



■ FIRST ESSEX BUSES LTD

Acquired vehicles

- 33232 LT52 WXX Dennis Trident SFD136BR22GX22449 Plaxton 8028 new 11/02
Centrewest TN1232
- 43483 R683 DPW Dennis Dart SFD322BR1WGW12189 Plaxton 9810.7HLB8862 B37F
new 6/98 Eastern Counties

33232, ex First Centrewest Ltd, arrived from refurbishment at Thornton's on 27th November. It stands out from other Tridents by virtue of being gasket-glazed and 'short'. It saw use from Hadleigh on 1st December in connection with an Aer Lingus Charity Flight from London Southend Airport.

43483 arrived by 18th December ex First Eastern Counties Ltd and has entered service at Chelmsford.

Allocation changes

These are, and always have been, taken from the Company's allocation sheet although these have been in several different formats over the last few months, hence changes in terminology. For operational reasons there may sometimes be discrepancies with the actual situation on the ground.

FG=to/from another First Group company (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; (D)-Disposal

Period 8: information awaited

Period 7: 32859 HH-BN; 33080 FG-BE; 33081 FG-HH

Disposals

To Alpha Recovery for scrap: 42852 (26th November), 41651 (27th)

Alterations

32484 has lost its rear service number aperture (painted over). 43802 now has LED destination (ex dot matrix) while 67241 has dot matrix destination, not LED (ex roller blinds).

Area News - workings and sightings

Route branding indicated [thus]

Rail replacement (all Greater Anglia)

- 4th CF20501 on Wickford - Witham
- 10th HH33373, BN34011 on Billericay-Chelmsford, BE30900/2 & CF34284 on Ingatestone - Chelmsford - Witham
- 11th CR32477, CR34013/4/8 on Colchester - Clacton
- 17th BE30888/901, HH32877, CF34284, BN34314 on Chelmsford - Billericay or Ingatestone - Witham, CR65527 on Colchester - Clacton.
- 18th CR34013 on CR-CN
- 24th BE30901, BE33080 on Witham - Chelmsford - Ingatestone; HH33376, BN34011, CR34014 and BN66820 Chelmsford - Billericay. BE33080 and CF42936 also reported.

Clacton (CN) & Harwich (DT)

During November, CN43740 and CN43678 saw use at DT while CN32850/5 remain in use

there. DT32801/4/9 have all been to CN for attention to various faults.

- 6th CR67241 on 76
- 8th CR67241 on 74
- 9th CN43801 on 76
- 11th DT44519 stalled at CR bus station;
- 16th CN32847 on 16, DT44516 at CN depot (defective gearbox)
- 18th CN43679 on 74A
- 20th CN43449 on 76

Colchester (CR)

General:

After closure on 17th November, Colchester bus station was fenced off but remained in use as overflow parking space for CR depot. Parts of the former Corporation depot in Magdalen Street are to be used for this purpose after repair works have been completed.

Between the 5th and 9th November, Osborne Street and St John's Street were closed between 22.00 and 05.00 for new 'bus station' works. Northbound 8C, southbound 63, westbound 1, 2C, 61, 62, 64/A, 65 and 71C were diverted via St Botolph's Circus, Southway and Headgate. From 18th there were changes to Colchester town centre stops for 61/A, 62/A, 63, 64/A/B, 65, 66, 67/A/B, 70/X, 71/A/C, 74/A/B, 75/B, 76, 88/A and 103/4 because of bus station relocation.

On 24th, a burst water main flooded Southway/Maldon Road junction in Colchester. Disruption ensued from 19.15 to approx. 03.00 during which time services 1, 63, 64/A, 65 and 71C were affected. The Colchester Evening Gazette reported that "a First driver was praised for blocking off the flooded part of Maldon Road with his bus". 61, 62, 63, 64/A, 65, 66, 67, 68, 70, 71/A and 88 which normally serve St John's Street were diverted via Southway.

During the afternoon of 26th November, BE30902 (on a CR-bound 70) collided with scaffolding at Headgate/St John's Street junction blocking St John's Street.

- 1st CR32484 [61/62] on 88
- 5th CR34013 on 62
- 6th CR32475 [61/62] on 88A, CR32480 [61/62] on 88, CR34304/5 on 62,
- 8th CR65687 on 61
- 9th CR34308 on 62/A; CR65521 on 75 – usually Olympian duty
- 11th CR32475 [61/62] on 65, CR32476 [61/62] on 68, CR32478 [61/62] on 65
- 12th CR32485 on 66
- 13th CR32477 [61/62] on 75
- 15th CR32477 [61/62] on 75
- 16th CR32481 [61/62] on 88, CR34308 on 61, CR65527 on 62
- 17th CR65650 on 88
- 18th CR32476 [61/62] on 65, CR34305 on 62 (very unusual on a Sunday), CR65681 on 62A
- 19th CR34308 on 61
- 21st CR34013 on 65, CR34018 on 64A
- 23rd CR34305 on 62
- 26th CR32481 [61/62] on 75, CR60758 on 61
- 28th CR32478/83 [61/62] on 75
- 30th CR65551 on 88 (Great Yeldham)

Chelmsford (CF) and Braintree (BE)

Until the end of November Volvo CF66837 remained on loan to BE, who have also had other temporary loan vehicles. 42429 is out of use awaiting a decision on its future after chassis corrosion was found.

5th BN65671 on 71 / A (and 6th/8th)
 6th CF66808 on 71 / A
 9th CF42919 on 71 / A
 10th BE40682 and BE42429 on 125, BE43469 on 21, CF46158 on 41
 15th CF69434 on 71 / A (and 19th/20th), BE40682 on 70X, 40738 and 42489 on H1/H2
 17th CR34305 on 71
 19th BE43473 on 70, CF53115 on 42
 20th BE43469 on 70
 21st BE40682 on 131/2, CF66799 on 71 / A, CF69434 on 71 / A
 22nd CF43927 on 71 / A, CF53132 on 42, CF66812 on 71 / A, CF69434 on 71 / A
 23rd BE40682 on 131/2; CF42923 on 71 / A, CF43483 on 351
 24th CF20501 on X30, CF42931/3, CF43460 and CF65031 on 42, CF43483 on 351,
 CF69434 on 71 / A
 26th CF42934 on 71 / A
 27th BE40008 on 131, CF42936 on 71 / A, BN60864 on 131 (on loan to BE)
 29th CF65671, 66802 on 71 / A, CR65553 on 132 to Halstead
 30th BE33080/7 on 70 with CR65553 (loan to BE), CF42934 on 71 / A, CF66796 on 71 / A
 December
 1st BE66810 and CF66837 on 42, CR65553 on 71
 3rd CF20463 on 618
 5th CF66837 on Sandon Park & Ride

Basildon (BN) & Hadleigh (HH)

42429 (P429 ORL) has been re-trimmed internally and tidied externally, while accident damaged Dart 43719 has returned to service after repair. Trident 33090, which was stored unserviceable at Clacton, has gone to Truck Align for repairs.

15th BN41238 on 100
 17th BN41542 and BN65632 on 100
 20th BN34310 on 8A
 24th BN41650 on 100
 29th BN34310 on 551
 December
 1st BN32863 on 25 (09.15 SD-BN)

Other News

With reference to EBN583:

Volvo 20115 (N615 APU) was acquired by Panther Travel (A Barham & Sons) from First Eastern Counties.

It can be confirmed that Mercedes demonstrator was allocated fleet number 12000 whilst with First Essex.

Sources: Own observations, with many thanks to *First Essex* and to S Austin, A Bird, N Clark, T Clark, J Collins, D Edwards, F406LTW, A Kelleher, J Long, J Podgorski, D Pretty, I Ransom, J Salmon, C Sigston, 'Solo', R West, the *Essex, East Anglia* and *British Buses in North America* yahoo! groups, *Essex Buses* Google group, www.bustlistsontheweb.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 and Season's Greetings to all who do so.

Chris Stewart

Arriva

■ ARRIVA SOUTHEND LTD

DAF/Wright Cadet 3500 (KE51 PTY) entered service in late November. DAF/Wright Cadet 3505 (KE51 PUJ) was in collision with a car on 29th November on Fairfax Drive whilst operating service 29, sustaining damage to the front of the bus.

DAF/Plaxton 3913 (T913 KKM) unusually appeared on service 9 on 23rd November. Dart MPD 1609 unusually strayed onto service 9 on 6th December.

An official Arriva Southend Facebook page and Twitter feed were launched on 5th November. Live service updates reporting delays/cancellations due to traffic congestion, bus breakdowns etc are provided between 9am and 5pm on Monday to Friday.

Spa Road, Hockley was closed to all traffic from 1700 to 2130 on 24th November for Christmas lights switch on. Terminating journeys on service 7/8 used Hockley Station Approach. Leigh Broadway was closed for Christmas lights switch on from 1600 on 30th November. Service 5 operated direct via London Road. On 2nd December the Christmas lights at Rochford were switched on with Hockley bound service 7/8 operating direct via Bradley Way.

Snowfall on the morning of 5th December caused some disruption. Services 1, 7/8 and 9 were curtailed at Rayleigh High Street unable to serve Rayleigh Station due to poor road conditions on Crown Hill. Wednesdays only service 10 did not run due to poor conditions in the Canewdon and Paglesham areas.

Proposed Christmas and New Year service levels will see a normal Monday service provided on Christmas Eve and New Year's Eve but with an early finish by 10pm on services 1, 7/8 and 9. Thursday and Friday 27/28th Dec will see a Saturday service with the addition of service 10 (usually Wednesdays) on Thurs 27th and Friday service 18 operating on the 28th.

Peter Mansbridge with thanks to Alex Cranfield, David Flatman, Richard Lewis, Arriva Southend Facebook page, Essex Buses Yahoo group

TGM Group

■ NETWORK COLCHESTER

Renumbering - date to be advised

<i>old new</i>				<i>ex</i>
101 372	AY55DKA	Scania Omnidecker	East Lancs H47/33F	2005 new
102 373	YN06TFZ	Scania Omnidecker	East Lancs H47/33F	2006 new
155 381	T405SMV	Dennis Trident	East Lancs H45/28F	1999 Metrobus
156 382	T406SMV	Dennis Trident	East Lancs H45/28F	1999 Metrobus
161 161	KX56HCP	Dennis Dart SLF	Plaxton B29F	2006 new
185 451	KN52NCD	Dennis Trident	Alexander H43/22F	2003 Metroline
190 452	KN52NDX	Dennis Trident	Alexander H43/22F	2003 Metroline
191 453	KN52NEF	Dennis Trident	Alexander H43/22F	2003 Metroline
195 383	W395RBB	Dennis Trident II	Alexander H51/31F	2000 Arriva Northumbria
196 384	W396RBB	Dennis Trident II	Alexander H51/31F	2000 Arriva Northumbria
204 385	H804RWJ	Scania	NC H47/33F	1990 Excel Stansted
356 103	EU56GVG	Dennis Dart SLF	Plaxton	2006 new

362 395	SN54HXA	ADL Dart	ADL B37F	2004	new
367 400	SN54HXF	ADL Dart	ADL B37F	2004	new
403 552	S303JUA	Dennis Dart SLF	Plaxton B32F	1998	Arriva London South
410 292	S310JUA	Dennis Dart SLF	Plaxton B32F	1998	Arriva London South
411 293	S311JUA	Dennis Dart SLF	Plaxton B32F	1998	Arriva London South
412 282	S312JUA	Dennis Dart SLF	Plaxton B32F	1998	Arriva London South
413 283	S313JUA	Dennis Dart SLF	Plaxton B32F	1998	Arriva London South
414 284	S314JUA	Dennis Dart SLF	Plaxton B32F	1998	Arriva London South
512 408	HX51LRK	Dennis Dart SLF	Caetano B40F	2001	Tellings Golden Miller
513 409	HX51LRL	Dennis Dart SLF	Caetano B40F	2001	Tellings Golden Miller
514 410	HX51LRN	Dennis Dart SLF	Caetano B40F	2001	Tellings Golden Miller
515 411	HX51LRO	Dennis Dart SLF	Caetano B40F	2001	Tellings Golden Miller
516 286	HX51LRJ	Dennis Dart SLF	Caetano B40F	2001	Tellings Golden Miller
517 288	HX51LSN	Dennis Dart SLF	Caetano B40F	2001	Tellings Golden Miller
521 412	SN54HWZ	ADL Dart	ADL B37F	2004	new
529 414	AY54FRC	ADL Dart	ADL B37F	2004	Burttons
901 403	W901UJM	Volvo	Alexander B44F	2000	Tellings-Golden Miller
903 405	W903UJM	Volvo	Alexander B44F	2000	Tellings-Golden Miller
904 406	W904UJM	Volvo	Alexander B44F	2000	Tellings-Golden Miller
906 401	W906UJM	Volvo	Alexander B44F	2000	Tellings-Golden Miller
907 402	W907UJM	Volvo	Alexander B44F	2000	Tellings-Golden Miller
2801 553	YS03ZKW	Scania Omnyciti	Scania B36F	2003	Menzies Heathrow
2802 554	YN53GGP	Scania Omnyciti	Scania B36F	2003	Menzies Heathrow
2803 555	YN53GGJ	Scania Omnyciti	Scania B36F	2003	Menzies Heathrow
2804 556	YN53GGK	Scania Omnyciti	Scania B36F	2003	Menzies Heathrow
2805 557	YN53GGO	Scania Omnyciti	Scania B36F	2003	Menzies Heathrow
2806 558	YS03ZKU	Scania Omnyciti	Scania B36F	2003	Menzies Heathrow

Service and auxilliary vehicles

OU61BUG	Hyundai i30	car
MF04DNJ	Mercedes Benz Sprinter	van

Peter Mansbridge with thanks to Keith Sadler

Hedingham

Acquired vehicles

L399 T814RFG Dennis Trident 2 East Lancs Lolyne H47/31F ex Brighton & Hove 814

Arrived at Clacton week commencing 12th November, and to Hedingham for Hedingham branding.

Withdrawn Vehicles

L207 L207RNO	Volvo B6/ Alexander Dash	B40F	to	M Nash dlr
P475MBY	Volvo Olympian/ Alexander	H43/29F		scrapped
R987KAR	Volvo Olympian/ Alexander	H78F		scrapped

Allocation of Fleet Numbers

L399 originally allocated to W821NNJ has been allocated to new arrival T814RFG instead. W821NNJ is now with Konect.

Route Changes

Hedingham services 50 and 92 have been amended, with Service 50A becoming 92, 50B becoming 92B and 50C becoming 92A. Additional services have been added to the 92 group and some slightly re-timed to give an all day service and to time the arrivals in Colchester

for existing departure times, to negate the need for vehicle layover. One example being the addition of a 15.15 departure from Tollesbury to Colchester, allowing the bus to become the 92A return at 16.00 which used to be the 50C.

Chambers service 84 has a slightly revised timetable and route in Colchester due to the Queen Street bus station closure. Service 753/4/5 does not have new timings but has a revised route due to the new bus station layout. The services depart from Stanwell Street and circle the NCP car park building back into Osborne Street before continuing their original route. 755 the 16.55 service commences 5 minutes later.

Allocations

L328 HD to CN (to cover for repaint of L396).

General

Ex Brighton & Hove Volvo B10BL L412 (R233 HCD) appeared on the 16 Wethersfield service on 12 November, in full HO livery, although differently applied to L392. It has retained the B&H matt black window surrounds whereas L392 has these painted cream. It also has a roller blind display at the front with B&H electronic side and rear destination equipment. L412 and L340 formed the mainstay of the allocation to the new 88 route during the first operational week. Christmas shopping saw the usage of both Enviro 400's on Saturday 1st December.

L396 (EU04 BVF) has been totally repainted, returning to CN in November. For the eagle eyed amongst you, this and L407 (X509 WRG) which were repainted at Don's of Dunmow, have a slightly deeper red stripe, under the front windscreen, taken all around the vehicle. The red touches the headlight surrounds whereas on previous SLF Pointer Darts there was a cream area between the red band and the lights.

L409 R216HCD entered service in B&H livery with re-branded Heddingham vinyls and fleet number on front dash only.

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

Ensignbus

DEALER STOCK MOVEMENTS

Vehicles in

Astons Coaches	FJ06 GHB	Volvo B12B Caetano Enigma
	CN05 DZH	Volvo B12B Plaxton Panther
Bear Buses	X319 HLL	Trident ALX400 TAL119
Carters Coaches	T101 KLD	Trident Plaxton President TP1
Cedrics Coaches	V161 EFS	Dart SLF
DeckerBus	J852 CEV	Olympian Alexander
London United	SK52 MPV/U/MSO/MKV	Volvo B7TLs ALX400 VA296/5/4/3
Metroline	W141/9 ULR	Dart SLF DLD141/9
	Y664/5/71 NLO	Dart SLF DLD164/5/71
	Y252/8 NLK	Dart SLF DLM152/8
	RX51 FNP/T/U	Dart SLF DP1001/3/7
	Y63 LTF	Dart SLF DP1004
	LR02 BDV/Y	Dart MDP DSD208/10
	X636/8 LLX	Volvo B7TLs Plaxton President VPL136/8
OTT	T122 KLD	Trident Plaxton President TP22
RH Transport	PJ02 PZM/N/P/Y	Trident Plaxton President 804-6/8

Sanders Coaches	E300 MSG	Olympian/ Alexander open top
Seaford and District	SIL 9638	Bova Futura
Stagecoach East Scotland	R453 MSL	Volvo B10M
Stagecoach London	LY02 OBK/OAE	Tridents ALX400
	LV52 HGF	Dart MPD Plaxton 34369
Stagecoach North East	R236/9/40/	Volvo B10BLE/ Alexander ALX200 21136 etc
	4-7/9/58 KRG	
	P602/603 JBU	Volvo B10BLE/Plaxton Prestige 21102/3
Webberbus	KY07 OOO/W	Enviro 200s
Yellow Buses Bournemouth	P989/993 AFV	Dart/East Lancs 483/6

Vehicles out

Bear Buses, Feltham, Middx	LR02 BFA	Dart/Plaxton MPD
Carters Coaches, Capel-St-Mary, Suffolk	LT02 ZDO	Dart/Marshall ex Metrobus 140
DeckerBus, Whittlesey, Cambs	T104/13/44 KLD	Trident/Plaxton President
Heritage Travel, Brighton	X227/34/6/7 WNO	Dart SLF
	X232/258 NNO	Trident/ALX400
	T186 AUA	DAF SB220/Ikarus ex W&D
Ipswich Buses	Y436/458 NHK	Tridents/ALX400
Logic Travel, Nazeing	W149 ULR	Dart SLF
McGills Buses, Glasgow	LX51 FLB/FMA/FPA/FLW/FLV	Tridents/ALX400
NIBS Buses, Wickford	V434 KGF	Dart/Caetano
Regent NW Ltd, Kirkdale	H337 YYD	Olympian/ Alexander open top
Roadrunner Buses, Harlow	LX51 FHF	Dart/ALX200
Seaford & District MS	V161 EFS	Dart SLF
Stotts Tours, Oldham	LX51 FHT	Trident/ALX400
Xelabus, Eastleigh, Hants	V118/129 GBY	Dart SLF/Plaxton

Other movements

Trident X254 NNO and Dart V436 KGF: MC Tractors, Ely, Cambs for scrap.
RML2714: Stowe School, Buckingham.
Fleetline GVF 954T : Alternative London, Fairfield Road, London.
Dart W143 ULR: Fast Productions, Shepperton, Middx.

Olympian J339 BSH: Jacksons Transport Services, Paphos, Cyprus.
Olympian J340 BSH: Dremwell Consultants Ltd, Paphos, Cyprus.
Metrobus KYV 670X : Greysand Shipping Ltd, Paphos, Cyprus.
MANs AE57 LY0/H/YJ/K/P/R/S, AE08 DLD/DKY:

Associated Coach Sales, Palmerston, New Zealand.

Metrobus E767 JAR: San Francisco City Sightseeing.

Mark Lloyd with thanks to Ross Newman

■ ENSIGN BUS CO. LTD.

Withdrawals

724 R624 VEG Dennis Dart/Marshall Capital B31F

Sold to Imperial Buses, Hornchurch; this was the last Marshall bodied Dart in the fleet.

Heritage Fleet

Leyland Tiger PS1 839 UXJ has been sold to Belfast City Sightseeing (Lavelle).
Bristol K6A HLJ 44 has been sold to Phil Blair, Southampton.

RT3251 and 4599 have both been acquired for the Heritage Fleet.

Mark Lloyd with thanks to Ross Newman

Regal Busways

Services

Route 7 (Chelmsford to Epping) was revised from October 1st to serve Blackmore on most journeys rather than running direct along the A414 between High Ongar and Oxney Green. All journeys from Chelmsford now do so, as do five of the eight journeys from Epping. The remaining three run direct as before.

Due to continuing delays at Tarpots together with on going road works and associated lane closures at Sadlers Farm, a new timetable on the 1/1A/1B was introduced from December 3rd with increased resources. As a consequence, route 11, Chelmsford to Dunmow, was withdrawn from December 1st to free up the necessary staff and vehicles.

General

The depot in Rochford (see EBN 582) is on the Milhead Estate, it is secure at weekends with the outer gates locked. Regal have been there since May this year.

Workings and Observations

December

7th - 511 on 7, 610 on 4 and Friday only 344

4th - PO1 on 565 and late 261, 801 on earlier 261s

3rd - 207 on First Data contract, 605 on 1A, 606 seen running dead with paper 2 in windscreen, 801 on 261

1st - PO3 on Braintree Freeport shuttle, 515 parked in William Hunter Way, Brentwood - High Street was closed all day for Christmas lights switch on

November

29th - 210 on First Data contract

28th - PO3 on 3B and 31A

20th - 606 on 1A

19th - 801 on 1

17th - 1301, 1302 and 1303 on Greater Anglia Rail Replacement (seen at Witham). Some or all of this batch also on these services on other weekends during the month.

15th - 1303 on Braintree Freeport Shuttle (due to the Braintree Christmas lights switch on)

14th - 606 on 4

13th - 515 and coach 7345 FM (in blue Regal Explorer livery) parked in Brentwood High Street, so likely to then go on to operate Brentwood school services - the latter was a very unusual working.

9th - 105 on 1, 515 on 7

*Adam Kelleher with thanks to Steve Carr, Terry Clark, Dominic Lund-Conlon,
John Podgorski, Chris Stewart and LOTS*

SM Coaches

Disposals

Re EBN 583, Irisbus AgoraLine AU05 FKC passed to associated company Roadrunner & Olympus Bus and Coach of Harlow in October and similar 301 has been sold by Ensign.

Other Vehicle Notes

Dennis Dart / Plaxton Pointer P301 AYJ was on the 21 on November 26th. This is a Roadrunner & Olympus owned vehicle. It is in the same livery as SM, but has *Olympian.co.uk* fleetnames. It had a fully programmed front LED for the 21 (the rear dot matrix was incorrectly showing 20) plus has a roof mounted air conditioning unit and seats in Stagecoach moquette.

Services

A new route 17 was introduced in Harlow on November 26th, operating Monday to Friday peaks between Harlow Town station and Pinnacles, Flex Meadow via Elizabeth Way.

Adam Kelleher, with thanks to Ross Newman and LOTS

TWH

Vehicles on Loan

A temporary loan that arrived on November 23rd is ex Metroline DLD 179 (Y239 NLK). It was only expected to be at TWH for a few days to cover whilst recently acquired KY52 RYF (see EBN 583) is prepared for service. However, after half a day the engine failed and it has been parked out of use at TWH since, still there in early December.

Following a couple of vehicle breakdowns, TWH borrowed coach Y314 HUA from Olympus Bus and Coach in Harlow and this was used on Monday December 3rd only, on the afternoon 555 school journey, plus the 1630 and 1740 555s from Harlow. It was then returned.

Disposals

SJ53 AXB and SJ53 AXG have been returned off lease and on November 24th both were on their way to Scotland. AXB is the vehicle in pink Mecca Bingo livery which was the first bus used on the 269 and 31 contracts in August (see EBN 581) whilst AXG had only returned to service on October 16th after approximately a year off road (see EBN 583).

Semi open top G551 VBB, which had been on hire to S&M for operation of the Southend seafront route 67 this summer, has also been disposed of.

Other Vehicle News

Dart X507 WRG, reported last month as being off road long term is now back in service as of December 4th. The vehicles that were available for (or being prepared for) service in late November were KU52 RYF, KU52 RYM, R619 VEG, X507 WRG, EU06 KDJ and T152 AUA. It seems T152 AUA (see EBN 581 and 582) was after all acquired and not loaned.

Services

Service E20, only introduced on September 4th and extended from Loughton to Stratford on October 1st (see EBN 582) ceased after service on Saturday November 17th, and has been deregistered. The reason for its withdrawal has been put at staff and vehicle shortages together with traffic congestion making the service unreliable. The 555 has been reinstated on Saturdays (between Harlow and Waltham Abbey).

Adam Kelleher, with thanks to Peter Horrex

A Conductor's Chronicle

Part 1 of 4 - the Beginning
By Mike Harper, Conductor
Eastern National Omnibus Company
Southend, Essex Depot, 1974-1976

On the Buses

Yes this is about Conductor Harper, but not the antics of Jack Harper, the conductor-come-crew mate of Driver Butler (Reg Varney) in the venerable TV series! However I did work on the buses most often used for 'Luxton & District' in the TV show (Eastern National's FLF6LX Lodekkas 2917 & 2930) on several occasions. I even once set the destination blinds to 'Cemetery Gates/ 11' at Wood Green just for fun! But, there was no Inspector Blakey saying, "I'm going to get you Butler!" but there is still plenty to tell, nonetheless ...

It was on a train to St. Pancras in the autumn of 1973, returning from an interview at the University of Leicester, that I made an important decision: to go on and get a university education, but to defer my entry for at least a year. The official reason was to gain some experience of the world from other than a school student's perspective and to save some money for college, both of which were true. However, and perhaps more importantly, it was also to fulfill a boyhood ambition while I still had the chance: to work on the buses! And so it was the following July (1974), after completing my 'A'-levels at the South East Essex Vith form college in Thundersley, that I found myself in the first day of Conductor's School at Eastern National's (EN) Southend (SD) depot.

A Conductor's Life

On the surface of it, I had supposed being a bus conductor was little more than collecting some fares and ringing a few bells! But through the instructor, Inspector Kennedy, my classmates and I soon learned that there was more to it than that. We were soon reading fare tables and timetables, practicing making change (quickly), operating our Setright Speed ticket machines, understanding duty cards and completing

waybills. Of course, how to ensure the safe operation the bus along the way was stressed as the number one concern. The week passed very quickly. Before my fellow students and I knew it, we were being issued our own ticket machine boxes and uniforms. The latter consisted of the both the heavier black serge (winter) uniform of trousers and jacket with gold stripes along the trouser seams and jacket pockets, collar and cuffs, and the lighter olive/green (summer) cotton "dust" jacket, which I actually wore most of the time. The winter uniform was replaced by the (actually) more comfortable, but less distinctive blue-grey National Bus Company (NBC) uniform later on.

My First Duty

However the real training began the following week with my supervised 'road' training. I had been teamed up with Fred Matthews and his driver Eric Buisson. In fact, Eric's wife, Rene, was also a fellow student in the same Conductor's school, but more of that later. As was typical for most crews at the time, we boarded an empty 'Wood Green' on its way to Southend's Central Bus Station, or 'Scab' as it was endearingly known, based on its destination code, SCB, to take over a mid-morning 6 to Newington Ave (See Appendix: Summary of Routes).

The entire journey was a blur, with more and more people boarding between SCB and Victoria (Vic) Circus (SVC as I recall). Try as I might, I was unable to leave the lower saloon. Fred tended to the upstairs and, apart from my honour of ringing the first 'ding-ding' to signal our departure from SCB, he rang the remaining bells. I was somewhat familiar with the major destinations along Southchurch Rd, but those along Hamstel Rd and Newington Ave were new territory for me. I'm pretty certain that most of the tickets I issued had, at best, the completely the wrong fare stages on them! Fred made sure I completed the first line of my waybill and I managed to catch my breath.

The return journey to Kent Elms Corner (EKE) wasn't much better. There were some pretty severe turns along the way and I was being bounced around as I hadn't found my 'legs' yet! I needed to develop the fine balancing act between issuing tickets and negotiating a narrow gangway on a moving bus, with a heavy bag of change on one side and a hefty ticket machine on the other. Fortunately it was something that came relatively quickly. From Kent Elms we had to go back all the way to Newington Ave, return to Kent Elms before heading only as far as SCB to hand over to the next crew. After the hectic pace of the cross-town morning 6's, a hard-earned lunch was in order. Then we were off on a circuit to Canvey.

During the course of the next few days, my knowledge of the both the route system and the history expanded rapidly, taking in the 3, 22/A, 25/A, 27, 29A, 61 and of course the longer distance 2 (to Grays) and 251: the 2

hour 40 minute (one-way) run into Wood Green in North-East London. The most notable omission was the 5 from Shoebury to Canvey, but I guess they figured the 3 and 27 would cover it! During the course of the week Eric and Fred shared much of the fabled "lore" of the SD depot with me: the conductor's ultimate days work – two Wood Greens and a Grays, which would have covered the best part of two-and-half shifts, or an entire working day!; X10 and 151/251 slashes - loading up a entire bus full of passengers and running off timetable to or from London Victoria or Wood Green; the now defunct cross-town 28/29 'figure of 8.' There was a fondness for these past (glory?) days as both these men recounted their little tid-bits and embellishments. Eric had also spent several summers as coach driver too, so he recounted many of those (antics) stories as well.

I also learned that my routine would consist of alternating between a regular schedule of



Town Centre road changes had moved a number of long standing stop locations; here 2466, 268GVW, picks up in Chichester Road alongside the new Hammerson Victoria Circus shopping centre, the advert on the side extolling the virtues of that new shopping centre. Rear entrance Lodekkas like this were to be an everyday part of Mike's first year at SD, although this picture was taken three years earlier on March 14, 1971 before the onset of NBC liveries. *Richard Delahoy*

a 'week' (any five days in a row) of early's, starting mostly before 10:00 am, and a week of late's, starting after 1:00 pm or so. The schedule was arranged such that once every several weeks you'd have a long weekend: finishing on a Thursday and not starting until the following Tuesday. This was, of course counter-balanced with changing over from an early week on Saturday, to a late week on a Sunday! Most of the time there was a day or two off between the different weeks. Also, within any given week, each day's duty was different. You would know the day before what the following day's duty would be. Adding in overtime, particularly on the late weeks, always made life extremely interesting. On those occasions you might only know that you needed to be at depot by 10:30 am, to be available to pick something up. Other times you would know that it was for a specific half-shift or whatever. It made for a varied and interesting work schedule. And, of course, plenty of overtime pay! Interspersed with these regular duties were the occasional "spares," when you would just show up with no specifically assigned work to cover, in case someone else didn't show up because they were sick or whatever. These "spare" times could be for only an hour or two at the beginning or end of a shift, to a half or whole shift.

I was also getting used to the different buses we worked on too: primarily the open-backed 27 feet LD Lodekka seating 60 (33 up/27 down), and the two different configurations of the longer, front-entrance FLF's: the standard 30 feet long, FLF with its rearward facing staircase and manual gearbox, versus the 31 foot semi-automatic version with a forward facing staircase and a luggage pen downstairs. Both seated 70 but in different layouts: the former were 38/32, as opposed to the latter being 40/30. During my training I never did work on a KSW, by then only used on seafront duties, or on either of ENOC's two FS Lodekka's: I think only one of them was assigned to SD anyway, and unlike all the other LD's, they had a completely flat floor downstairs. I also learnt some of the trickier operating procedures too. I successfully changed my first ticket roll on a moving bus, without having it unfurl along the entire lower deck.

I had to wait for much later on for that to happen! There were several interesting manoeuvres at the end of routes too, to turn the bus around for the return journey. None more so than the 22A where the bus was reversed around blind corners at both Lower Hockley/Church Road, and Lifstan's Way/Woodgrange Drive. The latter was actually into a side-street just beyond Lifstan's Way. However, before I knew it, my week of training was over. I had just about found my legs; it was time to go it alone!

Solo at last!

Well, almost solo: I had my PSV license (FF50535? if I recall correctly), my ticket machine with box and a well worn leather cash bag, which was nice and supple and easy on the hands. All I needed was a driver! My first driver, or 'mate,' was Bill Bailey: a veteran of the Westcliff MS company, and was a member of the Black Cat gang. Although he never really explained who or what they were, he did still have the tattoo on his hand and seemed to be genuinely proud of it! He was a driver from the old school, although he could get a little impatient when driving, particularly in heavy traffic, which he would have seen get much worse over the years. It wasn't the easiest of partnerships, but there was no denying he was an interesting character, with a long history as a busman and was particularly engaging when he talked about the 'old' days.

My first duty was the grueling 'first Cambridge' (not to the university city, but the Cambridge Hotel, Shobury/22), which started around 4:50 AM. Fortunately my Dad decided he would get up early with me to drive me to SD, and wish me luck on my first day. So it was with a deal of trepidation that I climbed up the front of my first Lodekka, adjusted the then standard T-shaped destination blinds: Shobury/22 Cambridge Hotel / 22

I descended, walked around, hit the emergency door button and boarded; set up my trusty Setright ticket machine, fully loaded with a brand new ticket roll; checked my float of change in my bag; studied the duty card one last time; stowed my ticket machine box in the cubby; and rapped the



Eastern National's operations at Southend included a number of longer town services crossing the co-ordination area, including the 22, Shoeburyness to Hullbridge, scene of Mike's first ever solo trip as a conductor. Regular fare on the route were FLFs like 2732, 179XNO, seen at "SCB" (Central Bus Station) on May 26, 1974, a few days after it had opened to replace the Seaway, Pier Hill and Central Station forecourt terminal points.

Richard Delahoy

bulkhead window with a coin, twice. Bill glanced back through the bulkhead window, smiled, nodded, and out we rolled. I was finally on my way!

Unlike most 22 duties, which involved a Southend-Hullbridge-Shoebury-Southend circuit, this one started out from Southend towards Shoebury first, making a complete circuit, before handing over to the next crew back in Southend after a second departure from the Cambridge Hotel. It was a long and pretty grueling duty since it started early,

picking up some early commuters out of Shoebury, hitting a solid commuter rush out of Hullbridge, for Rayleigh Station, as well as picking up a fairly heavy load of office workers into Southend, and was still busy on the second leg out of Shoebury, back into Southend, again.

I must say that working with Bill did have some plus points. The first was that with an FLF, Bill was easily able to monitor the passengers loading and unloading on the platform, without out me having to give the

SOUTHEND CENTRAL BUS STATION

The new Southend Central Bus Station opens on Sunday, 19th May 1974. It is situated between York Road and Heygate Avenue, a few yards from High Street, and a short distance from the Pier.

All services previously terminating at Southend Central Rail Station, Pier Hill and Seaway terminate instead at Central Bus Station. In addition, Services 6 & 6A (towards Southchurch), 7 & 8 (in both directions), 17 & 24 (towards Temple Sutton), 22, 22A & 22B serve Central Bus Station. All these services, except 400, 401 & 402, still stop close to Central Rail Station.

The fares to and from Central Bus Station are the same as those applicable to Central Rail Station.

"double bell" signal to depart from every stop. A blessing on that first busy morning! Secondly, he was the master of the double de-clutch down the Lodekka gearbox. It was his absolute joy on 22/A's to be going full pelt down the Hullbridge Road, in overdrive, and then have to change down, double de-clutching through the box as we approached the sharp turn at Watery Lane into Hullbridge. I will never forget the sound of the engine roaring multiple times as he negotiated the gearbox down to second to take the corner! My job was to make sure Bill knew that no one wanted to alight from the bus at any of the stops along that stretch of road. An affirmative nod after we left Rawreth Lane was usually sufficient. This early trip into Hullbridge was, of course, the perfect opportunity for this!

Thirdly, Bill wanted to know the 'car' numbers for each day's duty. Each day the buses were allocated to a car number, corresponding to those on the individual duty cards for each shift. They were shown on 'the Board', together with any vehicles

that were spare (unallocated). So on one day Car #8 was 2793, the next day it was 2848 and so on. So, with our car numbers from the Duty card in hand, he would check 'the Board' to see which buses we had. Like most drivers, Bill had his favourite vehicles that he liked to drive. The board was maintained by Derek (Ball?): I never knew what his actual job title was! However, in the event that Derek was off sick, on holiday and so forth, Bill was one of the backup men for setting up the Board too. So he also understood when the various vehicles would be in the depot or out on service. So, unlike most drivers it seems, he would change the assignments if one of his favorites was still available to take out that day!

Lastly, I was expected to buy the tea! I can only suppose that this tradition grew up in the in the hey-days when a conductor was always able to collect enough 'spare' change for this from large volumes of short journey passengers at busy times handing over their fares as they got off, and not necessarily all receiving a ticket in exchange. In these latter



A further shot in Southend Central Bus Station on May 28th 1974 shows one of EN's two Bristol FS Lodekkas, 2538 (61 PPU) on service 25A, the driver casually leaning against the front wing while the conductor looks on. Note the fresh concrete, already starting to be stained by oil leaking from buses! *Richard Delahoy*

days, there were many fewer such opportunities. Although I do recall on a late afternoon 22, taking a full load of evening commuters out of Rayleigh Station, with an Inspector on board. By the time we left the High Street, it was standing room only downstairs, but I had managed to clear all those fares by Trinity Road. However, the upstairs passengers were also now beginning to get off, and just handing me money, with the Inspector watching me on the platform. I rapidly started to count the money into my bag, and issued a ticket to him for the total amount. He smiled, checked it, clipped it and put it the used ticket bin. He then leaned across and poured a handful of change he had also collected, while I was working away from the platform downstairs, winked and got off at the next stop! More often than not, however, I paid out of my own float, if only to keep the tradition going.

I was actually very surprised just how many routes had cafes at, or close to their ends. The 22 was the favourite: it had cafes at both the Anchor in Hullbridge and the Cambridge Hotel. And, indeed, by the time, we reached the Cambridge for the second time that first morning, a warm cuppa was certainly needed. Furthermore, as we turned over the bus at SCB, and hopped on a 'CAR to GAR', a hearty breakfast was most definitely in order!

CAR to GAR

That was the Duty card instruction to return the bus back to the garage, empty and out-of-service. Its reciprocal was of the above mentioned 'CAR to SCB'. This was where most services originated/terminated in central Southend, with the notable exception (for EN crews at any rate) of short 25's, which had a brief layover in Southend's "Deeping," the underground bus stop below the Shopping Centre at Vic Circus. So there was a constant stream of crews, drivers and buses plying back and forth between SD and SCB. Whilst a nice stroll down the High Street was great in good weather, at other times the privacy and shelter of an "empty" bus, as opposed to one in service, was the preferred choice. There were plenty to choose from every hour: two 2's, 11, 19, two 251's, and 400. Also, although I can't fully recall now, but I think there were some short

25's, 27's, 29's, 61's as well, particularly early morning and late evening as those duties started and ended. In any case it was always a common courtesy to see if there was any one waiting to go back to SD, or, to make an announcement in the Canteen, which inevitably meant there were several others riding to or from SCB with you. I've already mentioned the short 25's with their Deeping layover, but the other main change over point was in the SD depot itself, where crews would relieve each other on the longer Canvey services (3/5), since they didn't pass through SCB.

This also brings to mind a curiosity about how folks talked about the different routes we operated. In town services were almost always referred to by their numbers (6,25,29) and not their destinations. No one was doing a round of Leigh Churches (short 25's), or Newington Ave's (6/A), or perhaps even more whimsically "Kent Elmsies," although that might have been fun! Curiously, the 61 was often referred to as a Sutton Cemetery! Whereas, for the longer services, it was much more common for the destination to be used, instead of a number: a Hullbridge (22), a Grays (2), a Wood Green or London (251) and so on. These would often include some kind of qualifier too: first, morning, mid-day, afternoon, late, last and so on. There was also some (albeit readily understood) ambiguity involved in this. The first Shoebury was a 22, not a 3 or a 5: these would have been the first East Beach or Blackgate Road, but I can't remember actually ever doing either. Having been refreshed with a hearty breakfast, Bill and I were back out for the second half of our shift. I don't remember now what that was, although I suspect it was a round or two of short town services (6/6A, short 25/25A or 29A), but it was over very early in the afternoon. I had survived my first solo day. It was time to go home for a good rest and to relax before the next day's work. Fortunately this was a later start so I could get the bus in. In hindsight, I really wasn't ready for that first week and did not take on any overtime. That would shortly follow, once I'd got into a regular daily routine.

Appendix – Summary of Routes

- 2 Southend Central Bus Stn – Victoria Circus – Westcliff – Leigh – Hadleigh – Thundersley – Benfleet (Tarpots) – Pitsea – Basildon – Corringham – Stanford-le-Hope – Orsett – Grays
- 3 Shoeburyness East Beach – Thorpe Bay – Bournes Green – Southchurch Road – Southend Victoria Circus – Westcliff – Leigh – Hadleigh – Thundersley – Benfleet(Tarpots) – South Benfleet Stn – Canvey Leigh Beck
- 3 (PM School Relief) Southend Victoria Circus – Southchurch Rd - Bournes Green - Thorpe Bay - Shoeburyness East Beach
- 5 Shoeburyness Blackgate Rd - Thorpe Bay – Bournes Green – Southchurch Road – Southend Victoria Circus – Westcliff – Leigh – Hadleigh – Thundersley - North Thundersley Benfleet(Tarpots) – South Benfleet Stn – Canvey Newlands - Leigh Beck
- 6 Newington Ave - Hamstel Rd – Southchurch Rd – Southend Victoria Circus – Central Bus Station – Westcliff Station – Prittlewell Chase/General Hospital. – Bridgewater Drive – Kent Elms Corner
- 6A Newington Ave - Hamstel Rd – Southchurch Rd – Southend Victoria Circus – Central Bus Station – Westcliff Station – Carlton Ave – Arterial Road - Kent Elms Corner
- 7 (PM School Relief) Southend Central Bus Station – Pier Hill – Kursaal – Eastern Esplanade – Maplin Way – Shoebury – Eagle Way/Constable Way
- 11 (OMO) Southend – Prittlewell - Eastwood – Rayleigh – Battlesbridge – East Hanningfield – Great Baddow – Chelmsford
- 14 (Weekday AM) Southend Central Bus Station – Prittlewell – Kent Elms – Arterial Road – Rayleigh Weir – Basildon Industrial Estate
- 19 (OMO) Southend – Eastwood – Rayleigh – Battlesbridge – Maldon – Colchester – Clacton
- 22 Shoebury Cambridge Hotel – Thorpe Bay – Woodgrange Drive – Southend Central Bus Station – Victoria Circus – Prittlewell – Eastwood – Rayleigh – Hullbridge Anchor
- 22A Southchurch Lifstan's Way – Woodgrange Drive – Southend Central Bus Station – Victoria Circus – Prittlewell – Arterial Road - Eastwood – Grove Road - Rayleigh – Hullbridge – Lower Hockley Church Road - Dome Caravan Site
- 22B Southchurch Lifstan's Way – Woodgrange Drive – Southend Central Bus Station – Victoria Circus – Prittlewell – Arterial Road - Eastwood – Grove Road - Rayleigh – Rawreth Lane
- 22C (Sunday Only) Southend Central Bus Station – Victoria Circus – Prittlewell – Arterial Road - Eastwood – Grove Road - Rayleigh – Rawreth Lane – Rettendon – Runwell Hospital
- 23A (HH Duty) Leigh Station – Leigh – Elmsleigh Drive – Kent Elms – Eastwood Rise
- 25 (Short) Leigh Church – Chalkwell Park – Westcliff – Southend Victoria Circus (Deeping)
- 25A Leigh Church – Chalkwell Park – Westcliff – Southend Victoria Circus – Central Bus Station
- 27 Southend Central Bus Station - Victoria Circus – Westcliff – Leigh - Hadleigh – Thundersley – Benfleet (Kenneth Road) – South Benfleet Stn – Canvey Winter Gardens – Eastern Esplanade
- 29 (Weekday Evng.) Southend Central Bus Station – Prittlewell – Fairfax Drive – Blenheim Chase/Mountdale Gdns -Woodcutters Arms – Eastwood Belgrave Rd
- 29A Southend Central Bus Station – Prittlewell – Fairfax Drive – Chalkwell Park Schools
- 61 Southend Central Bus Station – Victoria Circus – Southchurch Rd – Bournemouth Park Rd – Sutton Cemetery
- 61A (Weekday AM/PM) Southend Central Bus Station – Victoria Circus – Southchurch Rd – Bournemouth Park Rd – Prittlewell Ecko Works
- 67 Eastwood Kent Elms Corner – Elmsleigh Drive- Leigh – Chalkwell – Sea Front – Pier – Kursaal – Lifstan's Way – Southchurch White Horse – Temple Sutton Cluny Square
- 151 (Shared CY, BN, BD, WG duty) Canvey – Benfleet – Pitsea – Basildon – Billericay – Shenfield – Brentwood – Gidea Park – Romford – Ilford – Woodford – Walthamstow – Tottenham – Turnpike Lane – Wood Green
- 251 (Shared SD, BD, WG duty) Southend – Eastwood – Rayleigh – Wickford – Billericay – Shenfield – Brentwood – Gidea Park – Romford – Ilford – Woodford – Walthamstow – Tottenham – Turnpike Lane – Wood Green
- 400 (OMO Limited Stop) Southend – Westcliff – Leigh – Hadleigh –Thundersley – Benfleet (Tarpots) – Pitsea - Basildon – Romford – Wanstead – Leyton – Dalston – Islington – London Kings Cross

Eastern National at Harwich

Part Three: ALL CHANGE IN 1972

Unfortunately, due to editorial incompetence, two errors crept into Part Two (EBN 583):

2040 Harwich - Colchester 2145 70
2205 Colchester - Harwich 2310 70"

The final sentence in paragraph 3 should read: "On Mondays to Fridays, two duties for Harwich (DT) Bristol FLF6G Lodekkas were:

- (1) 0740 Harwich - Colchester 0845 70
0945 Colchester - Harwich 1050 70
1055 Harwich - Colchester 1200 70
1255 Colchester - Harwich 1400 70
1405 Harwich - Colchester 1510 70
1605 Colchester - Harwich 1710 70
1725 Harwich - Colchester 1830 70
1845 Colchester - Harwich 1950 70

- (2) 0945 Harwich - Colchester 1050 70
1115 Colchester - Harwich 1220 70
1225 Harwich - Colchester 1330 70
1500 Colchester - Harwich 1605 70
1610 Harwich - Colchester 1715 70
1740 Colchester - Harwich 1845 70

Secondly, the photo of 2728 (175 XNO) on the 103 should have been of 2728 on the 106, as the caption suggests. This is now reproduced on the following page. The caption to the photo in EBN 583 should have read:

Bristol FLF6G/ECW DT2728 (175 XNO) is accelerating between stops as it powers through Mistley on a Colchester to Harwich service 103 in May 1977.

David Harman

Onwards to Part Three ...

There were major changes affecting Eastern Counties (EC) and Eastern National (EN) services between Ipswich, Clacton, Colchester and Harwich on 30 April 1972. Jointly operated services were no longer in



Bristol RELL6G/ECW DT1521 (HTW 179H) at Wix Cross in April 1976 prior to departing on a short working of service 104 from Wix to Harwich. *All photos: Robert Appleton*



On Easter Monday in April 1970 Bristol FLF6G/ECW DT2728 (175 XNO) has a break from service 70 Harwich to Colchester and was photographed at Great Oakley operating on service 106 from Harwich to Clacton.



The works contract from Harwich to the British Xylonite Plastics Works at Brantham, Suffolk operated three times a day seven days per week for the shift workers. Here Bristol RELL6G/ECW CN1523 (KHK 415J) on loan from Clacton to Harwich comes through Mistley on its way to the B.X.P Works for the 1400 shift changeover in October 1977.

favour, service 212 Harwich - Ipswich had been withdrawn in 1971. Now joint service 207 Ipswich - Capel St Mary - Stratford St Mary - Colchester became an entire EC operation. Joint service 123 Clacton - Ipswich became an EN operation, and revised to operate Clacton - Manningtree Rail Station only. At Manningtree connections were made with EC revised Ipswich - Mistley services, 221 via Holbrook and Stutton, 209 via Tattingstone and East Bergholt.

These two routes gave an hourly frequency between Ipswich and Mistley, but EC service 221 no longer operated from Mistley to Colchester.

EN service 70 Harwich - Colchester was revised to have an hourly off peak frequency to connect with services 123,209,221 at Manningtree. Thus departures from Harwich were at xx45, and departures from Colchester at xx05. Service 70 was renumbered 103, and the 0945,1145, 1545 departures from Harwich, and 1305 departure from Colchester were service 104 journeys operating via Little Oakley, Great Oakley, and Wix instead of service 103 via Ramsey.

The Harwich to Colchester journey time was increased from 65 min to 70 min (service 103) or 72 min (service 104). To operate the more frequent off peak service, some journeys were one person operated. I recollect travelling on 1405 Colchester - Harwich 103 worked by DT1434 (JHK 458C) Bristol MW5G ECW DP43F, and I enjoyed the comfort of the dual purpose seats.

To compensate for the loss of EC service 221 between Mistley and Colchester, Colchester depot had some peak hour short workings on service 103. These were one person operated. The 0800 Mistley to Colchester was worked by a Bristol REL6G/ECW B53F. The 1715 Colchester to Bradfield was worked by a Bristol MW5G/ECW B45F, with another MW5G as a duplicate as far as Manningtree or Mistley.

The majority of service 103/104 journeys between Harwich and Colchester were still

crew operated with the capable Bristol FLF Lodekkas, but the spread of one person operation would be inescapable during the 1970s.

With the introduction of National Bus Company corporate liveries, and the Leyland National, my interest in buses waned during the 1970s. Not helped by promotion at work which meant a move to Watford, Hertfordshire, which was served by London Country Bus Services, so I really was in Leyland National land!

However, Harwich depot was not overrun with Leyland Nationals, there was a variety of different buses to be seen, remarkable for a small depot. Therefore, on my visits home to Mistley, I started to note the buses operating from Harwich, and here are two actual allocations. At this time Harwich (DT) operated as a sub depot to Clacton (CN) so there were frequent exchanges of buses between the two:

<i>4 February 1978:</i>	<i>2 September 1978:</i>
CN1438 (OO 9546)	DT1200 (BNO 686T)
CN1520 (HTW 178H)	CN1505 (EPU 186G)
CN1527 (LPU 452J)	DT1521 (HTW 179H)
DT1761 (MAR 783P)	DT1755 (LJN 663P)
DT1781 (PEV 693R)	DT1761 (MAR 783P)
DT1783 (PEV 695R)	CN1768 (MAR 790P)
CN1791 (PEV 703R)	DT1781 (PEV 693R)
DT2754 (JWC 714)	DT2754 (JWC 714)
DT2772 (VWC 52)	DT2842 (MVX 879C)
DT2842 (MVX 879C)	DT3027 (NPU 974M)

The 4 February 1978 allocation was typical of 1977 and the first part of 1978, with a Bristol MW6G/ECW coach converted to one person operation for bus work, two Bristol REL6G/ECW B53F, four Leyland Nationals with B49F seating, and three Bristol FLF6G/ECW H38/32F. All buses were in N.B.C leaf green with white relief livery.

By 2 September 1978, 1200, one of the Bedford YMT/Duple Dominant II DP53F saloons was on the allocation, but more significant was the arrival of the first Bristol VRT at Harwich, 3027.

Robert Appleton

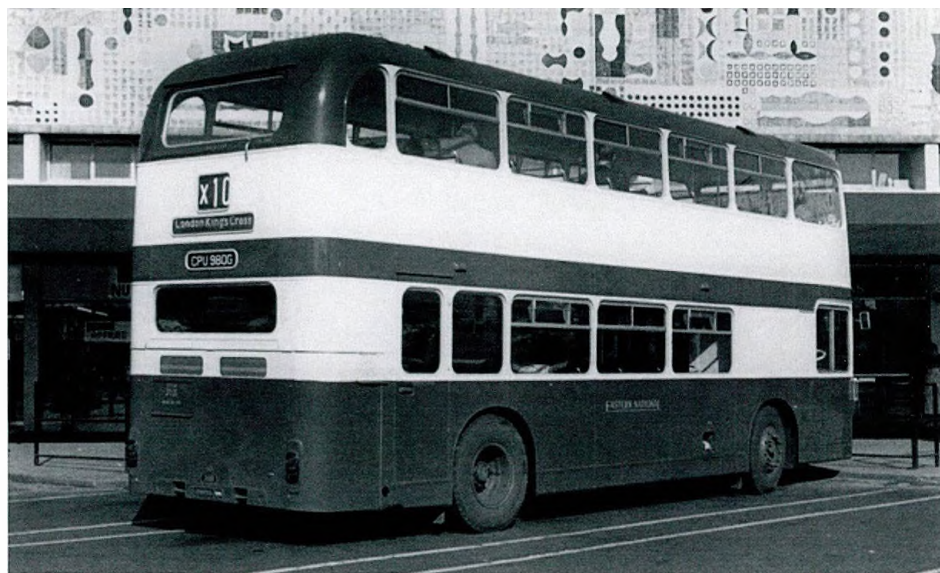
The Essex Model Bus ... Reviewed

By way of an update on the two model buses that were due for release several months ago (EBN 582) further information can now be given. The Grey-Green Duple Dominant coach B011 has registration number XYK 764T a 1979 Leyland Leopard with 'bus grant' doors and is on route 083 showing YARMOUTH via IPSWICH as the destination which ran from London Victoria Coach Station and therefore travelled through Essex on its way to the East Anglian seaside resort as depicted on the model. Although a fairly basic effort from BT-Models it does have the correct livery and fleetname styles from the era when these coaches were new including the George Ewer Group title at the rear above the luggage boot.

The second model which was mentioned from EFE numbered 38103 of an early Bristol VRT in express livery for the X10 represents 3001(CPU 980G) a 1969 delivery with garage codes for Southend (SD). It is hard to fault this model although it would not have had a ticket machine on the cab door as a conductor would have taken the fares, O-M-

O equipment not being fitted until it was taken off the X10 and found other duties. Initial publicity from EFE showed a pre-production sample with an illuminated PAYE sign below the windscreen which was correctly omitted from the production model. The 'T' type destination layout, inverted at the rear shows the destination as London Kings Cross.

Yet another model of an Eastern National double-decker in Tilling colours but this time in standard bus livery is of Bristol FLF6B 2712 (92 TVX) with garage codes for Hadleigh (HH). It wrongly has hopper vents to the windows when these should have alternated with the slider variety. A cream coloured plastic is used for the interior which should have been green for an FLF of 1960 vintage. However the lighter colour does show the interior to better effect with the seats painted green to represent the red and green moquette. Externally the radiator grille has been painted green when it needed to have been silver. Some neat black lined printing does at least define the mesh on the



3001 showing the inverted T rear blind; Basildon Bus Station. *Bill Cansick*



Early FLF 2723 (171 XNO) on route 3 to Canvey. *Peter Oughton*

grille, something that previous models with the earlier radiator lacked. The destination is for service 3 Leigh Beck (Canvey) and it makes me wonder if the Castle Point Transport Museum may have had something to do with the choice of this model?

Numbered 14205 by EFE whose publicity tells us it was from the first batch of twenty FLFs; no doubt it would have been allocated to the 251 'Main Road' when new. A nice shiny Tilling green paint finish plus the two cream bands lined out in black enables an attractive presentation from EFE and despite the errors mentioned still renders this to be a collectable model.

In a much smaller scale, Continental European 'N' gauge and therefore smaller than British 'N' gauge is another FLF, but this time in NBC green and white. Produced by Bachmann for Graham Farish model railways this mid 1960s representation has C-B-C grilles and is given registration number MVX 879C and fleet number 2842 in the Eastern National numbering scheme. It has garage codes for Dovercourt (DT) although all these details are so small they can hardly be read! A Series 3 Bristol VRT and a 1960s ECW bodied Bristol RELH coach

are also produced so more Eastern National examples could materialise at some time.

Produced in plastic and capturing the overall shape of an FLF very well it has glazing and interior seating is also featured, not easy to do for this size of model. The dealer's catalogue that I bought the model from gives the Product Code 379-591 although the box describes it as 'Bristol Lodekka Northern' which is either a misprint or the wrong code. Retailing for around £6 it may find favour with buyers.

Lastly, for those seeking something more contemporary in the popular 1:76 scale '00' gauge comes the news that a resurrected Northcord models are to produce an Alexander ALX 400 in Ensign blue and silver colours. To be numbered UK Bus 1053 it will be a model of Dennis Trident 103 (V479 KJN). This news was found in December's Buses magazine which features a quarterly 'Die-Cast and Model Bus supplement' and is well worth buying to keep well informed about the latest developments. For those collecting models of Essex buses the current activities from the manufacturers is almost as lively as their real life equivalents.

Peter Oughton

ABC of Eastern National

D is for Dovercourt, DT. Although the original depot closed many years ago, the replacement in neighbouring Harwich still retains the old code.



E is for ECW, the Lowestoft provider of bus bodies for the various types of Bristol chassis that EN operated.



F is for the FLE, the ultimate Bristol design of half-cab double decker of which over two hundred examples bore the EN livery. Happily several are still in existence including the former Hadleigh depot showbus NTW 942C and the newly restored coach AVX 9460, both located at CPTM.

G is for Gardner, the diesel engine favoured by many operators, EN included. It also covers another famous vehicle make, Guy, but most of the Guys in the EN fleet were inherited from acquisitions, those from Moore Bros of Kelvedon probably the best known including Massey bodied 373 WPU housed at Canvey.



to be continued +++

back cover

Seasonal Greetings

For the EBN Christmas card this year, we thought we'd have An Olde Tyme Coaching Scene – wintry sunshine dappling the snow-covered wayside inn, weary travellers reviving their spirits with mulled ale and mince-pies, coach & four waiting patiently outside, steam from the horses' nostrils filling the crisp air – you know the sort of thing. Unfortunately, *Chris Stewart* has dismally failed to come up with one shot combining all the requisite ingredients, so you'll somehow have to merge these two together and add your own snow:

top The *Nimrod* coach & four makes a comfort stop at stage 13 (on route 30) – *The Rose*, Shenfield, where it is alleged, your Editor sipped the odd sherbet or three in his misspent youth. Route-branded for London - Dover (the National Express 007, which as it happens, is operated by Stagecoach, if not with a stage-coach), *Nimrod* is a replica built in 2005 for a Mr. John Brown of Leigh, Kent. Photographed on 31st August 2011.

below Okay, it's not a coach or a bus, or even a Britannia or Sandringham, but what an absolutely *superb* sight! Platform 3, Shenfield; 8th December 2009, and Bulleid Battle of Britain 34067, *Tangmere* simmers beneath the wires, waiting for the home to come off before cantering up to Ely on a Steam Dreams excursion. Trivia experts will immediately spot that the headcode is for the same route as *Nimrod*, or as near as dammit – Victoria to Ramsgate.

Visit Chris and Iain Stewart's "Shenfield Depot" for more of the same and much else besides: <http://shenfielddepot.smugmug.com/> Happy Christmas!

DRH



Eastern National in Harwich: In the period when a Bristol MW6G/ECW coach converted for bus work and fitted with bus seats was often loaned from Clacton to Harwich, CN1440 (1BXB) is parked outside Harwich depot in October 1977. *Robert Appleton*



A Conductor's Chronicle: Mike's very first trip as a conductor was on the busy 6/6A cross-town service running every 15 minutes. Lodekka 2497, 1842 F, unloads in Warrior Square having just come in from Southchurch and disgorges a healthy load on March 16, 1974, followed by 2503. *Richard Delahoy*



Star of the **Ensignbus** Heritage Bus Running Day on 1st December was the latest restoration by the Purfleet Bus Wizards - 1935 London Transport Leyland Cub KPO3 C4 (BXD 628), photographed in West Thurrock by *Russell Young*

1958 MW6G coach **331** (new as 458) has been in preservation for over 40 years, a contrast to the 12 years it served with Eastern National at Brentwood, Prittlewell, Colchester and Braintree. Recently acquired by Ensign, it was repainted and given its first Class VI MOT for a very long time before the running day on 1st December. It is seen at Corbets Tey (with a number of EBEG members on board!). *Chris Stewart*





*Seasonal Greetings from
your Editors & Committee*



www.essexbus.org.uk