

Essex Bus News

**No. 604
AUGUST
2014**



Essex Bus Enthusiasts Group
www.essexbus.org.uk

Left:
 Network
 Colchester ex
 Armchair
 Alexander
 Dennis
 Trident 5451
 is currently
 working at
 Network
 railway.
 There
 are
 plans
 to move
 Town Station
 on 31 July
 2014.
**Russell
 Young.**



Russell Young.

Adam Kelleher.

Essex Bus News 604; August 2014

Editors & Other Officers

First in Essex

Chris Stewart,
10 Crossways,
SHENFIELD CM15 8QX
shenfield252@gmail.com

Arriva Southend/Network Colchester/ Network Harlow/TGM Stansted

Peter Mansbridge petemans_1@hotmail.com

Ensignbus/Heddingham

Mark Lloyd,
448 Ipswich Road,
COLCHESTER CO4 4EY mark.lloyd@asgb.co.uk

Regal Busways/Amber/Townlink/Trustybus

Adam Kelleher,
74 Park Road,
BRENTWOOD CM14 4TU adamxxxx4@yahoo.co.uk

Service Changes

Paul Harvey,
3 Orangewood Close, Gonerby Hill Foot,
GRANTHAM NG31 8QW
pw.harvey@ntlworld.com

Social Secretary; meetings, events, tours

Owen Woodliffe,
196 Sinclair Road,
CHINGFORD E4 8PT
pat_woodliffe@hotmail.com

Distribution Officer; missing/defective EBN's

Owen Woodliffe as above.

Publication Sales; orders for publications

Owen Woodliffe as above;

*who also stocks a wide range of colour photos;
Send SAE with your requirements.*

Black & White Photo Sales

We are sorry that this service is temporarily
suspended until further notice.

Smaller Operators

Roger A Smith,
67 The Street,
Little Waltham,
Chelmsford CM3 3NT

Magazine Editor

Maurice Austin,
Tindal Lodge, 11 Valletta Close,
CHELMSFORD CM1 2PT
maurice.austin@phonecoop.coop

Welcome to new Member

Gerard Butler of Edgware - 1081

Subscriptions

A calendar year subscription is £21,
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subscriptions will always run to December,
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chooses.

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Richard Delahoy,
272 Shobury Road,
SOUTHEND-ON-SEA SS1 3TT
richard@signal-training.com

Printed by DirectCDs Ltd,
Unit 9 Swaines Mill, Crane Mead,
WARE, Herts SG12 9PY
01920 465023
www.directcds.co.uk

Your reports and observations

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

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

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

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

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The Running Card (Dates For Your Diary) by Owen Woodliffe.

SOUTH ESSEX MEETINGS. ** There will be no South Essex meeting in August. **

The Autumn/Winter dates are all Wednesdays at **Wickford Cricket Club** off Swan Lane, five minutes walk from Wickford Railway Station and five minutes drive from A130 and A127. In Wickford Town Centre, turn right into Swan Lane (pub on corner) and in 100 yards turn right, signed Wickford Tennis Club. This is a private road. Free parking in front and a cash bar is available.

Doors open at 1930 for informal chat and usually an impromptu slide show with main show from 2000 to 2145/2200. Members and guests welcome - £1.50 donation towards cost of room, please.

Wednesday 17 September.

More Welsh Wanderings by **Richard Delahoy**.

Wednesday 22 October.

Jersey & Guernsey, 1990's to present by **Dave Arnold**.

Wednesday 19 November.

Speaker tba.

Wednesday 17 December.

Xmas Social & 20 years ago.

NORTH ESSEX MEETINGS by Dave Arnold.

Venue: downstairs room at the Friends Meeting House, Church Street, Colchester, just south of "Jumbo" (the water tower) and behind the Mercury Theatre. Town centre bus stops and parking are nearby. Doors open at 1915 for an informal chat, and often impromptu slide show, with the main talk or show from 1945 to 2145. £1.50 donation towards room hire, please. Slides/digital photos are preferred, but prints can also be shown. Members and guests welcome.

Friday 12 September.

Russell Young.

Friday 10 October.

Steve Maskell.

Friday 14 November.

Fred Lawrance. Tour of Essex Operators; from Grays in the '40's to Colchester in the '60's.

Friday 12 December.

Gary Sharpe. Christmas Special.

A Blast From the Past.

Eastern National
Leyland Tiger
Alexander 1123,
A692OHJ seen
operating for
Western National
in Plymouth
during 1995.

Compare this
with the pic. in
EBN598p2.

Paul Harvey.



EBN604p2

The Running Card (Dates For Your Diary), cont. by Owen Woodliffe.

EVENTS.

Sunday 24 August.

Eastern Transport Collection Society Rally. Old Buckenham Airfield, NR17 1PU. Free preserved bus service from Attleborough Stn.
Buses 2014 Festival, Heritage Motor Centre, Gaydon nr. Warwick.
www.busesfestival.com

Sunday 31 August.

Sat/Sun 6/7 September.

East Anglian Transport Museum Gala Weekend
Carlton Colville, NR33 8BL.
www.eatm.com

Sunday 21 September.

Showbus at Duxford. www.showbus.com.

Saturday 4 October.

Transport Enthusiasts Bazaar. Theydon Bois Village Hall.

Sunday 5 October.

Classic Vehicles Day, Ipswich Transport Museum.
www.ipswichtransportmuseum.co.uk

Sunday 12 October.

Castle Point Transport Museum Open Day.

*** The Group Stall will be at this event ***

Sunday 18 October.

Wheels by Lamplight, Ipswich Transport Museum (1900-2100hrs)

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.



First Essex
BE42487
at Little Waltham.

John's intention was to photograph BE33045 to illustrate the problems Braintree have with spare parts being delivered in London Transport red.

However it was replaced at Chelmsford by BE42487 (less problems with the overhanging trees).

Only later did he discover that the rear of BE42487 has a similar red panel!

John Salmon.

Yet Another Southend Centenary - Richard Delahoy Recalls!

You wait ages for a centenary and then three turn up at once, or so it seems! Following on from the 100th anniversary of the formation of Westcliff Motor Services and then Southend Corporation's first buses, Wednesday 16 July, 2014 marked the 100th anniversary of the completion of Southend's tramway system with the opening of the tracks on Thorpe Hall Avenue. That created a circular route to the east of town via the seafront, Thorpe Hall Avenue, Southchurch Boulevard and Southchurch Road that was to be exploited by the sixpenny circular tour as well as the regular service cars.

From the opening in July 1901, the trams had been gradually extended eastwards along the seafront from the Kursaal, reaching Thorpe Bay Corner in 1912. They were also extended beyond the White Horse at Southchurch to Bournes Green in 1913 with the construction of Southchurch Boulevard. This, together with Thorpe Hall Avenue, was a bold and imaginative step in town planning, with wide dual carriageways where trams ran down the tree-lined central reservation. Completion of Thorpe Hall Avenue was delayed by work on the bridge over the Midland Railway so that the final piece of the jigsaw was not ready until July 1914. This then represented the greatest mileage of the Southend system as the only other new passenger track, a loop round Warrior Square opened in 1921, did not make up for earlier closures on North Road.

Few reminders of the tramway now remain. The boulevards are by far the most obvious and tangible, even if most people have no idea of their origins or historical significance. On the anniversary day, Richard Delahoy took out another relic, a door lintel rescued from the remains of car 7 of 1901, to capture this shot of the modern day equivalent service, Arriva "the One", as seen here operated by Optare Versa 4247. What a pity a tram was not passing to his right instead of the bus to his left! But had one been running, it would have mown down the photographer, his reluctant teenage daughter, so perhaps it was for the best!





By way of contrast, the commercial postcard (**above**) from Richard's collection shows how it would have looked, probably in the 1920s. The tram is believed to be car number 4, another Brush built one of 1901.



A close up of the door lintel.

Richard Delahoy.

Correction Corner!

The inner rear cover of EBN603 showed a delightful picture of Bedford 558FBF at North Weald rally. The description of the vehicle as a Bedford OD was pounced upon by several of our eagle-eyed members. John Salmon, who took the picture, kindly visited the Little Waltham base of Brentwood Coaches who have now confirmed the exact details of their heritage Bedford coach.

Built in 1962 as a SB3, later had a Leyland 350 engine fitted which makes it the equivalent of an SB8.

EBN604p5

N604EEV for EBN604 by Dave Arnold.



above; N604EEV of Harris Coaches (new 3/96) taken on a group trip to Gretttons Coaches on 20 July 1996.



EMD604J for EBN 604. Gary Sharpe took this photo. many years ago at the Kings Cross rally but cannot remember why it won the cup on the dash! It is, of course, a Bristol LHL6L ex- Grey-Green.
EBN604p6

M604TTV for EBN604 by Dave Arnold.



Regal 604 for EBN 604

by Adam Kelleher.

R510 SJM was new to Tellings Golden Miller before passing to Travel London and NIBS. Unlike others in the same batch which NIBS acquired, it was not repainted into their fleet livery and moved on to Regal as their 604. It operated for Regal for a while in Travel Surrey livery with NIBS fleet names, but the fleet names had been removed by the time this unseasonal photo was taken at Brentwood Station on 5 January 2009.

EBN604p7

Service Changes by Paul Harvey.

Amber Coaches

31 Aug 14	37	M-F	South Woodham Town Service: new service.
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KX09 CHZ was used by Amber Coaches during June and July. In an all dark yellow livery which suits the company name better than the normal all off white, it is seen on route 261 in Brentwood High Street on 9 July 2014.

Adam Kelleher.

Carters

4 Sept 14	193	Sch	Ardleigh to East Bergholt: new school service.
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Ensign Bus

18 July 14	12	M-S	Belhus to Lakeside: service withdrawn.
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Flagfinders

4 Nov 13	64	Sch	Halstead to Boreham: new school service.
15 Sept 14	716	Sch	Castle Hedingham to Colchester: revised route and timetable.
	716A	Sch	Halstead to Colchester: revised route and timetable.

First

21 July 14	SP&R	M-S	Sandon Park & Ride: minor revision to timetable.
31 Aug 14	2	M-S	Harwich Town Service; new town service serving Dovercourt & Parkeston.
	3	D	Harwich to Clacton: minor revision to timetable with section of route via Clacton Rail Station withdrawn.
	4	D	Harwich to Clacton: minor timetable and route revisions, will operate via Great Clacton instead of Burns Road and Clacton Common.
	8	D	Clacton to Walton: introduction of evening timetable.
	9	TThF	Great Holland to Walton: new service.
	9/10	M-F	Great Notley to Great Bardfield: service withdrawn.
	14/15	M-S	Chelmsford to Wickford: new service.
	15	M-F	Colchester to Lexden: new peak time service.
	17/18	D	Clacton to Point Clear: introduction of evening timetable.
	20/20A	M-S	Harwich to Parkeston: service withdrawn.
	21	D	Black Notley to Bocking: introduction of evening timetable.
	22A/B	M-S	Harwich to Long Meadows: service withdrawn.
	31/C/X	D	Chelmsford to Burnham: revised timetable with improved service every 30 mins to Burnham. 31B & 31D route variants withdrawn. Route revision within Maldon.
	41	D	Chelmsford to Galleywood: minor timetable adjustments.
	54-56	D	Beaulieu Park to North Melbourne: revised evening timetable with service renumbered 54C.
	62/A	D	Colchester to Wivenhoe: service increased in frequency for the University period.
	65	D	Stanway to Highwoods: minor timetable changes.
	67	M-S	Colchester to West Mersea: minor timetable changes.
	74	D	Clacton to Colchester: introduction of evening service as service 74B.
	75/A	M-S	Maldon to University of Essex: minor change to terminal arrangements at the University.
	76	M-S	Clacton to Colchester: introduction of Sunday service.
	100/X	D	Chelmsford to Lakeside: minor timetable changes in peak time and slightly revised timetable on afternoon journeys on service 100X.
	200/X	M-S	Basildon to Grays: minor changes to afternoon journeys.
	352	M-S	Chelmsford to Halstead: new evening service.
	512	Sch	Chelmsford to Southend: minor timetable revision.
	561	Sch	Basildon to Chelmsford: revised timetable.
	X30	D	Southend to Stansted Airport: re-routed between Eastwood and Rayleigh via Eastwood Road, Rayleigh Road & Progress Road. Minor timetable revisions at peak times.
28 Sept 14	16	M-S	Clacton to Bocking Elm: summer service withdrawn.
	17/18	D	Clacton to Point Clear: re-introduction of winter routing and timetable.
	19	M-S	Clacton to St Osyth Beach: summer service withdrawn.

Service Changes by Paul Harvey, cont.

Go Ahead (Chambers)

31 Aug 14	X16	WO	Wakes Colne to Bury St Edmund: service withdrawn.
1 Sept 14	84	M-S	Sudbury to Colchester: revised route and timetable to serve Tesco store at Sudbury.
	753/4	M-S	Colchester to Sudbury/Bury St Edmund: through journeys introduced with no change of bus. No change to route or timetable.

Go Ahead (Hedingham)

31 Aug 14	1	ThO	Ashen to Sudbury: service withdrawn.
	3	M-F	Colchester to The Hythe: service withdrawn.
	4	M-F	Colchester to Stanway Tollgate: service withdrawn.
	5	ThO	Sible Hedingham to Sudbury: service withdrawn.
	8	FO	Toppesfield to Haverhill: service withdrawn.
	8	M-S	Clacton to Walton: evening service withdrawn.
	9	TThF	Great Holland to Walton: service withdrawn.
	10	WO	Cornish Hall End to Braintree: service withdrawn.
	14/15	M-S	Chelmsford to Wickford: service withdrawn.
	15	M-F	Colchester to Scrub End: service withdrawn.
	17/18	M-S	Clacton to Point Clear: evening service withdrawn.
	17	TFS	Great Bardfield to Saffron Walden: service withdrawn.
	21	M-S	Bocking to Black Notley: evening service withdrawn.
	23	WO	Steeple Bumpstead to Braintree: service withdrawn.
	37	M-F	South Woodham Town service: service withdrawn.
	59	M-F	Clavering to Haverhill: service withdrawn.
	74B	M-S	Clacton to Colchester: evening service withdrawn.
	76	Sun	Colchester to Clacton: service withdrawn.
	80	M-F	Boxted to Fordham: service withdrawn.
	83/A	M-S	Colne Engaine/Mount Bures to Colchester: service withdrawn.
	85	WO	Mistley to Brightlingsea: service withdrawn.
	86	WO	Colchester to Aingers Green: service withdrawn.
	88	M-F	Earls Colne to Halstead: journey at 0923 withdrawn.
	89B	FO	Great Yeldham to Haverhill: service withdrawn.
	103	Sch	Harwich to Ramsey: school journey withdrawn.
	176	MO	East Mersea to Colchester: service withdrawn.
	318	Th	Thaxted to Bishop Stortford: service withdrawn.
	323	Th	Greenstead Green to Sudbury: service withdrawn.
	352	M-S	Chelmsford to Halstead: evening service withdrawn.
1 Sept 14	87	M-S	Colchester to Brightlingsea: minor timetable revisions.
	88	M-S	Colchester to Halstead: revised timetable with service extended to/from Braintree.
	X88	M-S	Great Yeldham to Colchester: new peak hour service.
	89	M-S	Great Yeldham to Braintree: revised timetable with improved frequency on Saturdays.

4 Sept 14	34/A	M-S	Bocking to Great Notley: minor timetable revisions.
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Following the news that Hedingham have declined to tender for the weekday evening 352 services from the end of August John Salmon managed to catch Hedingham EU04BVF on this evening service at Ash Tree Corner, Little Waltham.

John Salmon.

New Horizon

1 Sept 14	77	M-S	Aingers Green to Colchester: Saturday service withdrawn and section of route between Colchester Head Street and Hospital withdrawn with revised timetable.
7 Sept 14	178	Sch	Walton to Colchester: school service withdrawn.

Olympus Bus & Coach

1 Sept 14	R1/R31	M-S	Harlow to Sumners: new service.
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Panther Travel

1 Sept 14	103	Sch	Harwich to Ramsey: new schoolday service.
	302	Sch	Saffron Walden to Bishop Stortford: new schoolday service.

Road Runner Buses

1 Sept 14	511	M-S	Bishop Stortford to Harlow: service extended to/from Thorney Park operating every 30 minutes.
	512	M-S	Bishop Stortford to Thorney Park: service withdrawn.
	512	Sch	Bishop Stortford to Harlow: new schoolday service.
	R1/R31	M-S	Harlow to Sumners: service withdrawn.

Grovel Corner.

Your Editor apologises most sincerely to **Ken Coldwell**; the two Stephensons pics on EBN603p24 were taken by him and not John Salmon.

EBN604p11

Service Changes by Paul Harvey, concluded.

Stephensons of Essex

31 Aug 14	20X	Sch	Rochford to Rayleigh: morning journey combined with 515 from Hullbridge. Afternoon journeys operate between Rayleigh and Ashingdon.
	514	Sch	South Woodham to Southend: revised terminal and route in SW.
	515	Sch	Stambridge to Rayleigh: morning journey to commence at Golden Cross.
	524	Sch	Maylandsea to Southend: school service withdrawn.
	593	Sch	Althorne to South Woodham: revised r'te in Burnham & Mayland.
	594	Sch	Witham to South Woodham: revised terminal and route in SW.
	602	Sch	Witham to Great Baddow: converted to schools only service with minor route changes.
	603	Sch	Springfield to Great Baddow: converted to schools only service with minor route changes.
	605	Sch	Hatfield Peveral to Great Baddow: converted to schools only service with minor route changes.
	620	Sch	Cressing to Chelmsford: service extended to Silver End.
	623	Sch	Silver End to Chelmsford: revised route and timetable with terminal now Witham.
	628	Sch	Great Totham to Chelmsford: school service withdrawn.
	630	Sch	Heybridge to Chelmsford: revised route and timetable with terminal now Wickham Bishop.
	637	Sch	South Woodham to Chelmsford: revised route in South Woodham and Chelmsford.
	741	Sch	Little Horkesley to Stanway: school service withdrawn.
	814	Sch	Wakering to Westcliff: morning journey to commence from Shopland.
1 Sept 14	816	Sch	Golden Cross to Westcliff: revised afternoon route and timetable.
	1	Th	Ashen to Sudbury: new service.
	9/10	M-F	Great Notley to Great Bardfield: new service.
	10	WO	Cornish Hall End to Braintree: new service
	59	M-S	Haverhill to Clavering: revised timetable to include Additional journeys.
	176	MO	East Mersea to Colchester: new service.
3 Sept 14	23	WO	Steeple Bumpstead to Braintree: new service.
5 Sept 14	8	FO	Toppesfield to Haverhill: new service.
	89B/X	FO	Great Yeldham to Haverhill: new service.

TGM (Network Harlow)

29 Aug 14	14	M-F	Staple Tye to Templefields: service withdrawn.
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Trustybus

15 Sept 14	410-412	M-S	Harlow to Waltham Cross: revisions to timetable.
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Viceroy of Essex

1 Sept 14	59	M-F	Saffron Walden to Audley End Station: minor timetable revisions.
4 Sept 14	318	Th	Thaxted to Bishop Stortford: new service.

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

Ken Coldwell's Day out in Colchester.



Another criticism of my favourite "bus station"! All those uprights make it extremely difficult to take "clean" bus pics! Nevertheless,

Ken Coldwell has done a first class job with this very smart Beestons of Hadleigh (Suffolk) working the Colchester-Dedham 247 service with AD Enviro 200, KX58 GUU, seen here at Colchester Bus Station awaiting its next duty to Dedham on 22 July.



But it is not just the Bus Station that has hidden dangers for the photographer! This delightful picture almost made the front page – it lost out because I wanted a change from red! Heddingham Volvo B7TL/Transbus Trident (EU53 MVW) showing "Not in Service" as it rounds into Queen Street, Colchester from Colchester High Street on 22 July.

Ken Coldwell.

Group Visit to Canvey Island Transport Museum.

16 July 2014. By Maurice Austin.

* Editor meets Editor!

Member Paul A. Bateson travelled all the way from Toronto, Canada to join us on this trip! He is probably the member furthest away from Essex (we do have another Canada based member who may deserve that title but he wasn't there to defend himself!). Paul edits the Canadian/International magazine "British Buses Abroad" and plays a leading part in the "Double Deck Tours" concern at Niagara Falls. Paul, hired by the infamous DS Giles, worked in the Traffic Office at Southend Corporation Transport from 1963 – 69. His favourite buses were 244 and 315.

* A touch of Nostalgia!

When I was a lad based in Surrey, I became part-time Traffic Manger for McCann's Coaches in Forest Green. The famous North Downs Rural Transport run by the legendary Thomas W. W. Knowles had run into financial difficulties and ceased trading. Local garage owner Tony McCann took over the services and I worked for him for nearly a year acting as TM. The highlight of my time being an appearance at a Traffic Court to get the licences transferred in face of intense opposition from London Country services, Tillingbourne Valley and others. NDRT and McCann had a small fleet of mainly Albion Nimbuses and a couple of Bedfords. Much to my surprise, one of the CITM exhibits is CFU851, a 1948 Bedford OB, originally with S&J Wood (Seagull Coaches) of Blackpool. This bus was with NDRT from 1/72 to 12/72, I must have ridden in and maybe even (illegally) conducted it. I must check my old diaries!

Some 20 members were treated to a spirited ride on Bristol VR 3000 round the Island, over the causeway to Benfleet, Hadleigh and surrounding areas. A collection was taken in aid of the museum and £75 was raised.



I don't think this one has ever reached Canada! Here, BlueLine Travel's RML891 (HSL 660, nee WLT 891) approaching just as John was about to cross the London Road, Leigh-on-sea on 3 July. (also see p22 this issue.) **John G. Lidstone.**

Upper: Our tour bus for the night outside Benfleet Station. A lovely Bristol VR.

Lower: 34 years separate these double deck designs (and fleet numbering systems!); Hadleigh allocated 33098 passes Museum based 3000 close to Hadleigh garage. The Trident is displaying a destination only seen on evening journeys on the 21. Labworth Park will be familiar to many readers as the venue for the museum's annual rally, this year to be held on Sunday 12 October, hopefully in drier conditions than 2013!

Both pictures by Richard Delahoy.



Acquired Vehicle

53008 W808 PAF Optare Solo M850 VN6440 Oe 6440 B27F 06/00 First Western National
New to FWN as fleet number 808. Acquired from First Hants & Dorset at Hoeford 9 July 2014.

Allocation Changes

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

FEC=First Eastern Counties; FG=to/from another First Group company (both involving change of legal ownership); Acq=acquired from a non First company

The following traditional depot codes are used in EBN, although no longer by the company:

BN-Basildon; BE-Braintree; CF-Chelmsford; CN-Clacton; CR-Colchester; HH-Hadleigh; DS-Driving School; Sh-Shuttle Bus (non PCV)

Period 4 (30 June - 27 July)

34014 CN(store)-sold, 41239 BN-CF(store), 42918 CF-CN, 53008 FG-CF*, 60766 CF-CN(store), 60767 CF-CR, 60810 CF(reserve)-CN(store), 60865 CR-CR(out of use), 66169 BN-CF, 66179 BN-CR, 68000 CF(Sh)-sold

* Being prepared for service

Disposals

July 2014: 34014 to Alpha Recovery, 68000 to First Aberdeen

68000 was no longer required following the arrival of the two driver shuttle cars (see EBN 603). 44519 (see EBN 603) returned to Ipswich from refurbishment at Rotherham on 24 July in Ipswich's new livery of dark grey / white / purple and with e-leather seats fitted (photos available on Ipswich Bus Blog website).



Dark Blue Ford Galaxy SP13 GHZ mentioned in EBN 603 working on driver transfers at Chelmsford.

John Salmon.
EBN604p16

Repaints

Clacton paint shop, which was closed around ten years ago when repaints were contracted out, has recently been re-opened. CN65690 was the first vehicle to be painted there since the re-opening, into new livery and first seen on route 74 on 26 July. It has "F" symbols and Clacton depot stickers but no fleet names (both sides of the lower panels currently display adverts). This was then followed by CN65691, seen on routes 7/8 on 1 August.

Other Vehicle News and Workings

General

BE33195 was seen on route 70 on 14 July fitted with a tree deflector, however, by 26 July it had gone. It is not known if it was deliberately removed or whether it lost a battle with a tree! Not previously reported, CN44596, which was new to Connex, Jersey and was acquired last August, has red leather seats and a built up luggage rack over the front nearside wheel.

Olympians

34305 is now the only Olympian in stock following the sale of 34014. It was noted on route 42 on 18 & 19 July and 5 August, 36 on 22 & 30 July and 31X on 1 August.

Clacton (CN) and Colchester (CR)

Three shuttle services operated to Colchester United's Weston Homes Community Football Ground for the Elton John concert on Sunday 29 June. Noted in use were: from Ardleigh Car Boot Sale Site (7,000 car parking spaces) 30887, 30902, 33045, 33086 and 33184 (all BE), plus Fourways H691PTW, H699PTW, E856DPN, G981FVX and G310FWC; from Essex House on Severalls Park (136 spaces) 32481 and 32485 (both CR); from Bruff Close (1,358 spaces at the railway station) 32476, 32478 and 32652 (all CR). One coach was also noted bringing people to the concert, Galloway's 5048 PP.



Driver Trainer Trident / President 32806, still in First London red, seen at Chelmsford Bus Station on 26 July this year.

Adam Kelleher.

The revised service 103/104 Colchester-Harwich timetable from 29 June requires six buses from Colchester during off peak instead of five from Harwich outstation, the extra one is due to increased running time and more layover time at Colchester and Harwich. Sightings have been:

2 July 32481, 65650, 65666, 65667, 65677 and 65680

23 65570, 65574, 65678, 66982, 66984 and 69421

Double deck sightings have been rare, as well as 32481 above, 32651 was seen on 09.15 Mistley-Colchester 103 on 25 July, and on 31 July two double deckers were noted: 32652 on 1435 Colchester-Harwich 104 and 32480 on 1625 Colchester-Harwich 104. Other sightings on the route since CR took over have been: 66976 (Co-Op overall ad) on 8 and 11 July, 65686 on 9th, 62407, 65651 and 65687 on 26th. As these routes are now standard Colchester operations sightings will no longer be reported unless unusual.

23 July was the last day of term for East Bergholt High School. 65689 worked the last service 193 am journey 0818 Ardleigh-East Bergholt (the 1545 return was not noted). It is believed that the 193 was the last ex Eastern National service to operate into Suffolk.

Since the departure of 44517-9 to Ipswich (see EBN 603), services 3/4 Clacton-Harwich and Harwich local services 20/20A/22A/22B are normally worked by four out of the five remaining Enviro 200s at Clacton, 44516 and 44596-9. Exceptions noted have been 42918 on 23 July, 43855 on 24th and 43712 on 31st. Services 7/7X/8 Clacton-Walton on the Naze had a revised timetable from 29 June; the Monday to Saturday frequency was increased from every 20 minutes to every 15 minutes, with buses alternating as service 7 or 8 with service 7X being withdrawn. The vehicle requirement increased from four to six. With four of the five Enviro 200s normally being required at Harwich (as mentioned above) only one Enviro 200 is now available for services 7/8, instead of the four (44596-9) that were normally used prior to 29 June. Therefore Darts and Scania's now make up most of the allocation on these routes. Observations have been:

4 July 42937, 43712, 43735, 44596, 61054 and 65692

29 42918, 42937, 43712, 43735, 61054 and 65551

31 42918, 42937, 43714, 44598, 65556 and 65690

Prior to 29 June, services 5/5A Clacton-Little Clacton were normally worked by one saloon and one Trident. From this date, the 5/5A were revised to operate Clacton-Flatford Drive, which requires only one saloon, the Trident was transferred to summer service 16 Clacton-Bockings Elm Circular. Trident 32856 worked this service on 30 July (the other Trident, 32810, worked on service 76 Clacton-Colchester on this day). CN43735 was seen on summer service 19 Clacton-St Osyth Beach on 26 July and again on 30th.

On 14 July recently re-acquired CR65631 was the subject of an attempted overnight theft from Magdalen Street depot but ended up across the road after crashing into the block of flats opposite. An article with photo is on the Colchester Gazette website (gazette-news.co.uk, dated 15 July). However, damage was minimal and it was back in service by 17th when it was seen on route 75.



Colchester's 65689 has recently had the W on its front painted magenta, 66986 in the background shows the more normal livery application. Outside Colchester Queen Street depot, 26 July 2014. Of course, this would be best shown in colour but resources are limited !)

Adam Kelleher.



This is another picture that would be better in colour – perhaps next issue! In an overall ad for the East of England Co-op, (a successful local co-op, not the one that has got itself into trouble recently!) Colchester's 66976 is seen in Chelmsford Bus Station on route 71 on 30 July 2014.

Adam Kelleher.

Chelmsford (CF) and Braintree (BE)

7 July BE43474 on 70X
 17 CF53136 on 42A
 21 CF53138 on 42
 3 August CF43801 on 80A/C

Basildon (BN) and Hadleigh (HH)

6 July BN69908 on 251
 17 BN41544 on 100
 3 August BN69907 on 251

Other News

From Monday 21 July, mTickets (for pre-purchase on mobile phones) were introduced in South Essex: Daily, weekly and monthly Basildon Inner, Basildon Outer and Southend Metro mTickets are available. Buses have been gaining stickers in the front nearside window for the Commonwealth Games: "Glasgow 2014, XX Commonwealth Games Proud Supporter" plus two Games symbols, white on clear background.

Sources: Own observations, and with thanks to M Allen, R Appleton, S Barham, G Butler, T Clark, J Long, D Lund-Conlon, J Mulley, P Munford, J Podgorski, J Salmon, K Smith, G Toon, R Webb, the Essex yahoo! group, *Essex Buses Google group*, flickr, www.bustlistsontheweb.co.uk, *Real Bus News*, LOTS, PSV Circle, Ipswich Bus Blog and 'Terminus'.

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

Ian Ransom advises that First Essex Timetable leaflets can be downloaded at http://www.firstgroup.com/ukbus/essex/journey_planning/booklets/

EBN604p19



Arriva Southend by Peter Mansbridge.



The latest at Arriva Kent Thameside (Southend) - ex-Medway Optare Versa V1110 4225 (KX62 JNV), first of several to be reallocated to Southend. It still carries Arriva Medway on sides and rear.

This entered service on Tuesday 22 July on route 1, and the next day (23/7) was on 9's as shown at East Beach. DAF SB220 3921 (T921 KKM) has been withdrawn - disappointingly, as it was beautifully musical, John believes this replaces it. *The front view of this bus is shown on the inner rear cover but your Editor thinks it worthy of a double exposure!*

John G. Lidstone.

Press Release from Arriva

For the whole month of August the off-peak child single fares will be available all day instead of only after 9am and the cost of the Southend Child Day Saver ticket will be reduced to just £2.

These offers apply throughout the Southend, Rayleigh, Rochford and Castle Point areas and on Arriva buses to Basildon, with the Day Saver ticket allowing unlimited travel on all Arriva buses across the area for the whole day.

Arriva's Regional Publicity Manager, **Richard Lewis**, said "We are pleased to offer some concessions to help reduce the cost of travelling around on our buses during August.

"The extension of our off-peak child fares means that children won't have to wait until 9am to take advantage of cheaper fares and for those travelling longer distances or making multiple journeys during the day, the Day Saver offers great value for money, with the benefit that the more journeys you make, the more you are saving.

EBN604p20

Allocations

702	T802 RFG	Dennis Trident/East Lancs Lolyne	HD – CN
726	W826 NNJ	Dennis Trident/East Lancs Lolyne	TY – SY
727	W827 NNJ	Dennis Trident/East Lancs Lolyne	CN (not used) – SY
92	P910 RYO	Volvo Olympian/Northern Counties Palatine	SY – TY
96	R552 LGH	Volvo Olympian/Northern Counties Palatine	SY – TY

Tridents 726 and 727, which retain Konectbus dark blue base livery, have transferred to Sudbury and will operate peak time school runs such as 752 (Bures/Sudbury – Bury St Edmunds) and 755 (Sudbury – Colchester & Norman Way). Olympians 92 and 96 move to Tollesbury for schools work.

Following the end of the school year, PVR reductions at Sible Hedingham and the service changes planned for September have released Trident 702 to join others in the batch at Clacton.

Withdrawals

60	H160 HJN	Leyland Olympian/Alexander RL	TY – D/L
68	P606 CAY	Volvo Olympian/Northern Counties Palatine	KN – D/L (for spares)

Disposals

All to A. Barham (dealer) during July:

62	K510 ESS	Leyland Olympian/Alexander RL	TY – sold
200	R835 FNG	Optare Excel L1170	CN – sold
201	S169 UAL	Optare Excel L1170	CN – sold
203	V203 ENU	Optare Excel L1170	CN – sold
212	M211 WHJ	Dennis Lance SLF/Wright Pathfinder	CN – sold
286	X346 YGU	Dennis Dart SLF/Plaxton MPD	TY (then store at CN) – sold

Fleet changes, August/September

Further allocation changes are planned during August, including transferring short ADL Enviro200 292 (EU59 AFF) from Tollesbury to Clacton, to join 293 (EU59 AFJ). 293 is currently the regular vehicle on service 2 (Clacton – Weeley – Manningtree – Mistley), though alterations to schedules from September will see these used more fluidly across services 2, 11 (Highwoods – North Station), 137 (Clacton circular) and the late workings on services 87 and 88.

Similarly, short TransBus Dart SLF/Plaxton Pointer MPD 291 (EU06 KCX) is due to transfer from Tollesbury to Sible Hedingham, to join similar 289 and 290 (EJ02 KYY, EX02 RYR) for Braintree town services 34/34A.

250 W312CJN Dart/Plaxton Pointer SLF is currently under repair but will return to service.

Websites

www.hedingham.co.uk and www.chambersbus.co.uk were updated in early August with a new advert for driver recruitment. New timetables are also available for service changes from 1 September.
with thanks to Jeff Clayton & Essex-Buses yahoo group.

Ensignbus

By Mark Lloyd with thanks to Ross Newman.

The blank space on EBN603p21 should have included this report and picture! My apologies to Ensign, Mark and John. I am not sure why the full page did not reproduce. The pdf I transmitted by Dropbox seemed to be fine but something obviously went awry. I may have tried to get too much on the page

Ensign Fleet, June 2014.

401 P671LWB Volvo B10MA Plaxton Premiere – on hire to Swallow Coaches.

Heritage Fleet

Ex JMT 1932 Leyland TD1 J6332 acquired.



On 3 July at about 1815, **John G. Lidstone** was in the London Road, Leigh-on-Sea when he saw Ensignbus RML2734 (SMK 734F), on school prom hire, having just passed by (he had to run like blazes to capture it!). He didn't say what state he was in after the run!

Ensignbus Dealing Stock Movements – July 2014.

By Mark Lloyd with thanks to Ross Newman.

Vehicles In

East Yorkshire	RM2065	
Fowlers Coaches	761FOW	Javelin
M17/9WAL	DAF	DB250's
Go-Ahead NE	S826OFT	Olympian
Go-Ahead Oxford	AE56OUF/AF53GCY	MAN
	YX07HNO	Primo's
	/RK07BNF/YX07HPJ	
	P1OXF L1OXF	Solo's
	R267/9/70LGH	Olympians
Go-Ahead Plymouth	X153FBB	Volvo B7TL's
	Y734/7/826TGH	
Lloyds Coaches	SN57DXC	Enviro 300's
	SN08AAF	
	DK09OBH	Enviro 200
London General	LF52ZNZ	Volvo B7TL
London United	SK07HLN/O/P/R/U/V	Enviro 200's
Metroline	LK03CEV/LK03CGU	Tridents
	LK03GFY	

Vehicles Out

Amber Coaches,		
Rayleigh, Essex	SK07HLV/HLN	Enviro 200's
Bordabus, Bungay, Suffolk	SK07HLU	Enviro 200
East Yorkshire MS	XSL228A	Bristol Lodekka
Fowlers Coaches,		
Holbeach Drove.	LK03GGZ/CFF/CGG	Tridents
Galleon Travel, Roydon, Essex	SK07HLR	Enviro 200
GHA Coaches, Wrexham	Y166/88NLK	Volvo B7TL's
Hamilton-Gray, Exeter	GB/HB07OXF	Volvo B12B's
Herberts Travel, Shefford, Beds	X934YCC	Dublin B7TL ex 00-D-40059
	X935YCC	Dublin B7TL ex 00-D-40098
Landmark , Arlesey, Beds	X231FBB	Dart
McGills Buses, Glasgow	J323/5BSH	Olympians
New Adventure Travel, Cardiff	AF53GCY	MAN
Next Bus, Chippenham	AE56OUF	MAN
Ridleys Coaches, Kenilworth	X157FBB	Volvo B7TL
Rodgers Coaches, Kettering	X933YCC	Dublin B7TL ex 00-D-40036
Round and About,	{YK55ATV	Volvo B7TL
Horsham, W Sussex	{KL52LZX	Dart

Ensignbus Dealer Stock Movements – July 2014, cont.

By Mark Lloyd with thanks to Ross Newman.

Southern Transit, Brighton	Y514/7NHK	Tridents
Stanley Travel, County Durham	LK03NJY/X/F/NHZ	Volvo B7TL's
Travel Express, Wolverhampton	RX51FNU	Dart
Velvet Bus, Eastleigh, Hants	Y826TGH	Volvo B7TL
Whealers Travel, Southampton	T669/70KPU	Tridents

Other Movements

Dennis Javelin	761FOW	Airport Aviation Services, Slough
Darts	NK51MKN / X226FBB	{
Volvo B10BLE's	R837/49PRG	{Valero Energy, Pembroke
Olympians	R831 / 838MFR	Qaliti Conversions, Southampton

Regal Busways by Adam Kelleher.

Acquired Vehicles

KP02 PUH and KP02 PVD (see EBN 603) retain dual doors.

With thanks to Maurice Austin, Nigel Clark, Terry Clark, John Podgorski, Steven Quay and Jonathan (Jonny)

Workings and Observations

9 July	611 on 75
11	203 on First Data Shuttle, 207 on 1, 604 on 3B
14	KP02 PUH on Braintree Freeport shuttle (no destination blind, number blind turned to yellow blank, route number 900 on paper in windscreen - although this route is nominally numbered 900 it is not normally displayed by vehicles)
17	KP02 PVD on 3, full set of scrolls fitted at front, correct number and destination shown. Again on 3 the next day.
26	208 on 343, 802 on Braintree Freeport shuttle
28	601 on 75
30	515 and PO2 on 3, 611 on 1, 613 on 31A
4 August	604 on 52



Regal
Busways
Dennis Dart
SLF/Plaxton
Pointer
2, KP02 PVD
mentioned in
EBN 603
laying over in
Little Waltham
prior to
operating the
52 Service
from Pleshey.

John Salmon.

Stephensons of Essex notes by Richard Delahoy.

Disposals

972, K872CSF, Olympian/Alexander, has been sold to a private buyer near Tunbridge Wells for conversion to a recording studio.

Trustybus (Galleon Travel 2009), by Adam Kelleher.

Acquired Vehicles

SN61 CYY AD Enviro 300 10.9m B36F new 2012

Acquired via Ensign, June 2014, ex Meteor Parking (Pink Elephant), Stansted Airport. It remains in Meteor's all over black livery with LED destination equipment. Seen on route 411 at Harlow on 11 July. It did have extended luggage racks in the front half of the offside low floor area for its airport work but these have been replaced by seats so the capacity is now greater than B36F.

As well as EIG 1357 (see EBN 599) two other Mercedes Benz Vario / Plaxtons are owned which have not previously been reported. They are W996 JNF, DP28FL, new June 2000 to Suffolk County Council Education Department at Ipswich and KV51 KZD, B33F, new November 2001 to Central Parking, Heathrow. Like EIG 1357, KV51 KZD was previously with Beestons.

EDL35 (see EBN 603) was actually new in 2001, not 2004, and was one of the early prototypes (chassis number 103).

MX10 DXY (see EBN 603) has been given fleet number EDS36.

Other Vehicle News

SPD6 has been withdrawn from service for disposal. Optare Delta S403 JUA (see EBN 599) has not been used and has been offered for sale.

Disposals

P980 LNB to a buyer in Scotland, to be used as a mobile training laboratory, by May 2014.

It was reported in EBN 598 that former Logic Travel RX51 FNT has not been included in the numbering scheme and it was assumed that this vehicle was permanently out of service or had been sold. It is now known that it is being broken up on site.

With thanks to Adam Jones, Ross Newman, Richard Walker and LOTS

Townlink Buses by Adam Kelleher.

Acquired Vehicles

S307 JUA Dennis Dart SLF / Plaxton Pointer 2 10.1m B26F new Aug 1998 Arriva London South DDL7

S309 JUA Dennis Dart SLF / Plaxton Pointer 2 10.1m B26F new Aug 1998 Arriva London South DDL9

S316 JUA Dennis Dart SLF / Plaxton Pointer 2 10.1m B26F new Aug 1998 Arriva London South DDL16

These later worked for Arriva the Shires. Acquired from Hardwicks, April 2014. They were originally B26D and unusually were not up-seated when converted to single door. LED destination equipment is fitted. S307 and S316 were seen in July repainted into fleet livery although without fleet names.

Disposals Dennis Dart P741 RYL has been scrapped, last seen in January. Updated news on the withdrawn Ivecos (see EBN 598) is that EU07 XGM was disposed of some months ago, XGL is being converted for non-PSV use before sale and XGK remains dumped.

With thanks to Adam Jones and LOTS

EBN604p25

Smaller Operators by Roger A. Smith. With thanks to the PSV Circle.

APT Coaches, Rayleigh.

Setra S315GT C46FT, reg. A12APT (ex W216UGX) has gone to Kent Top Travel, Maidstone, Kent.

Don's, Dunmow.

YN11FVE, a Mercedes Benz 0813D with Plaxton C25F bodywork has recently been acquired from City Circle, Hayes, Middlesex and is re-registered as DN11DON.

Flagfinders, Braintree.

A recent arrival here is Alexander bodied Volvo Olympian H51/34F, reg. R141EVX, formerly with BETC, Merstham, Surrey.

Godfrey (Solitaire), Rochford.

YNO5WJD, an Iriza bodied Scania C46FT is here from Rogers, Martley, Worcestershire.

Jackson, Bicknacre.

A DAF Van Hool C53F, reg. K600ACT (ex AVO2SNN) has been acquired from Angus, Needham Market, Suffolk.

Lodge, High Easter.

Vehicle allocation increased from 25 to 32.

Panther, Parkestone.

Vehicle allocation increased from 7 to 12.

Viceroy, Saffron Waldon.

Wright bodied VDL B39F, reg. YJ55KZT, previously with Guideissue, Knypersley, Staffordshire is now here.

Hadleigh (Suffolk!) Community Group by Bob Beaumont.

We recently reported that Bob Beaumont FCILT, had rejoined the Group and has retained his original membership no. 3. Like many bus people, the industry gets imbedded under their skin. Bob is now Chairman of the Hadleigh Community Transport Group Ltd. He writes:-

"This well established community transport operator manages to just get over the border to Essex in the Manningtree area.

The 796, a regular commuter service from Hadleigh to Manningtree Station has additional summer journeys to work the 745 Dedham Vale Hopper, this is an hourly tourist/shopper hopper from Manningtree via Cattawade, Flatford, East Bergholt, Stratford St Mary, Dedham, and Lawford back to Manningtree.

From August to December the Group will also be operating a Sunday service on 202 Ipswich to Shotley, whilst the ferry to Harwich is operating it is possible to cross and travel onward to Manningtree by Network Colchester returning to Ipswich by train."

The Industry Has A Trip Out! Words & pics. Richard Delahoy.

Top picture: On 25 July, the bus/coach industry trade body CPT organised an evening "ride and drive" event at North Weald aerodrome, making use of the extensive internal road system. A selection of new buses and coaches were provided for members to try out, here Adam Barham of Panther Travel tries out a brand new, unregistered Plaxton – Panther!



Lower picture: During the evening, the Essex & Herts Air Ambulance G-HAAT that is based at North Weald returned to base and briefly offered some interesting photographic opportunities as it hovered close to the display, seen here with the Plaxton Panther again. EBEG supports the Air Ambulance and raised £230 for them from our recent Talisman Tour evening.



Last Month's Members Puzzle!



There was a mixed reaction to my query on EBN603p29. I was told off for not keeping up the appropriate standards but many of you rose to the challenge!

Martin Farmer was first out of the block. Many thanks to him and everyone else who responded. I reproduce part of his reply, mixed with that from member 511, A K Spindler from Chelmsford, and Bob Williamson from Studley, below.

These two vehicles are Tillings Travel vehicles (or Tillings Transport) and are:-

On the left, **T540**, 7BXB, a Bedford SB8 with Duple C41F bodywork new in 1961, later to Eastern National as 509 in 1970.

On the right, **T543**, BPU21B, a Bedford SB13 Duple (N) "Firefly" Northern body C41F, 1964, Tillings had Essex registrations like its sister company, Eastern National, hence the Essex reg. numbers. The bus was originally due in 1963 and was due to have been registered 21POO. It had to be re-registered as it arrived after January 1964 when there was "B" at the end of registration marks. It was subsequently transferred to EN in 1969 and renumbered 508.



First Volvo CF66830 and Regal Busways 604 R510SJM await their next duties at Chelmsford Bus station.

John Salmon.
EBN604p28

The Letters Page.

Maurice Doggett.

"I thank Terry Challis for pointing out the incorrect registration of one of the two AEC Regents re-bodied by ECW in 1949. All the records and photographic evidence give the correct registration of JN4744, there being no Regent or any other bus in the Westcliff fleet having the registration JN4749.

The mistake was due to a typographical error for which I apologise – my typewriter does make the odd error from time to time!"

Editor's note: Members will have noticed that their Editor has a computer with the same habit!

Bob Palmer.

"Thanks for another interesting magazine. The "Blind Spot" always catches my attention and thanks to Bob Williamson for providing the details and listings. As a one-time compiler and orderer of blinds for a part of London Buses, I still have a fascination over how others did it.

It is interesting that on the destination blind, most places are in alphabetical order but there are interesting exceptions:

- a) HORNBEAM CLOSE follows BISHOPS HALL ESTATE – a local service therefore presumably to save blind winding.
- b) BULPHAN (CHURCH) is placed before the BRENTWOOD pair. Why?
- c) LITTLE WARLEY is placed before LANGDON HILLS and the set of LAINDON. Why?
- d) RAYLEIGH before RAWRETH. Why?
- e) WARLEY and WOODMAN ROAD placed together.

Also qualifying points to the main name are not always consistent, namely we get BILLERICAY STATION, RAYLEIGH STATION and SHENFIELD STATION but we also get BRENTWOOD (STATION) and WEST HORNDON (STATION) and as if to be quite definite about it, LAINDON (RAILWAY STATION).

An omission seems to be INGATESTONE. Were reliefs, duplicates, etc. never worked to that small town? Also no general purpose Essex destinations were included such as Braintree or Colchester, so if Chelmsford commandeered a Brentwood vehicle they would only have a few routes covered.

The number and via points blind is simple by comparison being in route number order but interestingly, the 251 demanded three via points (in the main) but route 30 surely needed points as well? Brentwood, Romford and Ilford would have been reasonable to me. Most interesting are via points with a qualifying point in brackets, e.g. HUTTON (BRACKEN BANK).

Can anyone comment on the above? As in London, I suspect blind listings developed for each garage over a number of years as routes changed or developed although Brentwood only fell into the ENOC field in the early fifties.

Can't wait for the next listings"

Noted, ED! Actually, for a "minority interest", I get a lot of favourable comment about the blind spots. As an example, see Alan Watkins letter below. More articles to come very soon.

Alan Watkins.

"The recent publication of the EN Brentwood destination blinds and the subsequent letter from Nigel Turner raises a number of interesting points (if you are quite bonkers, as I am) on which I would like to comment.

Firstly I was not aware either that they appeared on Brentwood blinds although the via blind pictured contains two unique inscriptions with a history of which more anon. I am not aware whether Brentwood vehicles actually worked to Felsted Sugar Beet Factory but in the mid 50's they would have had enough layover time at Dunmow to make the 15 minute trip and return in time for the scheduled 33 departure to Brentwood. Perhaps it was something envisaged as a possibility for future scheduling which doesn't mean of course that it actually happened - merely that there was a useful potential if required?

With great respect it is incorrect to say that BS had no turns on the 310 Braintree-Dunmow-Bishops Stortford. It is true to say that BE operated the predominant main service but on WFS Stortford had a small number of turns between BS and Dunmow and had regularly scheduled duplicates (as opposed to an Inspector's Whim as I call them) at peak times and on Wednesdays just as BE - in the early and mid 1950's - operated scheduled duplicates on Thursdays to help out BS on their "busy day of the week". This is based on personal observation in the period 1952-1961 at Stortford first as an enthusiast and later as a conductor for Premier Travel mainly serving Stortford on Thursday and Saturday but at less frequency on other occasions."

This is part of a very long (but interesting!) letter that will be continued next issue).

"Outlook variable" The Delaine Crusader Tour – 24 May 2014

by David Harman.

Dark clouds and steady rain were much in evidence when 30 members and friends set off from Colchester and Dunmow. Our transport for what promised to be a distinctly damp day was Talisman Coachlines' DAF MB200/Plaxton YJN 455S, preserved in Staines Crusader Coaches livery.

Downpours notwithstanding, the show must go on, and a brisk sprint up the M11 and A10 brought us to our first stop – **Grey's of Ely's** modern depot at Witchford on the outskirts of the city. With rain beating down, all we could do was view the panorama from our seats. But, collective prayers to the Met Office were eventually answered. The rain eased off and the hi-viz's were soon swarming like bumble-bees, anxious to partake of the PCV-nectar on display. Grey's have a front-line coaching fleet, mostly bearing cherished Gxx ELY plates, nowadays finished in a distinctive metallic grey scheme, and Volvos with Sunsundegui, Plaxton Panther, Jonckheere Mistral bodies, an Irizar i6 Integral and a Mercedes/Plaxton Cheetah 2 were all in their allotted parking spots as stipulated on the depot noticeboard.

Apart from one or two awaiting repaint from previous owner colours, the school bus contingent retains the cream of the older (cream and pale green) livery. Olympians from Solent Blue Line, Thames Transit and East Kent, Dennis Dragons/Condors from Stagecoach Kenya/Magicbus and Hong Kong are now supplemented by Plaxton President-bodied Tridents from Brighton & Hove. On the single-deck front, two increasingly rare combos were represented - the Volvo B10M/Plaxton Verde, with examples new to Oxford Bus, and as a demonstrator (later with Nottingham), and the Dennis Lance/Optare Sigma, ex-Brighton & Hove.

North, over the fens to Guyhirn and the perennially fascinating fleet of **Emblings /Judds**. School decker stock mostly comprise Olympians ex-Stagecoach United Counties and Busways (but new to Bexleybus), plus a couple of ex-Harris Bus East Lancs Pyoneer examples. Former Hedingham Plaxton Bustler-bodied Leopard L103 is now out of use - a preservation candidate, perhaps? Many other vehicles are on site, out of use, being cannibalised, or stored on behalf of others, including remnants of the once-large Bristol VR fleet, an ex-Bournemouth Marshall-bodied Fleetline, a Southport Atlantean, and a Thamesdown ECW Fleetline. Numerous VR bits and pieces including Gardner engines were also in evidence, and one member was delighted to find and rescue a VR steering wheel.

Next stop, **Decker Bus** at Whittlesey, whose depot is adjacent to the Peterborough – Norwich / Ipswich / Cambridge line, which was witness to a surprising amount of activity – trains from CrossCountry, Greater Anglia and EMT, plus freight. Decker Bus has a mixed fleet for school work and also specialised hires – party, diner, sleeper coach etc. Liveries are deliberately varied – deckers are mostly lime green; others are in a range of all-over, primary colours – red, orange, yellow, green, lavender, turquoise, powder blue etc. After refreshments in the crew rest room, the contents of the yard were comprehensively re-arranged to suit our photographic desires. The open-top party-bus (a Lothian Olympian) was, unsurprisingly in view of inclement conditions, at home for the day. The closed-top party bus was due out on a hire but we caught it in time - ex-Isle of Man Olympian/NC G314 EJJ, with step-entrance upholstered in astroturf. Unusual!

Presented in turn for the cameras were an ex-Metroline Plaxton President Trident – one of several in use or under preparation, P222 BUS, a re-registered Stagecoach London Olympian/NC, and one of a trio of former Arriva North West Palatine II-bodied Olympians. Another Palatine II, new to London General and still in (Go South Coast) Tourist Coaches livery is also in stock. A Judds ex-Harris Bus Olympian was on site for mechanical work. Finally, Gary Sharpe spotted a rarity in the corner and after much shunting, we were able to snap it. This was a MAN 24.400 / Noge Catalan sleeper coach, new to band bus operator, Berryhurst of London, and registered GIG (geddit?) 3326. One of only three imported, apparently. Decker Bus was a colourful interlude, and we stayed longer than anticipated!

Onwards in what was now, warm sunny weather, with the DAF's A/C switched to **** maximum cool setting (i.e., all four roof-lights opened) to the lunch stop in Peterborough city centre. This was shorter than planned, but die-hards were able to snatch a visit to the bus station where numerous Stagecoach (ex-Viscount, now registered to Cambus) vehicles, Volvo / Wright Geminis of Delaine, a former Kentish Bus NC-bodied B6 of Emblings, an FEC 'blue elephant' Enviro400 on the long (3h8m) X1 to Yar-Low, and an MCV-bodied VDL SB180 of Centrebus on the longer (4h47m) service 9 to Oakham and (as ser.19), Nottingham, were to be seen. Even the coach park yielded a gem, identified by Trevor Brookes: a Dennis Javelin/Caetano (N585 GBW) new to former London & Country subsidiary, Horsham Buses, and now with Diamond Coaches of Rushden.

EBN604p30

Our final call was to the village of Bourne, home of course to **Delaine Buses**, where Kevin Delaine-Smith, affable as ever, was on hand to welcome us, assisted by enthusiast/Delaine driver, Peter Moore. The fleet now contains just two Olympians, 116 (M1 OCT), earmarked for the heritage collection, and 127 (R4 OCT), due to depart later this year. The rest are all low-floor, 2015-ready: five Volvo B7TLs, eleven B9TLs, all bought new, and six youthful B7RLE/Wright Eclipse saloons, acquired from Whitelaws of Lanark (4), Jim Stones of Leigh and Perrymans of Berwick-upon-Tweed. The newest B9TL, No. 157, delivered but in store, will receive a 64-plate, and for the moment, keeps heritage Atlantean No.72 (ACT 540L) company inside the garage. The latter, with Yeates-inspired cream swoops and raised alloy fleetname, was part of a batch of five bought jointly with Whippet (1) and OK Motor Services (3), being the first 80-seat, extended-wheelbase AN68's.

Modest expansion has been made with some school work taken over following Kime's (Centrebuss) pull-out from the area. Other changes at Bourne include depot security fencing – sadly, a sign of the times, but tastefully done to maintain the rural ambience, and new housing on the "Delaine" field on the other side of the road. This was the location of running day rallies, and of countless enthusiast photos taken over the years. Kevin said, "I suppose we'll get complaints now from residents about having a bus garage opposite - we've only been here 125 years!"

We took Olympian/East Lancs No.127 out to the picturesque village of Morton (and Hanthorpe) straddling the A15, for photos outside the church, the northern tip of the trunk 101 route. The now-brilliant sunshine was a contrast to the heavy rains of recent months in the area which took floodwater above even step-entrance level. A spirited drive back to Bourne demonstrated that the Volvo-powered Olympian arguably marked the type's finest hour. Despite its 17 years, No.127 is in the usual Delaine pristine condition - a particularly handsome bus in my opinion!

The tour raffle prize was the Corgi model of Delaine Volvo B9TL/East Lancs Vyking No.136 and by coincidence, the full-sized version was in pole position on the depot forecourt, in front of which, Kevin kindly presented the prize to the lucky winner, Robin Barnes. With that, we bid a reluctant farewell to Delaine's and set off for Stamford, the A1, A14, M11 and home.

Our grateful thanks are due to the four operators for their hospitality, to Paul Smith for providing our coach and the smooth drive, to Dave Arnold for navigation and general assistance, and to Keith Woods for organising another highly-successful EBEG tour.

*** Tour participants were able to obtain copies of "Delaine - 120 Years of Service", by Peter Moore, (80 pages, fully illustrated) published by Venture in 2010, and now out of print. Copies are still available from Delaine Buses, 8 Spalding Road, Bourne, Lincs, PE10 9LE, at £12.50 post-free (cheques made payable to "Delaine Buses" please). ***



For some reason, Grey's abandoned a perfectly good original registration (N779 DRH) and gave this former Plaxton demonstrator Verde-bodied Volvo B10B a select plate, WSU 484. **David R. Harman.**

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A note from the Editor.

As many of you noticed, a few gremlins crept in last month, mostly my fault for trying to rush things! I hope they have all been corrected in the appropriate place.

One that hasn't is my omission to give former Editor, David Harman, the credit for producing the splendid full cover pic to EBN603. It is something I can't do on my computer, yet! But I am trying to learn how to.

Anyway, my apologies and many thanks to David.

Just look at that butch tree deflector! Read about it in Adam and Chris's First Essex news!!

John Salmon managed to catch BE33195 on the 70 to Colchester on the morning of 14 July newly fitted with a tree defender doing battle with the low hanging branches opposite his home in Little Waltham.

Target dates for EBN605 (September 2014).

By	...	30 August 2014	...	Reports to Sub-Editors.
By	...	6 September 2014	...	Sub-Editor drafts to Editor.
By	...	15 September 2014	...	Dispatch by Printers.

Back Cover Photos.

Inside Top: Lodges Optaire V936JUB lays over (1015 till 1300hrs) in Townfield Road, Chelmsford after operating the Tues/Thurs service 18 on 15/7/14. This vehicle is sometimes used on the Chelmer Valley High School Contract.

John Salmon.

Inside Bottom: The latest at Arriva Kent Thameside (Southend) - ex-Medway Optare Versa V1110 4225 (KX62 JNV), first of several to be reallocated to Southend. It still carries Arriva Medway on sides and rear. This entered service yesterday (22/7) on route 1, and today (23/7) was on 9s as shown, at East Beach.

John G. Lidstone.

Outside Top: On 30 July 65690 was noted repainted in the new corporate livery, seen here arriving in Clacton on 1035 service 74 from Colchester, the blind was already reset for 1135 Clacton - Colchester 74. Fellow EBEG member Stephen Barham has advised me that 65690 was repainted at Clacton depot, the paintshop there has reopened, having been closed for about 10 years. (see First Essex notes inside.) Robert says 65690 looked very smart, he is looking forward to seeing more repaints from Clacton depot.

Robert Appleton.

Outside bottom: For the 2nd time in less than a week, Ensign's ex-Lothian 'Dartmaster' (used for the One Direction track photo shoot) - was in Southend. Seen here at Grand Drive in Chalkwell on 23 July.

John loves it that kid's Proms and parties bringing Routemasters back into town, especially open-toppers back on "his" old 68 route.

John G Lidstone.





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