

ESSEX BUS NEWS

Issue 533
September 2008



ESSEX BUS ENTHUSIASTS GROUP
www.essexbus.org.uk

Essex Bus News

Magazine Editor

Eastern National Enthusiasts Guild

Ensign / Heddingham / NatEx

David Harman, 24 Frankfield Rise

Tunbridge Wells, TN2 5LF

ebn@casuarina.org.uk

First in Essex

Chris Stewart, 10 Crossways,

Shenfield, CM15 8QX

chris@stewartcsi.freemove.co.uk

Arriva Southend / Network Colchester

Peter Mansbridge

petemans_1@hotmail.com

Arriva Harlow & Ware

Mark Garrett, 36 High Street, Chrishall,

Royston, SG8 8RP

deganwy@waitrose.com

Excel / Stephensons, other Essex operators, Publicity

Ian Ransom, 34 Donald Way,

Chelmsford, CM2 9JE

ianandsallyr@googlemail.com

Service Changes

Paul Harvey, 3 Orangewood Close

Gonerby Hill Foot, Grantham, Lincs

NG31 8QW

p.w.harvey@ntlworld.com

Rail Replacement

Michael Springett, 132 Rosebank Avenue

Elm Park, Hornchurch, RM2 5QS

michael@springett37.orangehome.co.uk

Your reports and observations

Members reports, quality photos (prints or slides or JPGs) and original articles are always welcome. Please send them direct to the relevant Sub-Editor.

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.

© 2008 Essex Bus Enthusiasts Group

covers

front: X30 Stansted aircoach launch at Southend See feature on pages 8-9. *Peter Ashton*

rear: **Clinton** bowed out on the 71/2 and 261 on Saturday 30 August; Vario **YX54 GYZ** is seen at the Woodman Road, Warley stand on the last day. *Chris Stewart*

'Bob the Niblet' ~ **NIBS'** new Solo MX08 UZK at Basildon College roundabout, 20 August. *Chris Stewart*

Dates for your diary

■ PRESS DATES

For inclusion in EBN dated

October

November

December

reports should reach Editors by

27 September

1 November

29 November

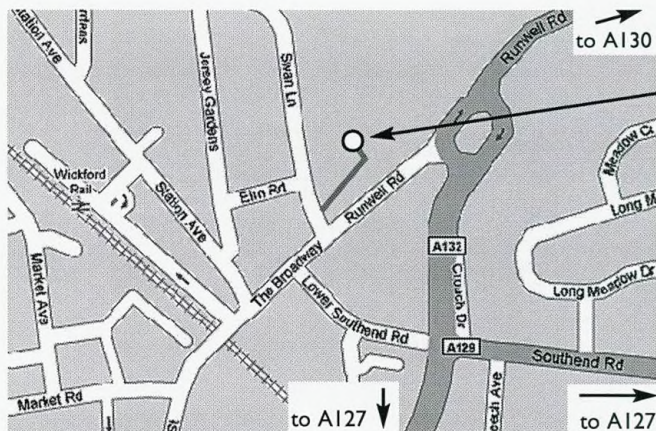
planned despatch date

16 October

20 November

18 December

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 (see Group Directory).



Wickford
Cricket Club,
off Swan Lane,
Wickford

■ SOUTH ESSEX MEETINGS

South Essex meetings now take place at **Wickford Cricket Club**, off Swan Lane, Wickford - 5 minutes walk from Wickford Station and 5 minutes drive from the A130 and A127. In Wickford town centre, turn into Swan Lane from Runwell Road (Swans pub is on the corner); then turn right into the entrance about 100' up on the right - marked Wickford Tennis Club. This is an unmade road, so beware of potholes. Go straight ahead towards the tennis courts and then left at the end - you will see the cricket clubhouse in front of you. Car parking available on site.

Doors open at 1930 for an informal chat, with the main talk or show from 2000 to 2145/2200; a cash bar is available. *Richard Delahoy*

Autumn programme

- ▶ **Monday October 13** - slide show by *Alan Osborne*, theme to be advised.
- ▶ **Monday November 10** - *Steve Nelson*, MD of NIBS, will give a talk about the company, illustrated by *Chris Stewart*.
- ▶ **Monday December 8** - slide show by *Richard Delahoy*, "20 years ago" and Christmas Social

Please note the new meeting date - **second MONDAY in the month** - and venue.

■ NORTH ESSEX MEETINGS

Meetings take place in the downstairs room (except as indicated) at the **Friends Meeting House, Church Street, Colchester**, just south of "Jumbo" (the water tower) and behind the Mercury Theatre. Town centre bus stops and parking are nearby. Doors open at 1930 for an informal chat, with the main talk or show from 2000 to 2200. £1 donation towards room hire, please. Slides/digital photos are preferred, but prints can also be shown.

Dave Arnold

- ▶ **Friday October 10** - slide show by *Dave Savage*.
- ▶ **Friday November 14** - slide show by *Fred Lawrance*: "East Kent and Maidstone & District in my Life Time" (no horse buses)
- ▶ **Friday December 12** - slide show by *Gary Sharpe*.

■ RALLIES, OPEN DAYS, ETC

- ▶ **Sunday September 28** ~ **Showbus Rally**, Duxford, Cambs.

Group Directory

SUBSCRIPTIONS

A calendar year subscription is £19.50 by First Class post, 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:

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

Replacements for missing or defective EBNs are available from Richard.

TIMETABLE SUBSCRIPTIONS

Join this scheme to receive Essex County

Council timetable books and updates. Contact:
Derek Stebbing, 'Conifers',
Thorpe Road, Weeley, Clacton, C016 9JJ
derekstebbing@yahoo.com
or visit www.essexbus.org.uk

PUBLICATION SALES

Send orders for publications to:
Owen Woodliffe, 196 Sinclair Road,
Chingford, London E4 8PT

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

BLACK & WHITE PHOTO SALES

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

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

lyn@barrons-bds.com

Welcome to new member

We are delighted to welcome the following new members who have recently joined the Group:

Johnathon Cuthbertson of Canvey Island - 975.

EBN532

Dublin Bus RA201, now Hedingham L359 was supplied via dealers, Southdown PSV, *not* as recorded on p18. *David Harman*

Publicity News

Essex County Council leaflet for service 37 (South Woodham Circular) dated 31.8.08

First Overground leaflets for services 42 dated 6.7.08; 48/A/B dated 7.7.08 and 65 dated 4.5.08. The First leaflet for new *Stansted aircoach* from 11.8.08: this was a publicity leaflet for the new vehicles and did not include a timetable.

Stephensons leaflets for The Blackwater Link (service 90) and The Witham Link (38/39) dated September 2008.

Ian Ransom

Up hill and down dale with Eastern National !



Bus/rail interchange doesn't get much more remote than this! Garsdale Station on the Settle & Carlisle line. All photos: Richard Delahoy

In issue 512 (December 2006) we featured a picture of former Eastern National MW bus 1348 (208 YVX) restored to psv use by Chris Bulmer's Vintage Omnibus Services. A recent holiday in the Yorkshire Dales enabled me to renew acquaintance with this classic EN single decker so typical of 1950s and 1960s Essex - but in very different scenery!

Built in 1961 and delivered to EN in January 1962, 1348 is in fact Chris's newest bus (!), the others being a pair of rear entrance 1949 Bristol Ls, former United Auto LHN 823 and Lincolnshire FFW 830. All share one common feature - they have Gardner five-cylinder engines, which makes it interesting on a challenging route that includes plenty of stiff gradients, including a 1:4 hill!

All three buses are used on a lengthy tourist route, the Wensleydale Vintage Tour Bus 127, from Ripon to Redmire (home of the nascent Wensleydale Railway), then on via the scenic Aysgarth Falls to the popular market town of

Hawes, and finally up to meet the Settle & Carlisle railway line just over the Cumbrian border at Garsdale. The service runs from mid March to the end of October, on Tuesdays, Saturdays, Sundays and Bank Holidays. As a registered service, local fares are available and English national concessionary passes are accepted. Fares are very reasonable and you could spend the entire 7½ hour day on the buses for £14.

Due to family pressures I couldn't take a whole day out, so started by photographing the morning buses at Aysgarth Falls, where the route crosses the River Ure on an attractive stone bridge before the 1:4 climb up out of the valley, complete with obligatory hairpin bend half way up the hill. The service is so popular that it needed a duplicate, with both LHN 823 and the MW running with good loads.

Moving on to Hawes, I dropped the family at the Wensleydale cheese factory, parked



1348 arriving at Hawes in torrential rain.

Bristol contrasts - Wensleydale Tour duplicate LHN 823 meets Cumbria Classic Coaches LD 627 HFM in the yard of the old station at Hawes. It's almost stopped raining - briefly!





Former United LHN 823 crossing the River Ure at Aysgarth and about to climb up out of the valley. First gear will soon be in use!

and caught the MW for the round trip on to Garsdale. Owner Chris Bulmer was driving and displayed complete mastery of the engine and gearbox, showing just how much torque the 5HLW engine has even at really low revs, as he held on in high gears far longer than I would have dared, getting near to stalling point before a swift down change. I'm not sure all the following motorists fully appreciated the MW's ponderous performance, however!

Returning to Hawes, Tuesday afternoons provide the rather surreal sight of no less than *three* ECW bodied Bristols on public services, as we met up with Will Hamer's Cumbria Classic Coaches former Crosville Bristol LD, which runs a similar tourist service from Kirby Stephen to Hawes (569) linked to a separate Hawes - Ribbleshead trip

(570). The LD is now fitted with a 6LX engine and is decidedly more lively than the MW or the Ls! A further surprise was to find the LOTS service changes editor conducting the LD, a long way from home.

The only disappointment is that it's not possible to photograph all three Bristols side by side but that's a very minor point. The northern dales may be a long way from Essex but if you are in the area, make sure your plans include some classic bus rides - it's well worth the effort.

Richard Delahoy

Information from:
www.dalesbus.org/wensleydalevintage.html
www.wensleydalerailway.com
www.cumbriaclassiccoaches.co.uk



X30 Stansted aircoach launch

On Monday August 11, I was en route from Southend to St Neots and decided to photograph the new coaches on the X30 and then travel on the service to Chelmsford before joining the train there.

I photographed 20804 (YN08 OWU) which worked the 09.30 departure and was fortuitously at the Travel Centre to

photograph the official launch with 20805 (YN08 OWV) half an hour later.

After the launch 20805 worked the 10.00 departure and we were all presented with a piece of the cake before departure. None of the launch party travelled on the service but adjoined elsewhere to finish the cake!

Peter Ashton





The launcg party ~ left to right:

Roy Skinner (Transport Policy Officer, Southend Borough Council)

Cllr. Anna Waite (Portfolio holder for Transport & Planning, Southend Borough Council)

David Amess, MP for Southend West

Bob Dorr (Managing Director, First Essex)

John Pope (Head of Passenger Transport, Essex County Council)



V2008

Chris Stewart was at
Writtle, by Preston's
Garage, around midday
on Saturday 16th August,
to take these shots.

First Essex Olympian
31374; Fourways
Dominator J267 SPR and
Hong Kong Condor G310
FWC, and First London
Enviro 400 DN33507.



Service Changes

Arriva East Herts & Essex

8 Sep 08	1	M-S	Harlow to Katherines Circular revised timetable and route.
	6	M-S	Harlow to Latton Bush revised timetable and route.

Blue Triangle

1 Sep 08	5	D	Basildon to Felmores evening service withdrawn.
----------	---	---	---

Carters Coaches

18 Aug 08	92	M-S	Ipswich to Stratford St Mary minor timing changes.
	96	M-S	Ipswich to Mistley minor route and timing changes.

Clintona Minicoaches

1 Sep 08	261	M-S	Brentwood to Blackmore service withdrawn
----------	-----	-----	--

Easybus

21 Sep 08	EB2	D	London to Stansted Airport stops at Hastingwood and Gates Corner South Woodford no longer served.
-----------	-----	---	---

Ensignbus

20 Sep 08	22	D	Upminster to Grays
	44	M-S	Lakeside to Orsett Hospital
	73	M-S	Lakeside to Tilbury
			The above revised timetable and route.
	X80	D	Chafford Hundred to Bluewater
	83	M-S	Lakeside to Chadwell St Mary
			The above revised timetable.

Excel

31 Aug 08	311	Sch	Hatfield Broad Oak to Stansted Mountfitchet School service cancelled.
1 Sep 08	446	Sch	Berden to Saffron Walden revised timetable and now starts at Manuden.

First Essex

7 Jul 08	7A	M-F	Clacton to Holland Circular new service until 30 August.
31 Aug 08	78	D	Colchester to Brightlingsea contract journeys withdrawn.
	2C	Sun	Highwoods to Colchester Hospital revised timetable.
	8C	Sun	Monkwick to Colchester Hospital revised timetable.

Four Counties Buses

29 Aug 08	92	Sch	Chrishall to Saffron Walden schoolday service withdrawn.
-----------	----	-----	--

Hedingham

1 Sep 08	417	Sch	Rayne to Newport service to operate Hail & Ride
	418	Sch	Great Saling to Newport service to operate Hail & Ride to a revised timetable.
	419	Sch	Finchingfield to Newport new Hail & Ride school service.

Imperial Busways

1 Sep 08	261	M-S	Brentwood to Blackmore new service.
----------	-----	-----	-------------------------------------

National Express

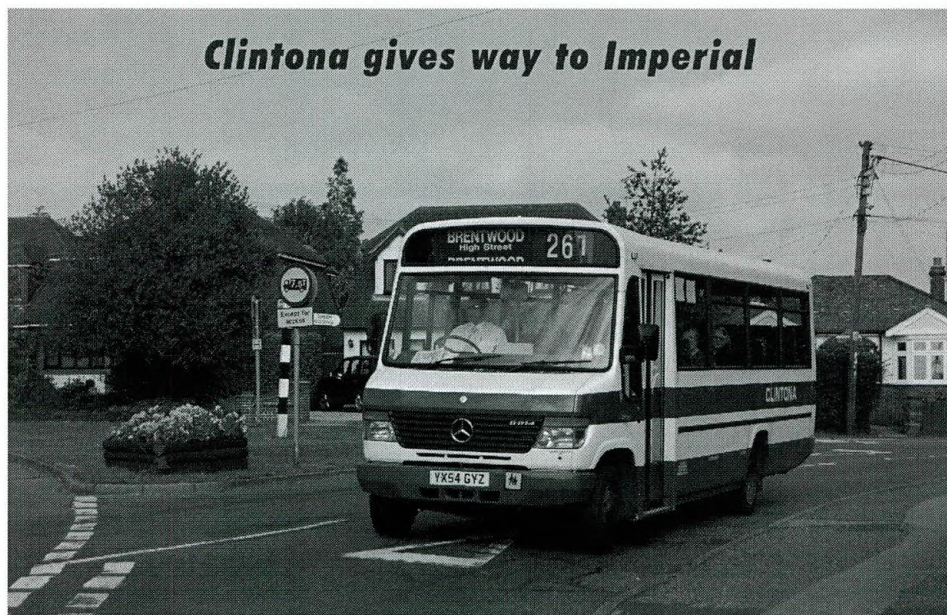
15 Sep 08	797	D	Cambridge Madingley to Brighton minor timetable revisions between Brighton and Heathrow Airport.
-----------	-----	---	--

Network Colchester

31 Aug 08	78	D	Colchester to Brightlingsea all contract journeys withdrawn.
1 Sep 08	1 ^E	M-S	Greenstead to Ambrose Avenue
	2/2 ^E	M-S	Severalls Park to Colchester
	8E	M-S	Monkwick to Horkesley Heath
			The above evening services withdrawn

Olympian					
18 Aug 08	741-4	M-F	Bishop Stortford/Harlow to London revised services deferred from July dates.		
Stansted Transit					
1 Sep 08	9/10	M-F	Great Bardfield to Braintree 1510 from Great Bardfield to operate 6 mins earlier to Panfield on Schooldays.		
	11	Tu	Chrishal to Saffron Walden new service.		
	18	M-S	Haverhill to Saffron Walden revised timetable.		
Stephensons					
1 Sep 08	503	Sch	Althorne to Southend High Schools, service will now only operate from South Woodham to Southend.		
	593	Sch	South Woodham to Althorne new school service.		
Swallow Coaches					
4 Aug 08	X1/3/10	M-F	Southend/Canvey to London Victoria new unlicensed express service.		
Talisman					
19 Jul 08	CS	D	Colchester Citysightseeing, revised route and timetable.		
Trustline (Galleon Travel)					
3 Nov 08	22/33	M-S	Harlow to Staple Tye services withdrawn.		
Viceroy of Essex					
1 Sep 08	11	Tu	Great Chishill to Saffron Walden service withdrawn.		
	445	Sch	Barley to Saffron Walden revised timetable.		

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



*Chris Stewart captured the final days of Clintona in the Brentwood area with Varios at:
 above: Wyatt's Green on Thursday 28th August.
 opposite - top: White Horse, Pilgrim's Hatch on Friday 29th August.
 bottom: Bricklayer's Arms, Stondon Massey also on Friday 29th August.*



Echos of the past (1): **Clintonian** Luxury Saloon Coaches (Aaron & Maurice Jacobs) began a daily service between Ongar and Liverpool Street on New Year's Day, 1930, using three Gilfords. The Jacobs Garage was at 343/A Mile End Road, and they also had a booking agency at number 387, on the corner of Clinton Road - hence the name. Sadly, the service proved unsuccessful and the business ceased suddenly around April 1931. *David Harman*



*The new order: **Imperial** Darts at Day's Lane, Doddinghurst, and the Bricklayer's Arms, Stondon Massey, both taken Monday 1st September by **Chris Stewart**.*



Echos of the past (2): Albert Edward Blane, aged 27, began operating his green **Imperial** bus in April 1927 between Romford and Hornchurch, and later Romford - Rainham and Collier Row - Upminster. Imperial prospered, but as it fell within the "Special Area", it came to be compulsorily acquired by the LPTB in November 1934. At the time, the fleet comprised five Dennises, two Chevrolets, two Gilfords, an AJS and a Morris-Commercial. Blane went on to become associated with Gidea Park Coaches Ltd., and in 1949, majority shareholder of Elm Park Coaches Ltd. He also served for a time as Mayor of Romford. He died in 1963. *David Harman*



Taken on 28 August, in the last week before NIBS relinquished South Woodham Ferrers town service 37 to Stephensons. 28 August 2008. BIL 9406 crosses the line at South Woodham station

*Victoria Road terminal, before development of the new 'Country Town' - LD5G 2533 (56 PPU).
both: Chris Stewart*



Bob the Niblet

NIBS' second new bus in quick succession is this MAN-engined Solo **MX08 UZK** which entered service on 8th August (photo: *Steve Nelson*). It was quickly route branded for the 21 (Basildon-North Benfleet), a route which under one guise or another has been operated by NIBS since deregulation. Much earlier roots can be traced back to Campbell's of Pitsea whose services 9 (Corringham to Wickford) and 11 (Pitsea to North Benfleet) covered Pound Lane until sale to Eastern National in 1956.

For comparison is **Campbell's** Albion CX13/ Allweather **MTW 842**, turning at what is thought to be the old Basildon Post Office (an area since transformed by the building of

Basildon New Town, and the Ford Tractor Plant in particular).

EBEG Frank Church collection

Oh and why 'Bob' - fleet number 808 was given to the Solo to distinguish it from the 08 Scania double decker. It wasn't long before 808 became BOB, and the name stuck.

Chris Stewart



■ FIRST ESSEX

New and Acquired vehicles

20804	YN08OWU	Volvo B9R	Plaxton Panther	8/08
20805	YN08OWV	Volvo B9R	Plaxton Panther	8/08

60757 N422MWY Scania L113CRL 1827802 Wright W113 B47F new 7/96
New to Rider (York) but transferred from *First Berkshire*

20201 has a tax disc dated 22.7.08

Allocation changes

Period 6: 28 July 2008 to 24 August but list amended through to 31 August 2008

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

(A)=acquired, including vehicles on loan; Anc=Ancillary fleet; (S)=spare/retained (licensed); D/L(S)=spare/retained (delicensed); D/L(D)=delicensed for disposal;

DS=Driving School; PS=Paint Spare

20201 CF-returned to First London; 20801 (S)-CF; 20802 new-CF; 20803 new-CF; 20804 new-CF; 20805 new-CF; 34285 DT-CR; 34286 DT-CR; 43736 BN-CN; 43737 BN-CN; 46170 BN-CN; 46829 CN-BN; 46830 CN-BN; 56002 CR-(S); 56003 CF-(S); 56004 CF-(S); 56005 CF-(S); 60755 (S)-CR; 60756 D/L(S)-CR; 60757 FGC-CR; 60758 BN-CR; 65650 CR-DT; 65651 CR-DT; 67002 CR-BN; 67036 BN-CR; 90243 HH-sold; 90277 CF-CN

Repaints (Periods 5 and 6):

53138 46172 53139 68534 47227 68521 47226 68532 68535

Area News - workings and sightings:

Numbers in (brackets) refer to route branding

V2008

Observation of the 'V' festival shuttles between Chelmsford town centre and Hylands Park over the weekend of 15th-18th August revealed vehicles from *First Essex*, *First London* (by far the majority) and *Fourways*, including the following:

First Essex – Tri-axle coach 20201, Olympians 31198, 31373-5, 31462 and ECW 34807, VR 38790, Lance 60104 and Yellow School Bus 68555

First London – Volvo/Wright 32657, Tridents 33031/36/57/64/66/69/85/88/91/92/94 and new Enviro 33507, Olympians 34215/8, Dart 42519

Bath and Bristol Student Games

First supplied a number of vehicles from throughout the Country, including Essex Volvo 20801 and Yellow School Buses 68532/51/2 while former Essex coach 20106 came from *First Eastern Counties*.

Clacton & Harwich

August

3rd Olympians 34011, 34314 and 34290 all at depot

10th Olympian 31377 returned to service after major work

September

2nd CR60756 seen in Harwich, CF53118 still on loan (both Primos due for MOT at BN) plus CN67012; CR65652 currently at DT in lieu of 65650 (defective at CR)

Colchester

On 5th August, westbound X22s and 70s were diverted owing to closure of the A120 (a lorry shedding its load), believed 70 via Feering (avoiding low bridge) and X22 via Witham.

11th-26th August (note earlier completion): Mersea Road, Peldon closed for roadworks; Essex CC operated minibus shuttle (M-F daytime only plus Bank Holiday Monday) replaced 67A between Abberton Lion and Peldon Village. 67A diverted via B1025 Colchester Road.

August

- 8th CR34018 (78) on 71
- 12th BN34011 (loaned to CN) on 71 (17.35 ex CR, off CN-CR)
- 26th CR34302 on 76
- 27th CN67013 on 17
- 31st CF68521 at CR

September

To cope with a severe shortage of vehicles, Bristol VR 38790 (KOO790V) spent two days at work in Colchester on 1st/2nd September, and to the best of our knowledge worked the following before returning to CF:

Monday 1st

06.40 71 CR-CF arr 07.55; 08.05 71 CF-CR arr 09.27; Spare at CR, then dead to East Bergholt, 15.50 193 EB-Ardleigh arr 16.17; dead to CR, 16.45 88 CR-Great Yeldham arr 18.02

Tues 2nd

06.40 71 CR-CF arr 07.55; 08.05 71 CF-CR arr 09.27; 09.45, 11.45 and 13.45 88 CR-HD and 10.43, 12.43 & 14.43 HD-CR; 15.45 88A CR-HD arr 16.44; 16.48 88 HD-CR arr 17.46; 18.10 70 BE-CR arr 19.05 (last commercial trip in this direction) and finally 19.07 70 BE-CR arr 20.00.

- 1st CN47227 on 83 (12.25 ex CR and return), CR60758 on 65 all evening; CR67004 on 8E; CR47103 on 66/67; CR34013 (Uni branded) on 66 all day; CR34056 (Uni branded) on 67/A; CR30558 on 61
- 2nd CF56009 arrived on 1st to help on X22, but worked 83 to Mount Bures (12.25 ex CR); CR20102 covered CN 76 (11.05 ex CR) and then 67E pm (15.40 ex-Norman Way); CR60758 on 88B (16.20 ex CR); CR67006 on 62 alongside CR60755; CR60757 on 64A; CR34285 on 64 and 70; CR34056 on 67/A; CR67008 on 66
- 3rd CR60755 on 65; CR43741/2/3 and CR65688 on 60; CR47105 on 61; CR60758 on 64
- 4th CR34290 on 71

Chelmsford & Braintree

Further to EBN532, the first 351 has been noted as SLF Darts 42489 (29th Aug), 42487 (1st Sept), 42482 (5th) and 42484 (6th) but with Olympian 31198 on 4th.

August

- 1st CF42486 on 42, CF 47252 on 33, CF65681 on X30, BN67036 on 100 and CF43730 on 42
- 2nd CF43730 and CF43731 on 42; CF34807 on 351 (08.05, 10.05, 12.05 and 14.05 ex CF), CF31198 also on 351 (seen on 11.05 and 13.05), CF34815/8 both spare showing 352 (possibly from previous day)
- 4th CF43730 on 42 and CF47252 on 33
- 5th CF47221 on 42
- 6th CF43730 on 42 and CF46116 on 352
- 8th CF43729 on 42
- 10th CF47219 on 47

- 12th CF65680 on 352
- 13th CF31198 on 33 (am); CF47252 on first 351 (see EBN532), CF34807 on 17.05 CF-Brentwood
- 15th ECW Olympians CF34807/15/8 all on 36, with 34818 also on 56; CF20201 on X30 (no later reports received)
- 18th BN61057 on 100, CF42487 on 42, CF47252 on 352 and CF46116 on 352
- 19th CF56006 on X30 (09.10 ex CF and 10.30 return)
- 20th CF34815 on 33
- 21st CF42922 (42) on 33 and CF60104 on 352
- 24th An unidentified CF4248x on the 03.05 service 33 from CF to Stansted (yes, we do have nocturnal correspondents!)
- 25th CF43731 on 352 and CF42486 on 33
- 26th CF34815 on 352
- 27th CF34815 on 352
- 28th CF31198 and CF34807 on 352

September

- 1st CF34807 on BE72 (16.05 ex CF), CF43815 on 352 (21.40 ex HD)
- 4th CF34815 on 351
- 5th CF34807 on 351 (09.05 ex CF)

Basildon & Hadleigh

August

- 5th BN67001 on 22
- 6th BN31375 and BN67036 on 22, CR67002 seen in depot.
- 26th BN46825 on 100 (and 27th), CF43730 on early 56

September

- 2nd BN31373 on 551 and 81 (14.12 ex BD Station, not serving Kavanaghs Road)
- 3rd BN41644 and BN46825 on 100; BN43714 (Gremlins) and BN46811 on 8; CN46174 and BN65666 (100) on 5
- 4th BN46811/25 on 5

Other News

Interesting comparisons of unladen weights are between coaches 20201 (Tri-axle Volvo, now returned) at 13990kg and 20463 at 12920kg, whilst Yellow school bus 68555 is a mere 8980kg.

One of the four MCW Metroliner coaches delivered in 1984, the one time 1600 (B457WHJ), is still in use as a racing car transporter but now with Riverside Contractor, a Yorkshire plant hire firm. Previously with Regency Racing of Cambridge, it spent some time with London Borough of Havering (fleet number 169) after sale by Eastern National.

Sources: Own observations, with many thanks to *First Essex* and to A Bird, W Bell, N Clark, T Clark, D Edwards, M Farmer, I Hardie, R Haughey, N Mansfield, J Podgorski, D Pretty, I Ransom, J Salmon, 'Solo', A Timms, TBL177M, R Webb, R Whitley, the *Essex Bus*, *South West*, *First Group Fans* and *British Buses Abroad in North America* y-groups, www.buslistsontheweb.co.uk, *Real Bus News*, LOTS, PSV Circle, *Bristol VR South West Bus News* (www.geocities.com/ndl642m).

Reports relating to First Group may be sent by text on 07973 509459, by fax on 01277 216745, by e-mail or by conventional post. Many thanks to all who do so.

Chris Stewart

Arriva

■ ARRIVA EAST HERTS & ESSEX Limited

Vehicles in

from *Arriva The Shires* (Watford) 3190 7/08

3190 P190 SRO Dennis Dart SLF 322BR1TGW10722 Plaxton 9610.6HLZ6402 B39F 3/97

Allocations

7/08: 3190.HA

8/08: 2370, 3352.w

Vehicles out

2189 (R190 DNM):gone 6/08

■ ARRIVA SOUTHEND Limited

Vehicles In

3912 (T912 KKM) DAF SB220LF/Plaxton B39F arrived on 27th August and has now entered service in Southend. This is the first of the DAF and Scania low floor saloons due at Southend to replace about half of the Olympian fleet. 3912 is in addition to those vehicles previously advised as coming in EBN529 and 530.

The remaining vehicles (Scantias 3250-9 and DAFs 3911/8/21) were due to arrive at Southend over the weekend of 13/14 September.

Vehicles Out

Olympian/Alexander 5092 (F592 LMJ) was withdrawn in mid August after mechanical failure. It is reported that Olympian/Alexander 5807 (F577 SMG) has now also been withdrawn from service.

Withdrawn Arriva Southend Dart/Northern Counties 3133/8, Dart/East Lancs 3009 and Volvo B6/Plaxton 3606/9 are reported with Erith Commercial where they are likely to be broken up.

Peter Mansbridge with thanks to Richard Delahoy and John Podgorski

Network Colchester

Vehicles in

From *Classic Buses*

429 P429 AHR Optare Excel B32F (formerly registered P446 SWX)

901 W901 UJM Volvo B10BLE/Alexander B44F

902 W902 UJM Volvo B10BLE/Alexander B44F

429 and 901 both entered service on the morning of Thursday 4th September.

Vehicles out

The last remaining Mercedes-Benz Vario in the fleet 708 (S108 HGX) was withdrawn from service on 4th August. Optare Solo 502 (W442 CWX) was transferred to Classic Buses at the end of August, after only a few weeks at Colchester.

Vehicle News

Dart SLF 528 (AY54 FPZ) has received a LED destination display and rear route number display. After over two years of service in Colchester, Caetano bodied Dart SLF 351 (HX51



The first of the cascades, **3912** (T912 KKM) entered service with **Arriva Southend** on 29 August, and by chance, *Richard Delahoy* was able to snap it on the very first trip, the 1649 Leigh Station to Eastwood 6A, a route rarely photographed. This is the first DAF bus ever in the Southend Transport / Arriva Southend fleet (there *were* two DAF coaches however, before anyone writes in!), and the first in the Arriva "interurban" livery with darker blue skirt and bigger cows horns. This is a legacy of its days on the 402 (Tunbridge Wells - Bromley) route. Unlike its sisters coming from Arriva Kent Thameside, which have Hanover displays, the Arriva Kent & Sussex ones retain roller blinds. For comparison, AKT **3911** is seen at Bluewater in May. *David Harman*





133 (T133 AUA) has recently donned Network Colchester colours.

Network Colchester



LSN) has been repainted out of Classic Buses yellow and into fleet livery. Ex-Wiltax DAF DB250/Plaxton President 133 (T133 AUA) has had its Wiltax red livery replaced with fleet livery.

Vehicle Workings

Scania 204 (H804 RWJ) entered service on route 6 on Monday 4th August. 234 (G34 HKY) has since entered service.

Unusual Sightings

August 7th 103 on 6.

20th 101 on 1

Peter Mansbridge with thanks to Richard Delahoy and John Podgorski

Stephensons of Essex

Vehicles sold

Leyland Olympian/ECW D511 PPU to the Great Yarmouth and Gorleston Steam Packet Company Ltd., West Ferry Landing, Gorleston, Gt Yarmouth.

Leyland Olympian/ECW A512 EJF and Leyland Olympian/East Lancs C46/C47 KBE to Macpherson Coaches, Swadlincote.

Volvo B10M/Plaxton N23 RTN to Peakes Coaches, Pontypool.

Volvo B10M/Plaxton HIL 2154 (F433 DUG) exported to Africa.

Ian Ransom with thanks to Lyn Watson

National Express

Liveries

6/08, V33 (LK 53 KWA) to plain white, ex-old National Express; V36 (LK 53 K VX) to new National Express. By 7/08, D314/9/29 (Y314 HUA etc) to plain white, ex-old National Express. By 8/08, LK 53 K VZ - plain white ex-old National Express.

General

By 8/08, Mercedes-Benz Sprinter X162 ENJ has been transferred into Stansted as a crew ferry. It is in "old" National Express livery.

The Volvo B10M/Pn driver trainer, V80 (N80 SLK) was stored unserviceable at Stansted in 8/08.

Heavy maintenance at Stansted is now done by the local Scania agent, who is based opposite the National Express Start Hill depot. National Express now only does running repairs/fuelling/cleaning at Stansted. This has been the arrangement since c9/07, when the Scania/Leventes arrived en masse. National Express Operations has its own workshops at Crawley and Heathrow depots. The former Kings Hedges (Cambridge) depot, closed in 2005, was sold in 2007, but still awaits a new use.

Traffic

From 17/8/08, Meridian Square, Stratford (outside the rail station), was closed for redevelopment, so the A9 (Stansted-Stratford) terminal stop was moved onto Great Eastern Road.

Contractors

Galloway of Mendlesham YJ 54 CGE, CKN, DAF SB3000/Van Hool, were repainted plain white in 3/08, and received the new National Express livery in 4/08.

John Podgorski

Ensignbus

■ DEALER STOCK MOVEMENTS

Vehicles in

from

Dublin Bus: Olympians 96-D-322/3.
Galleon Travel: Olympians H764 PVW, J820 CEV.
Go-Ahead North East: Solos S254 KNL T457/64/69 BCN
Peter Godward Coaches: Olympians E915/7 DRD.
S&M Coaches: M1215.
Stagecoach Yorkshire: Volvo B10Bs P366, 511/3/4/5 UUG
 L31 HHN M39 PVN
 Darts R703/6/7/13/17 YWC.
TWH Coaches: Volvo D10M F306 MYJ.

Vehicles out

to

Dublin Olympian 96-D-289
 now N607 JNO with **Brylaine Travel**, Boston, Lincs.
 Olympian F285DRJ Dart R707 YWC: **Carters Coaches**, Ipswich.
 Volvo B10B P513 UUG: **D&G Coach & Bus**, Stoke-on-Trent.
 Volvo B10B P511 UUG: **J Docherty and Sons**, Auchterarder, Perth.
 Dart S521 KFL: **Galleon Travel**, Harlow, Essex.
 Olympian H724 KDY: **Greys Coaches**, Ely, Cambs.
 Olympian H764 PVW: **Halifax Joint Committee**.
 Olympian J820 CEV: **Holloways Coaches**, Scunthorpe, Lincs.
 Dublin Olympian 96-D-308 now P426 SWC with **Hopley's Coaches**, Truro.
 Olympian J845 TSC: **Hornsby's Travel Services**, Scunthorpe, Lincs.
 Olympian E917 DRD: **Moxons Tours**, Worksop, Notts.
 Volvo B10B M647 YLV: **Mullany's Coaches**, Watford.
 Tiger J25 UNY: **New Adventure Travel**,
 Llandow, Glamorgan.
 Darts R703/6/11 YWC: **Pennine Motor Services**, Skipton.
 Scania's NIL 2457/8: **Rooney International**, Hilltown, Co Down
 Solo T458 BCN: **Star Travel**, Aylesbury, Bucks.
 Olympian F896 DKK: **Towlers Coaches**, Emneth, Cambs.
 Dublin Olympians 96-D-321/314/319
 now P368/384/411 SWC with **Warrington Transport**.
 M446 M1253 M1215: **Delta Force Paintball Ltd**, Newcastle.
 Metrobus F817 YLV: **Direct Location Services**, Chertsey, Surrey.
 M1327: **North West Media**, Manchester.
 M573: **Vincent Tractors**, Saint Columb, Cornwall.
 Olympians C205 CBU F294 DRJ: **PVS** for scrap.
 Metrobus EWF 450V: **George Massouras**, Cyprus.

■ ENSIGNBUS FLEET

The batch of ten Volvo B9TL/Olympus deckers is due shortly and is planned to enter service on 20 September.

David Harman with thanks to Ross Newman of Ensignbus

Stansted Transit

Acquired from Weavaway is YN55 PZS, a Scania K114/Irizar.

Optare MetroRider N410 NTN and P427 VRG, Optare Excel R817 WJA have been withdrawn. Vehicles sold are DAF articulated BBZ 8051 (C111 HDT), Dennis Darts WLT 946 (J611 DUV), H101 THE, J303/6/8 WHJ, MCW Metrobuses D195 FYM, F99 XOF and Leyland Olympian/ECW D195 FYM.

Ian Ransom

Smaller Operators

1 to 1, Basildon Ford Transit M94 UKO has been withdrawn

A&D MINICOACHES, Laindon X246 XYY a Mercedes Benz 411D/Olympus has been sold to Shire, Hednesford

A&K MINIBUSES, Eastwood Ford Transit L75 BAY has been withdrawn

ALL TRAVEL ORGANIZED, Shotgate Volvo B10M/Duple 342 FRH has been re-registered to it's original A501 OKH

AMBER, Rayleigh Bova Futura YNJ 214 is now N71 EAK (see EBN 532)

ANITA, Stansted New is RY08 ERN a Volvo coach (further details unknown at present)

APT, Rayleigh Acquired are Dennis Javelin/Neoplan M429 TWF and Y389 FNH (Y4 SMS) a Mercedes Benz 614D/Crest. The latter came from SMS, Towcester

BARKER, Roydon Acquired is F666 JNA a Mercedes Benz 609D/More Style; this has been re-registered SKZ 9660. The previous SKZ 9660 a Setra S215 HD is back to A252 TAG (it was new as A33 KBA). Leyland Olympian WIW 4749 (ARP 606X) has been re-registered, to an unknown mark. WIW 4749 is now on VJ1 1985 a Neoplan N122 (new as G337 KWE)

BESTAX, Rayleigh Ford Transit N887 XKE has gone to a private owner

BROWN, Crays Hill Volvo B10M/Plaxton OLJ 193W has been sold

BUSHEL & SACK HOTEL, Gt Dunmow Ford Transit S361 SNO has been sold

CAR SERVICE TRAVEL, Lower Sheering This new operator has Ford Transit P358 GKR, acquired from CD Travel, Hatfield Heath

CD TRAVEL, Hatfield Heath Ford Transits R307 WPU and V115 KHK have gone to

private owners

CHARIOTS, Stanford-le-Hope Vehicles sold are MCW Metrobus GYE 412W to Wigley for scrap, Scania K112/Plaxton C16 ACT also for scrap, Mercedes Benz 308D/Devon Conversions J388 RRX to Holbrooks Minicoaches, Rotherham. Sold to unknown owners are Renault Master F473 RUW, K438 GJN, N156 UMO, plus LDV Pilot T139 PDA.

CM3 CARS, South Woodham Ferrers Ford Transit W979 PBR has been sold

COLES Westcliff PG51 DDF an LDV Convoy has been sold

ENIGMA Colchester Acquired from Cheney Coaches, Banbury is SIL 6719 (G373 REG) a Volvo B10M/Plaxton

EXCALIBUR TRAVEL, Mayland Fiat 315/Caetano HUI 4953 (F435 RRY) has been withdrawn

FARGO, Rayne Continues to operate minibuses, the latest being ex Swift Cars, Little Waltham V832 FPO and Y658 RHR, both Ford Transits.

FLORIDA, Halstead Toyota/caetano FIL 8617 (H389 CFT) has gone for scrap

GODWARD, Basildon Scania K340/Irizar YN07 LJE/F have gone to Countrywide Travel, Halfway, Kent

HARDY MILES, Rochford MCW Metrobus MRJ 37W is back in use

L&R Shotgate This new operator, has L4 GPD (FL03 FAL) a Scania K114/Irizar

LAMTRA, Harlow Have ceased operations. LDV Convoy Y581 CGN and Ford Transit ET51 KPZ were here.

LODGE, High Easter LDV Convoy R43 BYG has gone to a private owner

LOGIC, Broadley Common Acquired from

Holmeswood Coaches is 296 HFM (T290 CGU) an Iveco 391/Beulas. Leyland Tiger/Plaxton DIG 3781 (F701 ENE) has gone for scrap

LONGTAIL CARRIAGE, Orsett Renault Master 302 LOT (CN04 LFB) has been acquired

MASTER TRAVEL, Nazeing Acquired from Reynolds, Caister is BEZ 3134 (F466 TJV) a Scania K112/Van Hool

MATTS, Doddinghurst Ford Transit W575 LFP has been sold

MAYHEM EVENTS, Abridge LDV 400 M615 DGH is back in use

NCS, Widdington Renault Trafics sold to private owners are K299 JHJ, K551 JWC, K736 JVX, L174 RHJ, M728/832 AHJ, M602/708 AVW

OLYMPUS/SM TRAVEL, Harlow Sold to Holmeswood Coaches is EAZ 2580 a Volvo B10M/Plaxton

O'TOOLE, Wattons Green Acquired from Asters, Worcester is FG03 JCX an Irisbus 397E

PDQ, Colchester Ford Transit EK02 OWZ is now with a private owner

RAYLEIGH ROADWAYS, Shotgate Iveco 391/Beulas R5 DWA has gone to G H Watts, Leicester

ROSS, Kelvedon LDV 400 N811 JGT has been withdrawn

SALWA TRAVEL, Abridge Recently acquired is Bova Futura KSU 476 (A422 CUJ) from CJS, Wembley

STB COACHES, Grays Ford Transit N322 HLA has gone to a private owner

TN TRAVEL, Colchester LDV Convoy R71 BYS has gone to a private owner

TONY GLEW, Gt Tey M348 MCY a Dennis Javelin/Berkhof has been acquired from Weales Wheels, Llandrindod Wells

TOWNCARS, Clacton Acquired from AH Minibuses, Clacton is S23 WCL (V427 LJH) a Mercedes Benz 310D/Crest. Ford Transit NA52 XOF has been sold to Elim Church, Colchester

TRUSTLINE, Harlow Mercedes Benz 709D/Plaxton J861 HWS has been acquired from Escort Coaches, Enfield. Dennis Dart/Carlyle H123/33 MOB have been sold

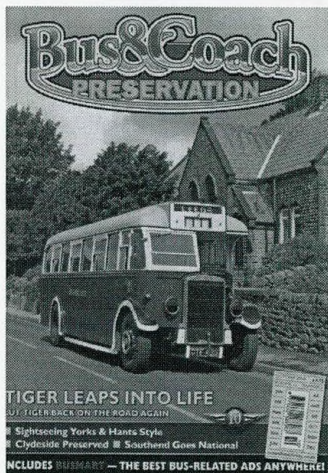
WARD, Alresford LDV Convoy W542 WRV has been sold

WESTBROOK TRAVEL, Shoeburyness Ford Transit W986 XOG has gone to a private owner

YOUNGS TRAVEL, Shotgate Have ceased operations. Vehicles here were RAX 20Y, a Setra S215, Iveco minibuses C403 NAW, N564 DOR and LDV Convoy P130 KBL

Ian Ransom with thanks to the PSV Circle

The Essex bus ~ in print



Bus & Coach Preservation Volume 11, Number 5 (October 2008) carries a feature by Nick Larkin on former Southend Transport Leyland-National 713 (LPB 218P), now owned by Steve Simister and Mark Skinner.

New to London Country, this was one of many Nationals that ST bought in the early 1990s, as it wrestled with post-deregulation competition. They were treated to re-upholstered seats and the smart bright blue/white with red trim livery, and looked all the better for it. After withdrawal, 713 passed to fellow British Bus constituent, Guildford & West Surrey, and finally to a driving school in London.

Rescued for preservation, it has undergone a complete restoration back to its ST condition - a far more attractive option in my opinion than boring old LCBS National green. B&CP 11/5 has the full story!

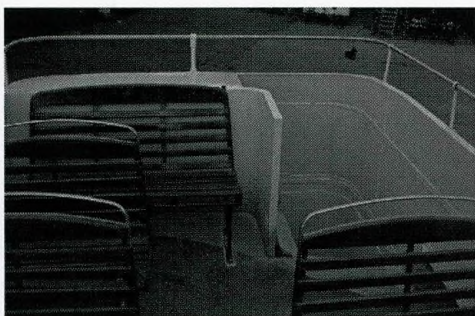
David Harman

Gehorchen Pier Brücke Regeln *



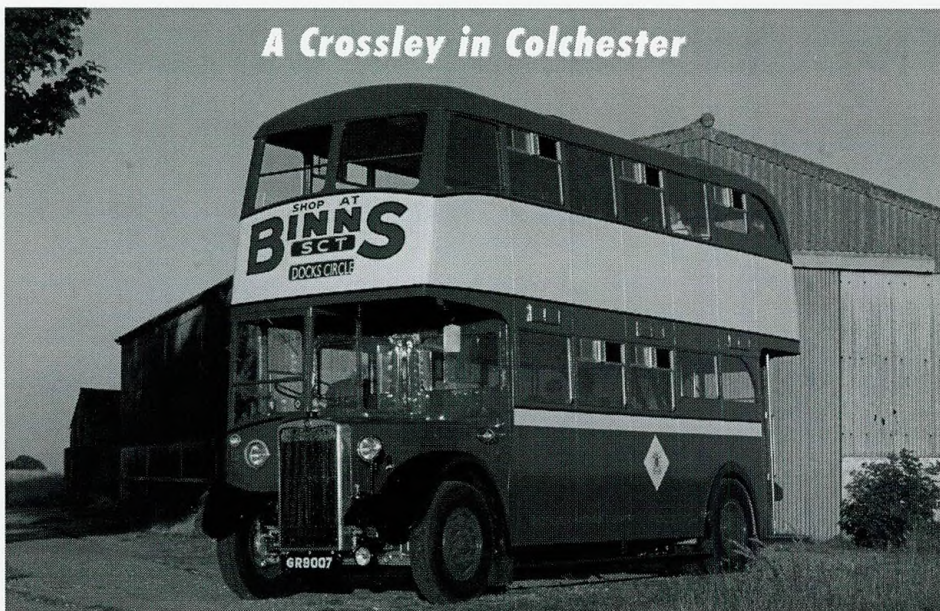
John G. Lidstone writes:

My good friend *Boern Draegert*, who owns former Southend 311 (PHJ 950), is now converting it - extremely neatly and retaining exactly its original appearance - to righthand entrance for continued sightseeing work in Berlin. 311 is now unique as an offside entrance Massey-bodied PD3 and joins a select small band of similar conversions (eg LT RTL3 as a demonstrator, Madrid PD2s).



* *Observe Pier Bridge Rules*
(cab notice in Southend open-toppers)

A Crossley in Colchester



Around 25 members and friends met in bright sunshine at Colchester North station on Wednesday 23rd July, soon to be rewarded with the fine sight of preserved Sunderland Corporation all-Crossley GR9007 arriving, ably driven for us by Gary Sharpe. However the term 'preserved' simply does not do justice to the seven years' work by Tony Melia and John Jackson in returning this near basket case to roadworthy condition. Bought from the late Norman Myers' collection, some of us can recall an earlier visit several years ago when one person at a time was allowed to walk on the upper deck, such was its fragility. The bus has been a regular feature in 'Bus and Coach Preservation' magazine over the years, chronicling an almost complete rebuild of the body and major mechanical components. For me it was a new experience – I don't recall ever having travelled on a Crossley before. Fitted once again with a six cylinder Crossley engine (it had a Gardner 5LW for a long time), a quite distinctive engine noise is coupled with a very modern looking (highbridge) body for 1947 – a low set windscreen and front upper deck windows doing much to improve the view for driver and passengers alike.

After one or two photo stops, we reached the farm and the workshop where it all happened – only to discover another project under way there, Northampton 146 (VV9146) with Roe body! Now, as I said on the night and misquoting Oscar Wilde, to spend seven years on such a project is pure dedication, but to end up with a second one might be considered a little careless... especially as Tony seems to think the Northampton one will be harder than the Sunderland example. Nevertheless the bus moves under its own power, and was backed out of its restoration shed for photographs and inspection. We look forward very much to following its progress.

All in all, a thoroughly enjoyable evening out, with grateful thanks to Tony and John for their hospitality, and to John's sister Pam for the wonderful home made spread of refreshments. John has asked me to pass on their sincere thanks for the collection which will go towards the restoration of 146.

Crossleys were, not surprisingly, something of a rarity in Essex. With a Manchester factory, sales tended to be more on home territory, even after the company was taken over by AEC in 1948. Colchester, however,

was home to five municipal examples, four of which (6/7: SVW451/2 and 8/9: TVX496/7) were very similar to GR9007 albeit four years newer. In 1948, though, the unique 55 (KPU519) had been delivered – the only Massey-bodied Crossley. All of Colchester's examples had long lives, lasting until 1967/68.

Plymouth Corporation had disposed of their 1947 lowbridge all-Crossley DD42s as long ago as 1958, and three worked in Essex. One, DJY965 (ex Plymouth 335), was acquired by J D Best at Great Bromley in 1958 and passed to Wesleys of Stoke Goldington a year later, joining identical DJY961 (of which more anon). Both were bought for preservation by Paul Tucker from Liskeard and **DJY965** underwent major restoration to Plymouth colours with DJY961 being used for spares and finally scrapped at Winkleigh. DJY965 is now owned by Ian Barlow from the Cardiff Transport Preservation Group (see www.ctpg.co.uk), and is once again to be seen on the rally circuit.

DJY961 had come to A E Letch at Sible Hedingham late in 1959 from Cheek of Harrow, joining DJY966 which was bought direct from Plymouth in July 1958. Both

passed with Letch's business in 1960 to Hedingham and served there until 1962/63 as L20 and L17. Meanwhile until 1964 another well-known independent, Osborne's of Tollesbury, still had SNO519 which was a Crossley SD42/7 with Duple C35F bought new in 1951.

Lodge's of High Easter ran a similar coach from 1953 to 1955, this being KTE442 new to Robinson, Great Harwood and sold on to Bryn, Pontllanfraith. More unusual was Don's of Dunmow's FAW772, also a SD42/7 chassis but with Santus C33F acquired in December 1951 from Salopia, Whitchurch and sold late in 1953 to Glover, Wigan.

Denyer Bros of Stondon Massey had ERJ883 as their first coach (bought from Victoria Coaches of Leigh), this being a full fronted Plaxton bodied SD42 which survived in a derelict state until earlier this year, when useable spares were recovered by preservationists and the remainder broken up. Preserved GDL33 was also housed at Denyer's for a time many years ago.

Sutton's of Clacton had some much earlier examples, NO6008 and NO6446 which were Crossley X chassis new 1922/3 and bodied





Former Plymouth lowbridge DJY966 which became Heddingham L17 with the acquisition of the Letch business. EBEG collection

Colchester Corporation's unique 55, the Massey bodied Crossley. EBEG collection





One time Best's of Great Bromley DJY965, restored to Plymouth colours and seen at the Barry rally in 2008. With thanks to Mac Winfield of CPTG

by Munnion of Great Baddow. Indeed they used the "Sutton's Crossley Coaches" name but went on to favour Maudslays, AECs and Fords. At the other end of the age spectrum, the Crossley name was used by AEC up until 1958 and Southend Corporation tried out demonstrator Crossley Bridgemaster 9JML.

Prior to 1952 Luton was still within the Eastern National Midland Area, and Luton Corporation bought a number of all-Crossley DD42s between 1946 and 1948. These were highbridge 92-99 (EBM92-99) and lowbridge 100-7/9-11 (FNM100-7/9-11), the last of which was withdrawn in 1963. Also in the Midland Area, discussions did take place at one time regarding the possible takeover of Whippet Coaches at Hilton, some of their fleet being of Crossleys at the time – but Whippet remains independent to this day.

There is one final twist to the Crossley story. Although Crossley

Motors Ltd ceased trading in 1958, the company was never wound up. Having become part of British Leyland, the company formed to build Leyland Nationals at Workington was in fact Crossley Motors Ltd renamed. Hence the huge fleet of Nationals with Eastern National and the others which worked in the County can claim some very tenuous link with Crossleys, a type never operated by EN.

Chris Stewart



The remains of Plaxton-bodied Crossley coach ERJ883 at Denyer Bros near Ongar in 2004. Chris Stewart



Essex Bus Enthusiasts Group
www.essexbus.org.uk