

ESSEX BUS NEWS

Issue 548
December 2009



ESSEX BUS ENTHUSIASTS GROUP
www.essexbus.org.uk

New names in Essex



As surprising as the arrival of Bexhill-on-Sea Renown Coaches in Essex is use of a new ADL Enviro on a single morning and afternoon return journey, with just an additional rounder for market day on Tuesdays. KX59 CXO leaves Saffron Walden for its return to Chrishall on 10th November.

LCB Travel of Harlow took over the ZIP 1 service and vehicle from Arriva in September. Mercedes KS05 JJE waits at the terminal loop stop at Millwards. [both: Owen Woodliffe]



Essex Bus News

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Your reports and observations

Members reports, quality photos (prints, 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 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 Group Committee and
Editors wish*

*A Merry Christmas
and a
Happy New Year*

*to all members, and to our
friends in other societies
and in the bus industry*

*Front cover: Ensign Vintage Bus Running Day 2009: Crosville in Essex! Paul Ashman's RELL
ERG53 (UFM53F) on the X55 at Corbets Tey. [Chris Stewart]*

Dates for your diary

■ PRESS DATES

<i>For inclusion in EBN dated</i>	<i>reports should reach Editors by</i>	<i>planned despatch date</i>
January 2010	2 January 2010	21 January
February 2010	23 January 2010	11 February

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).

■ SOUTH ESSEX MEETINGS

Venue: **Wickford Cricket Club, off Swan Lane, Wickford** - five 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 - the cricket clubhouse is 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. Members and guests welcome. £1 donation please towards the hire of the room. *Richard Delahoy*

Winter/Spring 2010 programme

- ▶ **Monday January 11** - slide show by *Russell Young*.
- ▶ **Monday February 8** - "Omnibus Afterlife", a slide show of buses in non-psv use, by *Trevor Brookes*.
- ▶ **Monday March 8** - AGM, followed by slide show "The Eastern National Midland Area, Past & Present" by *Alan Osborne*.
- ▶ **Monday April 12** - to be advised.

Further dates for 2010 will be announced later.

■ NORTH ESSEX MEETINGS

Venue: downstairs room at the **Friends Meeting House, Church Street, Colchester**, just south of "Jumbo" (the water tower) and behind the Mercury Theatre. Town centre bus stops and parking are nearby. Doors open at 1930 for an informal chat, with the main talk or show from 2000 to 2200. £1.50 donation towards room hire, please. Slides/digital photos are preferred, but prints can also be shown. Members and guests welcome. *Dave Arnold*

2010 programme ~ slide shows by:

- ▶ **Friday January 8** - *Trevor Brookes*
- ▶ **Friday February 12** - *Fred Lawrance*
- ▶ **Friday March 12** - *Alan Osborne*
- ▶ **Friday April 9** - *Dave Mitchell*
- ▶ **Friday May 14** - *Richard Delahoy*
- ▶ **Friday June 11** - *Steven Hughes*
- ▶ **Friday July 9** - *Gary Sharpe*
- ▶ **Friday August 13** - *Steve Maskell*
- ▶ **Friday September 10** - *Russell Young*
- ▶ **Friday October 8** - *Dave Arnold*
- ▶ **Friday November 12** - *to be advised*
- ▶ **Friday December 10** - *to be advised*

■ EVENTS

- ▶ **Friday January 1, 2010 - Third Southend Heritage Bus Running Day.** See page 4.
- ▶ **Sunday April 11, 2010 - Annual Open Day and Bus & Coach Gathering,** London Bus Preservation Trust, Wisley Airfield, with bus services to Cobham Museum and Weybridge Station.
- ▶ *Information is published in good faith. Members are strongly advised to check details with the organisers/website nearer the date. The Group can accept no liability if events are cancelled or altered.*

From the Editor ...

December comes round once more, and I hope you have enjoyed another year of Essex Bus News. If you did, this is in no small part due to the efforts of the sub-editors, to all the contributors of news, articles and photographs, to the other societies who make their magazines available to us, and to the operators who kindly keep us supplied with news. Thank you, one and all!

We look forward to 2010 ... (you *have* renewed, haven't you?!)

David Harman

EBN ~ sets of back issues for sale

The Sales Officer has a number of complete years of EBN from 1989 to 2004, with the exception of 1994 (which is missing January), at £1 per year set and 2005 to 2008 at £2 per set. Enquire availability in first instance by e-mail to pat_woodliffe@hotmail.com or write to me at 196 Sinclair Road, Chingford, London E4 8PT. Postage is extra, although I can deliver at Group meetings or perhaps at a mutually convenient daytime place in London or Essex.

Owen Woodliffe

Membership changes

A warm welcome is extended to the following new members who have recently joined:

Mark Bowden of Harlow - 1001
Chris Farge of Great Wakering - 1002
Ian Jordan of East Barnet - 1003

Sadly, it is also my duty to report the death of three members, Frank Church (798), John Clubb (376) and John Longhurst (956). Our condolences to their families and friends. Many members will recall that Frank Church's photos have appeared in EBN on a regular basis and have also featured on Group sales lists; a tribute to Frank will appear in a future issue of EBN.

Richard Delahoy

Third Southend Heritage Bus Running Day : Friday 1st January 2010

Stephensons of Essex are operating special services in the Southend, Rochford and Castle Point areas once again on New Year's Day, when no Arriva or First services will be running (other than the X30 Stansted Aircoach). Services will be provided with a mixture of heritage and modern buses, providing a public service and allowing enthusiasts the chance to enjoy something a little different.

Full timetables, vehicle list and a car graph are available on-line at www.stephensonsofessex.com and will reflect any late changes after this issue of EBN goes to press. Most services operate from around 0930 to 1630/1700.

In summary, the services - including a number of new operations this year - will comprise:

- 3 Southend - Westcliff - Leigh Elms - Hadleigh - Tarpots - Benfleet Station - Canvey Haystack - Castle Point Transport Museum. Every 30 minutes.
- 4 Southend - Southchurch Road - Bournes Green, and
- 6 Southend - Southchurch Road - Hamstel Road, both hourly, giving a 30-minute headway on Southchurch Road.
- 7 Shoebury East Beach - Thorpe Bay - Southend - Rochford - Ashingdon Schools. Half-hourly between Shoebury and Southend, hourly Southend on to Ashingdon. The route will use the traditional 7 route via Cuckoo Corner and The Bell, Prittlewell, not via the Hospital.
- 12 Southend - Sutton - Rochford - Canewdon. Two trips only, via the current Stephensons 60 route past Sutton Cemetery but using the traditional route number 12. Gives the opportunity for a traditional pub lunch in the Anchor at Canewdon.
- 21 Southend - Westcliff, General Hospital; hourly.
- 61 Southend - Fossetts Park (B&Q), hourly.
- 251 Southend - Kent Elms - Eastwood Road - Rayleigh Station. Hourly, combines with 7 to give an even half-hourly service between Southend and Prittlewell, Bell.

In addition, there are three feeder trips to Southend:

From **Chelmsford**: depart Chelmsford Rail Station at 0915 non-stop to Benfleet then on to Southend; returns from Southend at 1630, via Rayleigh.

From **Colchester**: depart North Station 0915, Kelvedon Railway Tavern 0930, Witham Newland St 0940 to Southend via Rayleigh; returns at 1615.

From **London** (Aldgate, Mansell Street stop S): 1000, non-stop to Tarpots Corner and on to Southend; returns at 1615.

A wide variety of buses are expected to be in service, comprising:

Former Southend coaches - Van Hool Astromega, Leyland Tiger/Duple Caribbean and Scania/Van Hool. All three will end the day with a massed departure at 1615, recreating the old days of the X1!

Front-engined deckers - RM/RMLs from Timebus, Hardy Miles and Autocar; RT from Ensign; Southdown "Queen Mary" from Stephensons and a hoped-for surprise appearance by an ex Southend PD3.

"Modern heritage" - Stephensons former Southend Transport Leyland Fleetline (freshly repainted and retrimmed) and an Olympian (probably an ex Eastbourne E/DPN example); Crosville RE/ECW dual purpose bus; Nelsons ex Cardiff Scania/Alexander decker; Talisman ex Colchester Atlantean or Olympian.

The best of today's buses - Stephensons Scania/Optare Olympus decker; Regal MAN/Wrights single decker.

Special bus services for January 1st, 2010

Stephensons

3 Southend - Westcliff - Leigh Elms - Hadleigh - Tarpots - Benfleet - Canvey

Southend, Travel Centre stop B	10:15	10:45		15:15	15:45	16:15	16:45
Victoria Circus, Queensway	10:17	10:47		15:17	15:47	16:17	16:47
Westcliff, Plough	10:23	10:53	then	15:23	15:53	16:23	16:53
Leigh, Elms	10:30	11:00	every	15:30	16:00	16:30	17:00
Hadleigh Church	10:39	11:09	30	15:39	16:09	16:39	17:09
Tarpots Corner	10:48	11:18	mins	15:48	16:18	16:48	17:18
Benfleet Station	10:56	11:26	until	15:56	16:26	16:56	17:26
Canvey Village, King Canute	11:02	11:32		16:02	16:32	17:02	--
Canvey, Haystack	11:07	11:37		16:07	16:37	17:07	--
Castle Point Transport Museum	11:15	11:45		16:15	--	--	--
Castle Point Transport Museum	--	--	--	11:15	11:45		16:45
Canvey, Haystack	--	--	10:21	10:51	11:21	11:51	16:51
Canvey Village, King Canute	--	--	10:26	10:56	11:26	11:56	then 16:56
Benfleet Station	--	10:02	10:32	11:02	11:32	12:02	every 17:02
Tarpots Corner	--	10:10	10:40	11:10	11:40	12:10	30 17:10
Hadleigh Church	09:50	10:20	10:50	11:20	11:50	12:20	mins 17:20
Leigh, Elms	09:59	10:29	10:59	11:29	11:59	12:29	until 17:29
Westcliff, Plough	10:06	10:36	11:06	11:36	12:06	12:36	17:36
Victoria Station forecourt	10:11	10:41	11:11	11:41	12:11	12:41	17:41
Southend, Travel Centre	10:13	10:43	11:13	11:43	12:13	12:43	17:43

Watch out for the heritage buses with conductors running certain journeys today! Buses will include:

- 1960 London Routemasters
- 1964 Southdown "Queen Mary" double decker
- 1949 London Transport RT type decker
- 1965 Southend Corporation half cab decker



Visit the Castle Point Transport Museum today! Open from 1115 to 1630.

Light refreshments available.

For all the latest travel news, tune in to

Southend
Radio 105.1 FM

4 Southend - Southchurch - Bournes Green

Southend, Travel Centre, stop E	09:45	then	16:45
Southchurch, White Horse	09:53	hourly	16:53
Bournes Green, Southchurch Boulevard	09:56	until	16:56
Bournes Green, Southchurch Boulevard	09:58	then	15:58
Southchurch, White Horse	10:00	hourly	16:00
Southend, Travel Centre	10:07	until	16:07

6 Southend - Southchurch - Garon Park

Southend, Travel Centre, stop E	10:15	then	17:15
Southchurch, White Horse	10:23	hourly	17:23
Hamstel Road top, Garon Park roundabout	10:26	until	17:26
Hamstel Road top, Garon Park roundabout	09:27	then	16:27
Southchurch, White Horse	09:30	hourly	16:30
Southend, Travel Centre	09:37	until	16:37

7 Ashingdon - Rochford - Southend - Thorpe Bay - Shoebury

Ashingdon Schools	--	09:19	--	10:19	then	--	16:19
Rochford, East Street	09:00	09:30	--	--	at the	--	16:30
Prittlewell, Bell, Prince Avenue	09:07	09:37	--	10:37	same	--	16:37
Southend, Victoria Station forecourt	09:14	09:44	--	10:44	time	--	16:44
Southend, Travel Centre, stop H	09:20	09:50	10:20	10:50	past	16:20	16:50
Woodgrange Drive, Lifstan Way	09:26	09:56	10:26	10:56	each	16:26	16:56
Thorpe Bay Station	09:29	09:59	10:29	10:59	hour	16:29	16:59
Shoeburyness, Asda	09:35	10:05	10:35	11:05	until	16:35	17:05
Shoeburyness, East Beach	09:44	10:14	10:44	11:14	16:44	17:14	
Shoeburyness, East Beach	09:19	09:49	10:19	10:49	then	16:19	16:49
Shoeburyness, Asda	09:25	09:55	10:25	10:55	at the	16:25	16:55
Thorpe Bay Station	09:30	10:00	10:30	11:00	same	16:30	17:00
Woodgrange Drive, Lifstan Way	09:33	10:03	10:33	11:03	time	16:33	17:03
Southend, Travel Centre, stop K	09:45	10:15	10:45	11:15	past	16:45	17:15
Southend, Victoria Station forecourt	09:48	--	10:48	--	each	16:48	17:18
Prittlewell, Bell, Prince Avenue	09:54	--	10:54	--	hour	16:54	17:24
Rochford, Market Square	10:01	--	11:01	--	until	17:01	17:31
Ashingdon Schools	10:11	--	11:11	--	17:11	--	--

12 Southend - Rochford - Canewdon

Southend, Travel Centre, stop H	12:00	14:00
Sutton, Cemetery Gates	12:09	14:09
Rochford, North Street	12:16	14:16
Canewdon, Anchor	12:30	14:30
Canewdon, Anchor	12:32	14:32
Rochford, East Street	12:48	14:48
Sutton, Cemetery Gates	12:58	14:58
Southend, Travel Centre	13:05	15:05

Fares and passes

Special fares apply on January 1st:

- £2 Adult single
- £1 Short hop single, Southend town centre area
- £1 Child single (aged 5-15)
- £6 Day rover - unlimited travel
- English National Concession passes accepted all day.
- Arriva, First and Octopus tickets are NOT valid today.
- Profits from today's services go to various charities.

21 Southend - General Hospital

Southend, Travel Centre, stop C	10:12	then	17:12
Southend, Victoria Station	10:15	hourly	17:15
Westcliff, General Hospital	10:24	until	17:24
Westcliff, General Hospital	10:25	then	17:25
Victoria Station forecourt	10:33	hourly	17:33
Southend, Travel Centre	10:36	until	17:36

61 Southend - Bournemouth Park Rd - B&Q

Southend, Travel Centre, stop L	--	9:42	17:42	18:12
Bournemouth Park Road, School	--	09:48	then 17:48	18:18
Sutton Cemetery, Main Entrance	--	09:52	hourly 17:52	18:22
Fossett Park, B&Q	09:30	09:58	until 17:58	--
Bournemouth Park Road, School	09:35	10:03	18:03	--
Southend, Travel Centre	09:42	10:10	18:10	--

The 1st bus starts from Rochford at 0920; the last continues to Rochford

251 Southend - Kent Elms - Eastwood Road - Rayleigh

Southend, Travel Centre, stop D	10:15		16:15	17:15	Rayleigh Station	09:20	10:05	10:20	10:50	15:50
Southend, Victoria Station	10:18	then	16:18	17:18	Rayleigh High Street	09:23	10:08	10:23	10:53	15:53
Prittlewell, Bell	10:22	hourly	16:22	17:22	Eastwood Rise, The Oakwood	09:32	10:17	10:32	10:52	15:52
Eastwood, Kent Elms Corner	10:27	until	16:27	17:27	Eastwood, Kent Elms Corner	09:37	10:22	10:37	11:07	16:07
Eastwood Rise, The Oakwood	10:34		16:34	17:34	Prittlewell, Bell, Prince Avenue	09:40	10:25	10:40	11:10	16:10
Rayleigh Town Centre, Eastwood Road	10:41		16:41	17:41	Victoria Station forecourt	09:47	10:32	10:47	11:17	16:17
Rayleigh Station	10:45		16:45	17:45	Southend, Travel Centre	09:50	10:35	10:50	11:20	16:20

Arriva and First bus services are NOT operating on January 1st (except Stansted Airport coach X30)

All supported by an Arriva Southend Volvo Olympian as the spare bus, stationed in the bus station.

All the local services are registered bus routes and fares are £2 adult single (£1 short-hop in Southend town centre), £1 child (aged 5-15) and £6 day rover. English National Concession Passes are valid for free travel but donations towards the cost of the day's operations will be welcomed from pass holders.

On the feeders from London and Colchester, a £12 fare applies (no concessions) and includes a day rover; travel on the Chelmsford feeder is free. Arriva, First and Octopus tickets are *not* valid (except on service 61).

In conjunction with service 3, the **Castle Point Transport Museum** will be open from 1115 to 1630, giving a chance to view the collection. Light refreshments and toilets are available at the museum. Service 3 buses will lay-over there for 30 minutes. Toilets are also available in central Southend (in the Travel Centre building if it is open, otherwise on the corner of Tylers Avenue opposite stop E).

All the buses are being operated by volunteer crews giving their time for free; profits from the day's operation will be donated to charities including Essex Air Ambulance. Many of the EBN editorial team will be involved in crewing or supervising the operations, so do come along and say hello!

Richard Delahoy



Southend Heritage Bus Running Day 2009: Contrasting former London buses: Autocar of Kent provided B125WUV, with its electronic display nicely programmed to explain that as T1125, it was the last Titan built, seen passing Timebus' ALD871B restored as SRM7. Both operators are expected to supply RMs for the 2010 operations. [Richard Delahoy]

Group Directory

SUBSCRIPTIONS

A calendar year subscription is £20, 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 the Essex County Council timetable book and bus map. Send

your details and a cheque for £12 to
Richard Delahoy, 272 Shoebury Road,
Southend on Sea SS1 3TT.

Subscriptions can start with any issue of the book (usually three a year) and will be renewable annually at the same time as your Group membership subscription is due.

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

► *please note new address*

Lyn Watson
Willow Tree Cottage, 11 Roman Bank,
Gedney Dyke, Lincolnshire, PE12 0AR

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

lynw@barrons-bds.com

Publicity News

Apologies for the non-appearance of this column in recent months; this is due to pressure of work. A start on clearing the backlog follows.

Essex County Council

A4 folded leaflets in standard format for

services 9/10 dated 5.06.09; 16 dated 05.05.09; 17 dated 05.07.09; 31/A dated 07.04.09; 46 dated 1.09.09; 73/A (Chelmsford-Maldon) dated 5.07.09; 88/A/B dated 09.04.09; 89/A/B dated 22.07.09; 347 dated 20.07.09.

Photocopy in ECC timetable format for service 73 (Chelmsford-Maldon) dated 05.07.09. The latest Essex County Council timetable book dated October 2009, is also now available.

First

Timetable booklet titled Braintree Area Bus Guide. Includes timetables for 21/A, 30, 70, 70X, 131, 132, 352 and X22, together with a line diagram of services, plus a town centre map dated August 2009.

Timetable leaflets in standard format for service 71/72 (including 71C) dated August 2009; 73/A dated 11.01.09; 75 dated 5.04.09; 103/4 dated 22.07.09; 131/2 dated 2.02.09; 351 dated 03.05.09.

Overground multi-fold leaflet in standard format for service 42 dated 19.10.09, and

Overground style leaflet for 47 dated August 2009, 62 dated 5.04.09; 63 dated 15.06.09; 65 dated 15.06.09.

Anglia Ruskin University and First leaflet for "Students Pay Less for Bus Travel", giving details of discounted passes in the Chelmsford area (undated).

Stephensons standard format (these being triple folded A4, with timetable route map and general information) for services 38/39 dated September 2008, 60 dated June 2009, and 1 dated June 2009, with a further revised edition dated October 2009.

Ian Ransom

Chelmsford Park & Ride



First Scania 65030 (YN06 TDV) standing in the newly-extended lay-by at Sandon on 17th October. The strange appendage apparently fitted on the bus roof is in fact a 6kw wind turbine located in the site extension. This generates approximately 10,000 kWh of electricity, representing around 12% of the Park & Ride site's power consumption. The generator is due to be upgraded to 15kw, after which this will rise to 40%. Surplus power generated, for example during the day, is fed back into and sold to the National Grid. [David Harman]

The Sandon Park & Ride site has proved successful such that as at May 2009, it was claimed to be operating at 95-100% capacity on weekdays. An average 1000 people are said to be using the site daily.

Plans were then laid by Essex County Council to expand the site to allow for 500 more parking spaces, and to extend the bus lay-by on the A1060 Maldon Road to accommodate three buses simultaneously.

Following planning formalities, construction began in September and an extra 250 spaces were made available from 27th November. The remaining 250 extra spaces will follow suit in January 2010.

Work towards the second site, Chelmer Valley Park & Ride, on the A130, Essex Regiment Way is progressing, with a target opening date in March 2011.

David Harman

Colchester Park & Ride

After several false starts (see EBN 507), planning application by Essex County Council is expected to go ahead next Spring for a 1,000-space Park & Ride site at Cuckoo Farm on the A12. This follows the award of funding in February 2009, for the A12 Cuckoo Farm junction. It is expected that

further cash to link the junction with the Northern Approach Road will follow.

Meanwhile, a second Park & Ride site is being sought, possibly on the A133, close to Essex University. *[Colchester Gazette]*
David Harman

Colchester Bus Station

When last reported (EBN 504), a swish “... multi-million pound bus station with state of the art customer facilities ...” was due to open in 2010, as part of the Vineyard Gate redevelopment. In the meantime, the temporary bus station continues in a corner of the original site. The remainder of the old bus station is devoted to the new Visual Arts Facility, now also planned to open in 2010, one year late, and £3m over budget.

In March 2008, the Vineyard Gate development plans were released with the new bus station conspicuous by its absence. It was now said that the developer was proposing to make the scheme more profitable by ditching the bus station.

In June 2009, the council admitted that the Vineyard Gate bus station was dead, as “... feedback was over-whelmingly against the proposals because people did not like the designs ... As there is no suitable site in

Colchester ... we are now looking at introducing “super stops”. We have had lots of talks with the bus companies ... they think they can function with the super stops ...” Super stops were described as “... 21st century bus facilities ... with extra associated services such as coffee shops, toilets and timetable information ...”

This has led to bus user groups and politicians of all parties uniting to oppose the “super stops” notion, and to continue to lobby for a new bus station. The Council have appealed to the public for ideas as to a suitable site. Land adjacent to Colchester Town (St Botolphs, as was) rail station has now been suggested.

Meanwhile, the clock is ticking ... the temporary bus station site must be vacated by 31 December 2012 ...

[Essex County Standard]
David Harman

Basildon Bus Station

In February 2008, as part of the town ‘masterplan’, Basildon Council announced that the bus station would be closed and the site redeveloped for other uses. The Council claimed “... bus stops dotted around town will be the way to improve services ...”.

As in Colchester, it seems that none of the developers vying to undertake turning the masterplan into reality, could see the inclusion of a bus station as being profitable.

In March 2008, after protests by bus user groups and by First, it was announced that the omission of a bus station in the masterplan was an “oversight” and that “... the council’s aspiration is to replace the current bus station with a high-quality modern interchange, linking bus services to the railway station ...”. Stratford and Canning Town bus stations were quoted as models in this respect.

[Basildon Recorder]
David Harman



Brentwood High Street reopened to buses on 1 December after major reconfiguration of the roads and pavements. Still using the temporary stops in William Hunter Way on 6 November was Basildon's 41640 working the Woodman Road variation of the cross town 73/73A. Behind are Regal and Imperial Darts laying over. [Chris Stewart]

Service changes

Arriva Southend

11 Dec 09	18	Fri	Belfairs to Ashingdon will now serve Eastwood and Leigh on Sea.
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Centrebus

3 Jan 10	C3	M-S	Harlow to Holdbrook Estate: revised timetable.
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Constable Coaches (Beestons)

2 Nov 09	247	M-S	Colchester to Dedham: revised timings on schooldays.
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Docklands Buses

10 Oct 09	167	D	Debden to Ilford route change in Debden (TfL route).
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Ensignbus

5 Sep 09	33	M-S	Grays to Lakeside: minor timing changes.
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Excel

4 Nov 09	308	M-S	Bishop Park to Stansted Airport: revised timetable change on Schooldays only.
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First Essex

16 Nov 09	318	Thur	Thaxted to Bishop Stortford: service extended to Riverside
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On 1 December 47102 heads for Chelmsford across the new cobbled section of road, while the daily National Express 481 passes MPD Dart 43848. [Chris Stewart]



			Centre at Bishop Stortford.
21 Dec 09	26	D	Bournes Green to Canvey: introduction of non schoolday service.
	27	D	Temple Sutton to Canvey: introduction of non schoolday service.
4 Jan 10	507	Sch	South Woodham to Chelmsford: revised stopping places.
	520	Sch	Chelmer Village to Colchester Schools: revised timetable and route.
	525	Sch	Colchester to Chemsford: revised stopping places.
	618	Sch	Loughton to Ingatestone: revised stopping places.
	619	Sch	Debden to Ingatestone: revised stopping places.
10 Jan 10	620	Sch	Epping to Ingatestone: revised stopping places.
	54/56	D	Beaulieu Park to North Melbourne: minor timing changes.
11 Jan 10	7/8	D	Clacton to Walton: revised timetable.
	10-12	D	Great Clacton to Jaywick Tower Camp: revised timetable.
	15	Sch	Jaywick Tower Camp to Bishops Park College: revised route and timetable.
	47	M-S	Chelmer Village to Broomfield Hospital: revised route and timetable.
	70	D	Colchester to Chelmsford: revised timetable.
	200	M-S	Basildon to Lakeside minor timing changes.
Imperial Buses			
19 Dec 09	H1	M-S	Harlow to Loughton: service withdrawn.
Hedingham			
11 Jan 10	3	M-F	Colchester to Hythe: route change to serve Waitrose store and will no longer operate via East Gate rail crossing.
National Express			
30 Nov 09	717	D	Cambridge to Gatwick Airport will only operate between Cambridge and Stansted Airport.
	727	D	Brighton to Norwich: revised timetable.
	797	D	Cambridge to Brighton: no longer serves Waltham Abbey, plus new stop at Hatfield University.
Nelsons (NIBS)			
12 Oct 09	104/6	M-F	Langdon Hills to Basildon will now serve Basildon Drive/Holst Avenue instead of Kathleen Ferrier Crescent (updated information).
16 Nov 09	221	M-F	Wickford to The Wick: changes to early morning journeys to meet trains.
30 Nov 09	237	M-S	Basildon to South Woodham: revised timetable and route due to opening of new bus lane in Basildon.
SM Coaches			
11 Jan 10	14	M-S	Church Langley to Harlow: revised timetable
18 Jan 10	14	M-S	Church Langney to Harlow: minor change to timetable.
	SM19	M-F	Harlow to Epping: revised route and timetable.
Stephensons			
2 Nov 09	816	Sch	Hullbridge to St Thomas Moore School: revised timetable.

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

■ FIRST ESSEX BUSES LTD

Acquired vehicles

43359/60, 43802 have now arrived in exchange for 53121-3 but the transfer took slightly longer than predicted in EBN547. 43801/2 were first licensed 12.4.2002 and seat B29F+17, B23F+24 or B26F+17+wheelchair

Allocation changes

Period 8: list dated 22nd November 2009

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.

FGC=First Group cascade, i.e. transfer to/from another First fleet; FEC=First Eastern Counties (A)=acquired, including vehicles on loan; Anc=Ancillary fleet; RES=reserve (spare/retained, licensed); D/L(S)=spare/retained (delicensed); D/L(D)=delicensed for disposal; DS=Driving School; PS=Paint Spare

20102 CR-RES; 20351 FEC-CN; 20352 FEC-CN; 20353 FEC-CN; 20500 CR-RES; 20501 CR-RES; 31198 CF-BE; 33152 FGC-RES; 33155 FGC-RES; 33164 FGC-RES; 33169 FGC-RES; 34807 RES-sold; 40733 BE-CF; 40734 BE-CF; 40736 BE-CF; 40737 BE-CF; 40738 BE-CF; 41637 CF-BN; 41647 BN-CF; 42482 CF-BE; 42483 CF-BE; 42487 CF-BE; 42488 CF-BE; 42489 CF-BE; 43357 FEC-BE; 43358 FEC-BE; 43359 FEC-BE; 43360 FEC-BE; 43801 FEC-BE; 43802 FEC-BE; 46144 D/L(D)-sold; 46147 BN-sold; 47101 BE-CF; 47103 D/L(D)-sold; 47105 BE-CF; 53114 BE-CF; 53115 BE-CF; 53116 BE-CF; 53117 BE-CF; 53118 BE-FEC; 53119 CF-FEC; 53120 CF-FEC; 53121 CF-FEC; 53122 CF-FEC; 53123 CF-FEC

33152 is currently at HH but not for service



Solo 53119 (EO02 NEY) is now with First Eastern Counties in Norwich, here seen on 14th November. Grahame Bessey



Braintree in the rain : Braintree depot on 20 November was host to one of the two remaining ECW-bodied Olympians (34815), used on the former Stansted Transit Bishops Stortford-Saffron Walden schools service 302, and Solo 53122 (an engineering swap from CF). On paper, BE no longer has its own Solos allocated following receipt of the ex FEC MPD Darts.

Planning permission was granted on 2nd October for creation of a new depot almost adjacent, but to include covered maintenance facilities, fuelling bay and room for 32 vehicles [the full plans and details as submitted are viewable online via the Braintree District Council website, ref 09/01055/FULL].

Chris Stewart (taken with Company's permission)



Disposals:

34807 to Erith Commercials (scrap) on 27th November
46144 46147 47103 all believed to Erith Commercials (to be confirmed)
20102 20500 20501 to *First Eastern Counties* at Norwich on 3rd December

Repaints (period 8): to follow

31462, 65673 to LED display
34307 allover rear advert for Colchester Institute (first seen 28th October)
Advert frames are gradually being fitted to the fleet – Solos 53122/33/5 were noted on 30th July, 53122 initially carrying an offside advert "Empowering, Aspiring, Exploring, Clearing - 0845 271 333" while 53135 had a 'Subway' advert offering a "Journey to Jamaica" for £2.99.

Area News - workings and sightings

[x] indicates route branding

Clacton (CN) & Harwich (DT)

Coaches 20500/1 worked the X22 after its transfer to CN depot because of teething problems with some of 20351-3, but as noted above they have now moved back to FEC.

Colchester (CR)

November

- 4th CR34307 on 70 (16.50 CF-CR)
- 5th CR67005 on 64
- 9th CF20463 on CR schools 525 (First Essex strike day)
- 10th CR34013 on 64
- 11th CR34302 on 63CR62410 & CR65689 on 70
- 12th CR61054 on 71/72
- 20th CR65682 on 70
- 24th 41240 on 70
- 26th CR43403 on 65
- 27th CR34315 on CR-CF 70 - this is usually LF saloon. Vo ONs common though on 70X CR-BE and 70 CR-Coggeshall shorts
- 28th CR67010 on 65
- 30th CR34018 on 65

December

- 1st CR61057 on 88 (10.50 ex HD)

Chelmsford (CF) & Braintree (BE)

November

- 4th BE43801 on 46 (16.15 to Ongar), CF46140 on 45, CF47252 on 41 (16.33 to Chignall Estate), CF47104 on 36 (16.55 to SW)
- 6th BE43357 on 54, BE43358 on 45 & 56
- 10th BE43801 & CF47104 on 42,
- 11th 41241 & CF47105 on 42, BE43801 on 56
- 12th BE40733 on 40, BN41240 on 54, BN41241 & CF46140 on 42, BE43358 on 42, BE43801 on 56, CF47101 on 46, CF47102 on 351
- 14th CF66818 on LUL replacement Jubilee Line Stratford-North Greenwich RRP
- 16th 41241 on 21 (15.30 ex HD), CF53112 on 42, CF42920 on 132
- 20th BE43358 on 21
- 21st CF34818 on 33 (09.25 to BS)
- 22nd CF66796 on LUL replacement Jubilee Line Stratford-North Greenwich
- 23rd CF34818 on 33, CF46140 on 41
- 24th BE31198, CF40733 & CF53112 all on 132, CF40738 on 30, BE43357 & CF53135 on 21
- 25th CF34815 on daytime 351
- 27th BE43360 and BE43801 on 21

December

- 2nd BE43358 on 42, CF47105 on 30, CF46140 as BE staff shuttle, CF66799 on X30
- 3rd CF34818 on 351 (18.05 ex CF)

Basildon (BN) & Hadleigh (HH)

November

- 10th HH46175 on 21
- 19th HH40779 on 20, HH41012 on 20, HH43719 on 20A, HH46156 on 21; BN46827, (CF)43744 & BN65669 on 25
- 20th HH43712 on 20, HH46146/83 on 21, HH46180 on 26, BN65668 [100] on 8A, BN65669 on 20 & 100
- 23rd BN34011 on 25, BN66827 on 8
- 25th (CF)43744 on 551
- 26th HH46154/83 on 21, (CF)43744 on 25B
- 27th BN65669 on 100
- 30th HH46156 on 2 or 22, HH46157 on 21, HH46181 on 22, BN65669 on 8A, BN67001 on 81/551

December

- 3rd HH46169/74 on 21, BN65668 on 100, BN65669 on 8, BN67012 on 8A

Other News

The reference in EBN547 to R346GHS should have read R345GHS (60129), neither this nor R343GHS (60030) having operated for *First Essex*. They are sister vehicles to R344/6GHS (60130, 60031) which remain in the fleet awaiting disposal.

Santa's Suggestion

Excellent 'OO' scale card kits are now available of Canvey and Wood Green depots, amongst many (mostly LT) kits from www.kingswaymodels.com (36 Whitehall Road, Grays, RM17 5NX) - other EN offerings are being considered.

Sources: Own observations, with many thanks to *First Essex* and to A Bird, N Clark, T Clark, D Edwards, M Farmer, J Long, J Podgorski, D Pretty, I Ransom, J Salmon, 'Solo', A Spindler, TBL177M, A

Timms, R Wansbury, R West, the *Essex Bus*, *South West* and *British Buses Abroad in North America* y-groups, www.buslistsontheweb.co.uk, *Real Bus News*, *LOTS*, *PSV Circle*, 'Terminus', *Bristol VR South West Bus News* (<http://ndl642m.blogspot.com>).



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

Arriva

■ ARRIVA SOUTHEND LTD

Vehicles In

From Arriva Medway Towns

3213 (P213 LKJ) Dennis Dart SLF/Plaxton B40F

3429 (P429 HVX) Dennis Dart SLF/Plaxton B43F

3019 (N539 TPF) Dennis Dart/East Lancs B40F

3019's stay at Southend is expected to be brief with a further Dart SLF due as a replacement shortly.



With very little warning, the final two buses in the Arriva Southend fleet that had been new to Southend Transport whilst under municipal control were withdrawn around mid-day on November 17th. 5402 (H262GEV) has just arrived in Southend for the last time, with a hastily arranged commemorative notice. [Richard Delahoy]

Vehicles Out

Leyland Olympians 5402/3 (H262/3 GEV), the last 'municipal' buses in Southend, new to Southend Transport in 1990, were withdrawn from service on Tuesday 17th November. 5403 was taken off route 8 at about mid-day, with 5402's last trip being the 1320 service 7 from Ashingdon Schools to Southend. The following day 5402 was transferred on a temporary basis to Sheerness and 5403 was transferred to New Enterprise Coaches at Tonbridge, replacing former Southend Olympian 5405 there which has been withdrawn for disposal. 5402's stay at Sheerness was brief, being back at Southend for storage by the start of December.

3123 (N543 TPK) Dart/East Lancs has been withdrawn. This was the last step entrance single deck vehicle in the fleet at the time of withdrawal in early November, although a further step-entrance single deck vehicle has since arrived and entered service (see Vehicles In above).

A further repaint into standard group livery (formerly the interurban livery) is Dart SLF 3423 (P423 HVX).

Peter Mansbridge with thanks to Richard Delahoy, David Flatman, Essex Bus y-group

TGM Group

■ NETWORK COLCHESTER

Vehicles In

From Arriva Midlands

231 (N161 VVO) Scania N113DRB / East Lancs H45/33F

New 8/1995 to Derby City Transport.

As illustrated on the front cover of EBN547 231 has been fitted with an LED destination display. It entered service on 5th November.

Vehicles Out

Withdrawn for disposal following mechanical failure

337 (G617 BPH) Volvo Citybus D10M/ East Lancs

429 (P429 AHR) Optare Excel

Yellow liveried Volvo Citybus D10M/Northern Counties G626 BPH in use at Colchester as a temporary replacement for 337, prior to the arrival of 231, left Colchester on 28th October.

Optare Solo 302 has received full Network Colchester livery. It previously operated in plain white.

Peter Mansbridge with thanks to Richard Delahoy, John Podgorski and Keith Sadler

Centrebus / Trustybus / Galleon

Recent additions are Optare Solo V110 LVH, numbered 110, and for the coach fleet Scania/Irizar K340 YN08 MOA.

Coaches sold are Volvo B10M/Plaxton A860 KFP and Scania K124/Berkhof YN53 GHH.

Ian Ransom

centrebus trustybus galleon

Heddingham Omnibuses

New vehicles

heddingham

L382 EU59 AYM ADL Enviro 200 SFD3B1AR59GY 11408 ADL 9216/1

L383 EU59 AYP ADL Enviro 200 SFD3B1AR59GY 11409 ADL 9216/2

With thanks to D R MacGregor of Heddingham Omnibuses



National Express

■ NATIONAL EXPRESS OPERATIONS

Unusual sightings:

Sep 20th B7R LK53 KWE on A9 - usually Levante.

national express

Traffic

On 8th November, Ambassador Travel Scania K340/Caetano FJ 09 DXA, on the evening 010 London-Kings Lynn service, was in a collision with Arriva London North SLF/Super Pointer PDL 30 (X481 GGO) on a northbound TfL 78 (Nunhead-Shoreditch), in the one way system at Tower Hill. There were no injuries, and only minor damage. The NX coach was able to continue on its journey, but the SLF was immobilised.

John Podgorsky

Regal Busways

Recent fleet changes advised by the company are that Dennis Dart/Alexander P390/P392 LPS have been acquired, they were with Stagecoach West Scotland. They have been painted in the old style livery and are numbered 512/515. They are late model step entrance vehicles.

Dennis Dart/Plaxton sold are L4 YTB (504), L110 HHV (510) and J605 XHL (503) all to A Barham (dealer), Harwich

Ian Ransom

Ensignbus

■ DEALER STOCK MOVEMENTS

Vehicles in

from

Arriva the Shires: Volvo B10B M102 UKX, Scania N710 EUR

London General: Darts LDP1/8/9/49/55/152

Lothian Buses: Olympians P252/8/60/71 PSX

Rotala Group: Plaxton Primos BU08 ACY/DX/EA

Slaemuir Coaches: Darts NK04 UTJ/L

Stagecoach East Kent: Olympians J812 NKK, K821/5 TKP,
L826/7/9/30 BKK

Stagecoach East Scotland: Olympians L673/8/9/82 HNV, L960/1/3 MSC

Vehicles out

Dublin Volvo B6BLE 99-D-60019:

Volvo D10M's H649/64 GPF:

Mercedes 709 N472 XRC:

Darts EJ52 WXC/E:

Bristol VR KRU 855W:

Olympian K660 UNH:

Olympians L960/3 MSC:

Olympians M81 MYM, N952 KBJ:

Optare Spectra K105 VLJ:

Dublin Olympian 98-D-20428/9/30

Darts P390/2 LPS:

Darts V152/6/9/64-72 MVX, W204/

Aintree Coachline, Liverpool

Cavendish Liner, Poole, Dorset

Central Buses, Birmingham

City Direct, Galway, Eire

Dorset Travel Services, Bristol

Enterprise Boats, Falmouth, Cornwall

Fowler, Holbeach Drove, Lincs.

Freeway Coaches, Pinxton, Derbys.

M Travel, Castleford

now S301/290/303 YOO with

Redbridge Transport

Regal Busways, Chelmsford

7-9/11/28/9/32 DNO:

Rotala Group, Birmingham

Shoreline Travel, Bournemouth

Stanley Travel, Stanley, Co.Durham

Tates Travel, Barnsley

Thamesdown Transport

Travelmasters, Sheerness, Kent

Dart P396 BRS:

Dart Y852 TGH:

Dart EJ52 WXD:

Darts NK04 UTL/J:

Tridents T683/4 KPU:

Olympians P260/7 PSX: **Trent Buses**, Alfreton
Dart S309 MKH: **Wardle Transport**, Stoke
Dublin Volvo B6BLE 99-D-60018/20 now V649/55 PHJ with
Wilsons Coaches, Glasgow

Volvo B6 L69 UNG: **Simon Gard**, Bournemouth

■ ENSIGNBUS CO. LTD.

All Tridents are now single-doored, repainted and in service on the 22.

Vehicle sold

Marshall Capital-bodied Dart 722 (R622 VEG) to Brylaine, Boston, Lincs.

David Harman, with thanks to Ross Newman of Ensign Bus Co. Ltd.

Other Operators

1st 4 LIMOS, Benfleet This new operator has Volkswagen Crafter/Stanford LM09 BUS.

A&K MINIBUSES, Shotgate Ford Transit K74 XPK has been withdrawn.

CHELMER VALLEY, Chelmsford New here is Volkswagen Transporter KX09 DFC.

CRUSADER, Clacton-on-Sea Setra S315GT EK51 KZF has been sold to Moving People, Clayton-le-Dale.

FLORIDA Halstead, Acquired ex Stagecoach Western is Dennis Dart/Alexander P391 LPS.

GIBBS LIMOUSINES, Hook End Together with stretch limos, Mercedes Benz Sprinter EU58 CGK is owned.

HARDY MILES, Rochford To correct EBN 546, the DAF/Van Hool is registered GLZ 7478.

KIRBY COACHES, Rayleigh Acquired from Crusader, Clacton-on-Sea is EK51 KZD, a Setra S315GT.

LODGE, High Easter Toyota/Caetano M121 SKY has been sold to Fenn Holidays, March.

MAYHEM EVENTS, Abridge LDV 400 M615 DGH is no longer operated.

NCS, Widdington Ford Transit EX06 CFL has been sold.

PRIORITY CARS, Radley Green Recently acquired is Vauxhall Vivaro EX55 EBZ. (non PSV)

RUFFLE, Sible Hedingham Ford Transit P926 NNO has been sold.

SOUTHEND RADIO CARS Not previously recorded here, is Mercedes Benz Vito KN52 UFR (non-PSV).

SUPREME, Southend MCW Metrobus C343 BUV has been sold to Birchwood Coaches, Dartford.

TALISMAN, Gt Bromey Former Eastern National Mercedes Benz 709D/Plaxton K633 GVX has been sold to A1 Van and Truck, Clacton (dealer).

TONY GLEW, Gt Tey Acquired from Alans Minicoaches, Sheerness is S731 SKE an Iveco minibus.

TURNERS, Little Maplestead Mercedes Benz Vario/Plaxton T630 JWB has been sold to Belfitt, Cinderford, while Scania K114/ Van Hool YN03 DDL has gone to Herrington Coaches, Fordingbridge.

VICEROY, Saffron Walden Acquired is DAF SB2305/Plaxton RLZ 7362 (new as E652 EEO). Bova Futura YIL 1840 (K296 GDT) is now with Howells Coaches, Bargoed.

Ian Ransom

Transports of Delight ~ Memoirs of a Bus Anorak : 1940 to 2009

by the Revd. Terry Challis

Chapter 7 : Relations with Eastern National "Renewed Yet Again!"

Part 1 : A Learning Experience



(The previous part of this story was in Essex Bus News issue 547, November 2009)

In September 1967 I returned to St. Aidan's College in Birkenhead, to begin my final year of theological training. Among other things, I thought that it would be good to be among friends who knew me and cared for me. And so it turned out. The staff and students at the college helped me through the most difficult period of my life.

I was due to be ordained in 1968 and as I was from Chelmsford Diocese I wrote to the Bishop of Chelmsford. In one way and another it was decided that I should be a curate in the parish of Billericay. However as I would not be ordained until September 1968, it would be necessary for me to find a seasonal job for the summer of 1968. My other home, besides college, was the home of my late wife's mother in Clacton. My own mother had died in 1967. I therefore wrote to Eastern National at Clacton and offered my services as a conductor (having worked there in summer 1965, as recounted in the September magazine); but I also mentioned that I had spent some time on the Crosville driving school at Rock Ferry (in 1967 - see the November magazine). As a result I was invited to join the driving school at Clacton during the Easter vacation.

On the first Monday of the vacation I reported to Clacton Bus Station and joined the 'learner-bus'. It was a Bristol KSW5G registered TNO 685 (2331). Like the Crosville Lodekka I had learnt on the previous year, it had a wooden framed, removable bulk-head window behind the

driver. The driving instructor was an Inspector. He drove the bus to the sea-front on the Holland-on-Sea side of Clacton and I was invited to climb into the driver's cab. It was more of a climb than the Lodekka because the KSW has a higher driving position, which I grew to appreciate.

The instructor, a rather brusque Inspector who hailed from Yorkshire, explained to me that 2331 had a five-cylinder engine. As a result, it had an 'odd beat' and it would be a

why not join us?

as a

DRIVER

or

CONDUCTOR

Previous experience is not necessary as full training with pay is arranged for all new employees.

If you are over 21 years old and hold a clean car driving licence we can train you to become a P.S.V. driver.

If you are over 18 years old we can train you to join our conducting staff.

LOOK WHAT YOU GET . . .

- A secure job.
- A good rate of pay with additional pay for all hours over 40 (and extra for one man operator drivers).
- Free uniform.
- Sick pay scheme.
- Canteen facilities.
- Free transport to and from work.

Write, call or telephone (Saturday mornings included) to any of our local offices to obtain more information or make application.

The Company's comprehensive timetable books were an obvious place to advertise for staff, although the example shown here was actually from the May 1973 issue, a few years after Terry drove at Clacton - not that he needed any adverts to encourage him to work for Eastern National!



We couldn't find a shot of 2331 in use at Clacton but here she is in slightly earlier years loading in Chelmsford Bus Station for the short trip on town service 55 to Westlands Estate. Note the offside loading stand. In more recent years that part of Chelmsford Bus Station was only used for parking vehicles on layover.
[EBEG collection, courtesy Chris Stewart]

little more difficult to obtain a smooth gear-change than with the 6-cylinder Gardner in the Crosville Lodekka I'd driven previously. By taking my time, I managed to perfect good gear changes. The second piece of advice that the Inspector gave me I have always remembered. It was when I was driving along a main road in North Essex which had high hedges, he said: "Don't sit up there taking your time! Look over the top of the hedges and, if there is nothing coming, cut the corners." It was good advice and speeded up the progress of the bus considerably.

There were about half-a-dozen of us in the driving school and we took it in turns to have a drive. When we were not driving most of us lounged around on the bench seats upstairs on this low-bridge bus. The area that we travelled around was roughly bounded by Clacton, Elmstead Market, Manningtree and Harwich. When it was time for one of us to have a driving test we ran into Colchester. However, as often as

not, those not involved were dropped off somewhere convenient and made their way home. Some days, we had a coffee break at the cafe at the service station at Little Bentley Corner on the A133. We tucked 2331 away out of sight in the corner of the car-park under some trees. Well, as far as one can tuck a double-decker bus away out of sight!

Of course there was a lot more to the driving course than riding around in a double-decker bus, as picturesque and delightful as the North Essex countryside is. We also had to learn and practise the other skills associated with normal driving, such as reversing and parking. We were encouraged to reverse using only the driving mirrors, although I believe it was allowed for drivers to look through the open platform of a rear entrance bus. Anyway, the trick was to identify the nearside wheel arch in the mirror and focus attention on that. We were also told that the examiner would ask us what kinds of obstacles we should be aware of when driving a double-decker. These are

low-bridges, overhanging trees and shop-blinds.

We were also given experience in driving Bristol FLF double-deckers and LS or MW under floor-engined single-deckers. This happened when the regulator at Clacton Bus Station was able to spare the FLF learner bus. Like 2331 it had a wooden-framed removable bulk-head window. Due to the front entrance and staircase this was, of course a lot smaller than that on 2331. I sometimes wonder whether the regulator ever thought that 2331, a KSW, was a fair exchange for an FLF. The FLF experience was so that we could have some experience of driving a thirty-foot long double-decker with a front entrance with electrically operated doors. It was also so that we could learn how to use the five-speed gear-box and, in particular, how to find the fifth gear. The secret was that there is a second 'gate' near to the fourth gear. One held the gear-lever towards one's body, slid it forward to the 'gate', double-declutched and slid the gear-lever into the fifth gear. Like most

things, 'it was easy when you knew how'. However it was important to remember to pull the gear-lever towards yourself when going for fifth and to hold it away from your body when changing down to third. Later on, one of the drivers in the school told me that he had forgotten the correct procedure when changing down to third on the rise between Holland Road School and the Roaring Donkey. He got fifth instead and the bus almost ground to a halt!

Having discovered how to find fifth gear, the object was to use it for the purpose for which it was fitted, that is cruising at speeds of 30mph and over. The only place to do this in those days (1968) was the A133 between Weeley and Elmstead Market. This we did. However on one occasion the unfortunate member of the driving school in the cab came to a halt at some temporary traffic lights at Elmstead Market with the FLF in fifth gear. He tried to change it to second gear to re-start the bus but he could not move it. The traffic lights changed but he could not move the bus and we waved the



The only modification for training use as compared to a standard bus was a detachable rear window for the cab, to allow the instructor to watch over and guide the trainee - and to leap forward to grab the handbrake in extremis! By chance we have an interior shot of one such KSW, with window fixed in place for normal service. The vehicle is unidentified but it is thought that it was parked at Prittwell works where the photographer - Terry Coughlin - worked as a body fitter.

[Richard Delahoy collection]



As Terry recounts, training was generally carried out using normal service buses with minimal modification, so that the bus was still available for passenger use when not required for training duties. Here Basildon depot's 2347, UEV 838, caught by Bill Cansick parked outside the depot in Southernhay, is very similar to 2331 that Terry learnt on at Clacton.

EBEG collection, courtesy Chris Stewart

following traffic past us. In the end the instructor got in the cab and managed to pull the gear-lever out of fifth with two hands and a lot of effort. Thus we learnt another lesson: do not stop in fifth gear if at all possible!

Another purpose of the FLF experience was to introduce us to the air-braking system fitted to the FLF vehicles. This braking system is a lot more powerful than the vacuum brakes fitted to the other buses and it was good to have some instruction about how to use them without throwing the passengers around the bus when approaching a stop.

We were told that, in theory at least, the gear-box on LS and MW single-deckers was of the synchromesh type and therefore should be easier to use than the constant-mesh box on the KSW. However, I personally never noticed the difference. To me, it always seemed that one was searching

for a gear in a bowl of porridge! This was probably due to the fact that the gear box was half-way down the bus with a lot of linkage mitigating the directness of a gear box situated next to the (front) engine. The gears on the newer MWs were marginally easier to find than those on the LS single-deckers. I never really came to terms with these single-deckers or enjoyed driving them. I imagine that if you drove them all the time, like the OMO drivers, you got used to them and probably got to know the characteristics of the individual buses.

I spent a happy two weeks working all day at the driving school. And, what is more, I got paid for it! This was some very welcome extra income for me as a student. Then I returned to college for my final term. There I finished my studies and passed my final examinations. At the end of June 1968 it was time to leave college, be ordained to the ministry of the Church take up my post as a curate in the Parish of Billericay. But first I

had to return to Clacton, complete my driver training and work as a driver for Eastern National for three months.

When I returned to the driving school another Inspector was in charge. He was a very patient and encouraging person and a good teacher. On the afternoon of the Friday of my first week back we had to go to Colchester for a driving test for one of the learners. There were three of us on the bus with the inspector and the third man asked for permission to go home when we got to Colchester. I therefore went upstairs and made myself scarce while the remaining learner driver took his driving test, which he passed. Then he went off somewhere. When he had gone, the inspector came upstairs and said to me: "The examiner says

that he will give you your driving test now if you like". Of course I agreed and, at the shortest possible notice, on a Friday afternoon in June 1968 I took my PSV test in Colchester. And much to my surprise and relief I passed. I was now authorised to drive every kind of Public Service Vehicle in the United Kingdom: whether they were fitted with constant-mesh, semi-automatic or automatic gear-boxes, or whether they were single-deck or double-deck and up to the, then, maximum length of thirty-six foot. I then drove 2331 back to Clacton with a new degree of confidence.

To be continued

Edited by Richard Delahoy, with grateful thanks to Chris Stewart.

EBN 547: correction: in Part 6, the caption under the LD/lowbridge KSW refers to DKB441 (NFM73) as being lowbridge. It was highbridge like NFM66 in the other photo.

Chris Stewart



Mention was made in EBN547 of NFM73, a highbridge (not lowbridge as stated) KSW which ran for Ford's of Althorne. In March 1978, they had three FLF6Bs - EEO588/90 from EN and former Crossville DFB94 (904VFM) as seen here" [Chris Stewart]

Pond's of Nazeing

As a child, an all-too-regular weekend ritual involved being taken to visit elderly relatives, who mostly lived in the outer reaches of north London. For my sister and I, these were days of almost unmitigated boredom. If we (or rather, I) were lucky, we might be visiting one particular uncle, who, before he retired, had been a inspector on the trams and later, trolleybuses, at Edmonton depot (Tramway Avenue). Given an hour or two to warm up, he could usually be persuaded to tell of his experiences for my benefit. However, for the most part we spent the day "being seen but not heard", a concept that seems to be now out of fashion, so far as children are concerned.

There was however, one compensating factor to these days of tedium. Long before the M25 motorway made circumnavigating the metropolis such a fun-filled experience, the car journey from Shenfield (in an Austin A70 Hereford) had to be made cross-country via the lanes. The highlight of most of these journeys (and often the entire day) was passing through the village of Nazeing.

Why was this? Well, opposite the village green, stood a small petrol station and the depot of Pond's Coaches Ltd. And

almost invariably, standing outside would be a red and cream double-decker. From memory, this was an ex-Ribble Leyland PD or possibly TD. To get the best possible view of it, I had to pull rank on my sister and reserve the offside back seat in the A70 for the outward journey (and the nearside on the way back).



Not having a camera at the time, I never took a snap of it, not that my father would have entertained stopping en route for me to do so anyway. Nor can I remember the registration number, although I wrote it down several times in my red *Silvine* brand notebook (remember those?). No doubt, someone can produce a photograph of the Ribble machine and all the details.

What I *can* produce is a shot of one of the Ribble's successors - an ex-Huddersfield Corporation AEC Regent III, ECX 423, (photo, courtesy of the late Bob Mack). This had Northern Coachbuilders lowbridge bodywork and had been new in 1949. Huddersfield withdrew it in 1964. It appears to be still in Huddersfield colours, which were near enough to Ponds own red scheme to save repainting. Alongside is what was a bog-standard coach of the 1960s - a Bedford SB with Duple Super Vega coachwork, MVD 93. This was a Lanarkshire mark, so here is another task for readers - who was the original owner?

Pond's Coaches Ltd. had been registered on 25th August 1959, but whether Mr Pond was previously in business as a PSV operator in some other capacity, I cannot say. Oddly enough, the impetus for the company's formation appears to have been the car industry. Ponds had been granted licences to run express carriage services from Harlow New Town to both the Ford Works at Dagenham and Vauxhall at Luton. Of course, these were days when the car industry paid superior wages and was a magnet for workers, and when demand for its products was booming. Even so, Harlow to Luton or even Dagenham in the pre-M25 era must have been a gruelling journey to undergo twice a day or night, even in an SB/Duple.

The Dagenham service did not last long; in fact it is thought to have ceased soon after starting, but Luton, somewhat surprisingly survived until at least 1961, if not beyond 1963. Perhaps wages on the assembly line were *too* good - such that workers began to be able to afford the very things they spent their days or nights toiling over. At any rate, by then, Ponds had diversified into school work and private hire, and I imagine

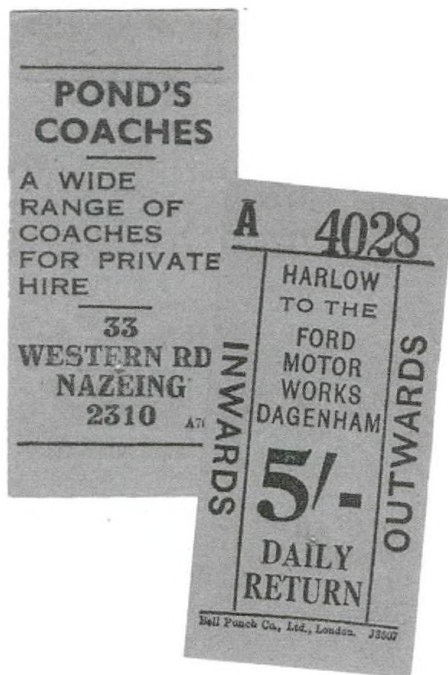
the double-deckers were for the former - does anybody know?

By 1969, the company name had changed to Alan Pond Ltd., and the base had moved from Nazeing to the Pinnacles Motoring Centre in Harlow. The fleet at that time comprised just two RTLs: 1509 and 1555 (OLD 618 and 664), and an ex-Eastern Counties K5G (KNG 379).

At some stage, Mr Pond apparently decided to throw in his lot with the opposition, so to speak, as there was a move into petrol retailing. A number of service stations were opened under the Alan Pond name, including one at the Harold Hill end of the Brentwood bypass (just beyond the junction with the aforesaid M25).

The company was dissolved quite recently, on 20th July 2005, but I think PSV operation had ceased long before this.

David Harman



The ghost of Christmas (on the buses) past



SATURDAY 25 DECEMBER
SUNDAY 26 DECEMBER

NO SERVICE except:

Service X2	Southend - London, Victoria
Southend Transport	0830 Southend - London, 1050 London - Southend will operate.

SATURDAY 1 JANUARY

Sunday service except:

Service 2	Southend - Walthamstow
Thamesway	NO SERVICE
Service 3	Shoeburyness - Canvey
Thamesway	NO SERVICE
Service 6	Southend - Eastwood
Thamesway	NO SERVICE
Service 11A	Southend - Chelmsford
Town Lynx	NO SERVICE
Service 20	Shoeburyness - Hullbridge
Thamesway	NO SERVICE
Service 222	Southend - Brentwood
Town Lynx	NO SERVICE

EASTERN NATIONAL

eastern national

Enthusiasts Guild

ACCIDENTS WILL HAPPEN (5) (EBN 547)

Reference is made to Sid Goodwin. I knew him well as a result of being on the Basildon X10 rota. He was at Southend on their X10 rota. Sid was a character, and also a religious man. You could not rush or panic him. He would eat his sandwiches whilst on the Arterial between the Fortune of War and Gallows Corner, and would cruise at about 40mph, despite the FLFs being capable of 50mph. His conductor, another character, used to take quite a ribbing from the regulars who were in a hurry to catch the Underground. Sid was known for his late running. However, as he would say, "I get there".

I never remember him being involved in an accident whilst driving on the X10s, Alas, the same couldn't be said for all drivers. Indeed, some at Basildon and Southend depots had been involved in fatal accidents. This was why I pushed so hard with Charlie English (schedules) for extra running time, what was granted in due course, to take some of the pressure off drivers.

Sid had many interesting tales to tell. A good busman.

Ted Miles

rear cover: Ensign Vintage Bus Running Day 2009: 839XUJ (JMT 49 J5660, then Guernseybus 17 9439/late 28231, Mac's Tours OAS524) heads for Aveley and Lakeside at Corbets Tey. More next month. [Chris Stewart]

Southend Transport : past and last



A reminder of past days on the X1: Newly-restored former Southend Transport Tiger/Duple Caribbean A250 SVW, now with Ensignbus, in Grays on Saturday 5 November. [Russell Young]

On its last journey in passenger service in Southend, Arriva 5402 (H262GEV) picks up at Warners Bridge, at one of the many stops in Southend that are currently shelter-less after Clear Channel removed all the Adshel type shelters at the end of their contract in the town. [Richard Delahoy]





Essex Bus Enthusiasts Group
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