

ESSEX BUS NEWS

**No. 553
May 2010**



ESSEX BUS ENTHUSIASTS GROUP
www.essexbus.org.uk



Another little branch was lopped off the Brentwood route map after 30th April when First's 81/82 ran up/down London Road, Kavanagh's Road and Crescent Road for the last time. Ensign's replacement 81 from 4th May (and the Saturday First service on 1st May) operate via King's Road leaving this section of route unserved by normal services.

Thanks are due to both drivers for their good humour on seeing a camera pointed at them! *Chris Stewart*



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.

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

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

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

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Dates for your diary

■ PRESS DATES

EBN dated
June
July

reports to Editors by
22 May
26 June

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

■ SOUTH ESSEX MEETINGS

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

2010 programme

- **Monday June 14** - evening visit to the **Castle Point Transport Museum**: arrive from 1900 onwards. Light refreshments should be available and we hope to make a short trip around Canvey in a Museum vehicle at around 2030. No charge for the visit, but donations towards the Museum's upkeep will be welcomed.
- **Monday July 12** - evening "Tiger Tour". Using Ensign Bus's ex Southend Transport Leyland Tiger / Duple Caribbean A250SVW, we will tour over part of the

Front cover:

An unusual transfer into **Arriva Southend** (from Tunbridge Wells) is a step entrance Dennis Lance, **3022** (N322 TPK) with 49-seat East Lincs body, replacing an Olympian. It has been freshly outshopped in the latest Arriva style as seen here at Shoeburyness, The Renown in the early morning sunshine on April 6th. Southend Transport did operate four of the early SLF version of the Lance but otherwise this is a new type for the fleet. *Richard Delahoy*

2ND CLACTON BUS RALLY



Celebrating 50 years of

HEDINGHAM
OMNIBUSES

SUNDAY 6TH JUNE

The Second Clacton Bus Rally is to be held once again at Clacton Factory Outlet from 10am on Sunday 6th June. Come along and enjoy...

***Display of Vintage &
Modern Buses***

***Free Bus Rides around
the Local Area***

Enthusiast Stalls

Free Parking & Entry

(Follow Brown Signs From A133)



And don't forget Clacton Factory Outlet hosts a variety of shops and cafés to suite all tastes. Why not bring your loved ones to shop while you enjoy the buses?

Sponsored By:

Talisman



**Clacton
Factory
Outlet**

Want to bring a bus or have a stall at our event?

For more information send an SAE to

*'Clacton Bus Rally', 24 Russell Court, Churchill Way,
Colchester, Essex, CO2 8SR or visit*

www.clactonbusrally.com

former X1 and X21 routes, plus a stop in central Southend. Pick ups at Lakeside Bus Station (stand) at 1900, Basildon Bus Station (stand) 1930 then on to Southend (2010-2030), Shoebury and back to Basildon (2135) and Lakeside (2200) via the X21 route. Fare £5 payable on the coach, pre-booking not necessary. Other pick ups en-route are possible, e-mail richard@signal-training.com to arrange.

- ▶ There is no meeting in August.
- ▶ The autumn season of meetings at Wickford Cricket Club will resume in September and dates fixed are Mondays as usual: **September 13, October 11, November 8 and December 13.** Fuller details next month.

■ 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 May 14** - *Richard Delahoy*
- ▶ **Friday June 11** - *Steven Hughes*
- ▶ **Friday July 9** - *Dave Arnold*
- ▶ **Friday August 13** - *Steve Maskell*
- ▶ **Friday September 10** - *Russell Young*
- ▶ **Friday October 8** - *Fred Lawrance*
- ▶ **Friday November 12** - *Gary Sharpe*
- ▶ **Friday December 10** - *Dave Arnold / Gary Sharpe*

■ TOURS & VISITS

- ▶ **Monday June 12** - evening visit to **Castle Point Transport Museum**
- see previous page
- ▶ **Tuesday June 22** - evening visit to **Talisman** - pick up at North Station 19.00; fare £5; phone 01621 857509 to book.
- ▶ **Monday July 12** - "**Tiger Tour**" - see previous page.

■ EVENTS

- ▶ **Sunday May 16** - **ADX 1 Day (Ipswich 60th)**, Ipswich Transport Museum.
- ▶ **Sunday May 23** - **100 Years of the London B-Type Bus**, Pump House Transport Museum, Walthamstow.
- ▶ **Sunday June 6** - **Family Fun Day** (bus and fire engine rides), Ipswich Transport Museum.
- ▶ **Sunday June 6** - **Clacton Bus Rally**, celebrating 50 years of **Hedingham Omnibuses**, Clacton Factory Outlet. See advertisement opposite. The Group sales stall will be at this event.
- ▶ **Sunday June 27** - **Ipswich Transport & Model Festival** (incl.Transport in Miniature), Ipswich Transport Museum.
- ▶ **Sunday July 4** - **North Weald Bus Rally**, North Weald airfield, near Epping. Bus services from Epping and Ongar.
- ▶ **Sunday July 4** - **North Norfolk Railway Vintage Transport Day**: Free vintage buses Holt-Weybourne-Sheringham, and display at Holt Station (A148).
- ▶ **Sunday July 4** - **Classic Buses at the Mid Suffolk Light Railway**: Brockford Station, Wetheringsett, Stowmarket, Suffolk: Short tours of the countryside from the station yard.
- ▶ **Sunday July 11** - **Bus & Coach Event** at the **East Anglia Transport Museum**, Carlton Colville, Lowestoft.
- ▶ **Sunday July 11** - **LT Country Bus Rally**, Gravesend.

- ▶ **Sunday July 18 - Ipswich Engineering Day** (guided bus tours of old engineering sites), Ipswich Transport Museum, Suffolk.
- ▶ **Sunday July 25 - Classic Transport Day**, Mid-Norfolk Railway, Dereham.
- ▶ **Sunday July 25 - Classic & Vintage Bus Day**, Cambridge Museum of Technology, Cheddars Lane, Cambridge, and Cambridge Omnibus Society. Contact Andy Baker 01353-741367 or John Wakefield 01223-843802
- ▶ **Sunday August 1 - Middy Joint Admission Day**, Ipswich Transport Museum, Suffolk, joint admission with Mid-Suffolk Light Railway.
- ▶ **Saturday August 28 (Bank Holiday weekend) - Ensignbus Summer Vintage Running Day**: X80 Grays - Lakeside - Bluewater - Gravesend & X55 Lakeside - Upminster Stn. Timetables as Xmas running day. Open-tops, weather permitting, plus two special guest vehicles - more details to come.

Information is published in good faith. Members are strongly advised to check details nearer the date. The Group can accept no liability if events are cancelled or altered.

New member

Welcome to Michael Parsons of Orillia, Ontario, Canada - 1011 (our second Canadian member, Michael was a one-time driver at Wood Green depot and will be recalling some of his experiences in a forthcoming issue).

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.

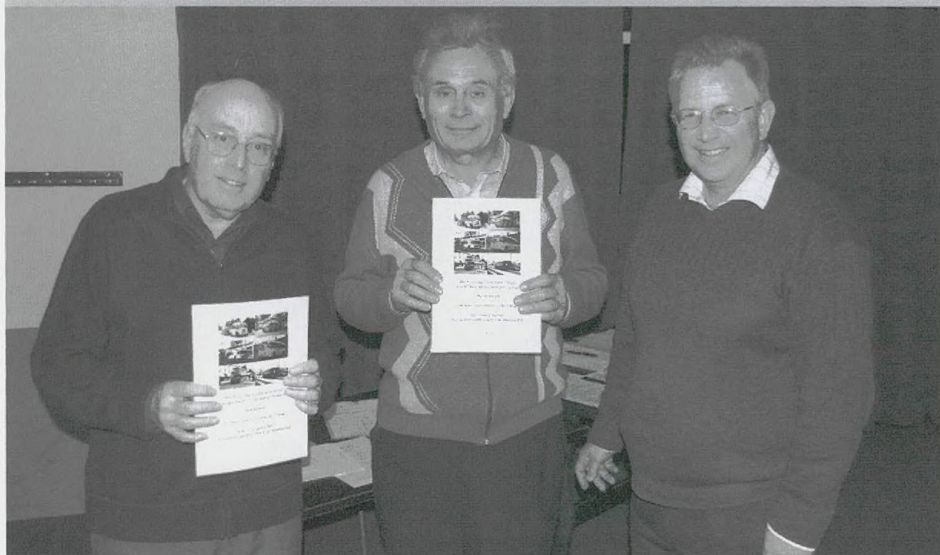
BLACK & WHITE PHOTO SALES

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

Honorary Life Members



At this year's AGM, we were pleased to announce the granting of Honorary Life Memberships to three people who have, over the years, played a significant part in the running of the Group. Two of them - Martin Weyell and Bob Palmer - were in

attendance and were presented with a small certificate there and then by your Chairman, who made arrangements to meet Derek Stebbing a few weeks later outside Chelmsford Bus Station.



Between them, these three gentlemen can claim several decades input to committee at the forefront of the Group's activities and administration.

Martin was one of the founding members when the Group grew out of the M&D and East Kent Bus Club in 1964, and was Tours Organiser for many years until 1987. After that he became a regular contributor to 'Essex Bus News' and has latterly entertained us at group meetings with some of his extensive slide collection.

Bob joined in the early 1970s and subsequently served as Hon Treasurer for many years, and amongst many other jobs

produced the Group's 1964-1980 fleet history.

Derek joined at almost the same time as Bob and was soon hosting Chelmsford area meetings (to complement those held in Seven Kings). He took over as newsletter editor from Alan Osborne in 1978 (expanding its contents considerably) before relinquishing this role in 1986 -whereupon he served as Membership Secretary for over 20 years as well as running the Timetable Subscription Service.

Chris Stewart

Picture of Bob, Martin and Chris by Richard Delahoy; picture of Derek and looming X30 by Chris Stewart

I will ... visit William Hill

A little while ago, Talisman Coachlines received a call from a company called 999 Cars. They supply vehicles to the television and film industry, specializing in emergency vehicles, hence the name. They were looking for a coach from around the 1980s to take part in a TV commercial for William Hill, the

book-makers. They had spotted our 1978 DAF/ Plaxton on the web and thought this would be ideal.

Fictitious name needed to be applied to cover the Staines names on the sides and rear, so measurements were emailed, for





vinyls to be made. The commercial was to be shot a week later at Lyndhurst in the New Forest.

Filming started at 0600 hrs, and once on set, the new vinyls ("Pearson's of Brimsmore, Yeovil") were applied and a dummy registration number (UB06 GRS) added. I found that I was booked as stunt driver (!), but thankfully all that was required was to drive up and down the road whilst the cameras rolled.

After filming was completed, stills of the rear of the coach were taken to be used in newspaper advertisements, etc. The television advertisement is called "I will ..." and contains several football-related shots before the coach appears at the end. It is being shown on Sky Sports on Saturdays during the football season, but can also be found at:

www.youtube.com/watch?v=TXnotgK7q30



Paul Smith

Alan Pilbeam ~ First Essex MD



Alan Pilbeam has now been Managing Director for First Essex Buses Ltd since March 2009, having taken that role at First Eastern Counties Ltd in January 2009. EBN asked him about his background, his entry to the bus industry and some of his main priorities for *First East England*, as the two companies now trade.

Alan joined First Manchester Ltd in 2005, initially as Operations and Commercial Director and then as Deputy Managing Director. Prior to this he held a variety of positions (latterly Commercial Director) in the contract logistics industry working for Tibbett & Britten PLC, where he gained an in depth knowledge of operational, commercial and financial management. Contract logistics essentially involves the provision of supply chain services (simply speaking transportation and warehousing - but that is underplaying the role of third party logistics providers) to blue chip customers, whose demands were extremely high. In passenger transport, Alan actually believes the demands and expectations of customers are very reasonable and says it is disappointing when they are let down.

First Manchester was suffering significant commercial and operational problems and, says Alan, "clearly the two are inherently linked. Poor service means dissatisfied

customers, which means lower revenues. I believe that the maxim of 'Quality costs, but poor quality costs more' applies to most industries." The turnaround in Manchester was achieved through focused hard work and action plans.

First East England restructured during 2009 in order firstly to reduce 'back-office' and secondly to create a framework to provide the best possible service in East England. As part of this, the region was split into 3 business units (Norfolk, Suffolk & North Essex and South Essex). Management teams were put in charge of each region and given both operational and strategic responsibility. Significant investment was made in engineering in terms of equipment, training and additional roles.

Alan highlights his main area of concern - punctuality and the impact of congestion. As he told us, "I continually wrestled with congestion during my logistics career - the effect on the supply chains of UK companies was quite alarming. We have made changes to a large number of routes to deal with anything within our control - by redistributing running times, amending timing points that were not useable, re-routing of services to avoid congestion hotspots (whilst balancing with customer need) and changing overall journey times, including allowances for layover. We have made improvements, but not as significant as we would like - probably because the issue gets harder as time creeps on, but also because, in many of the areas we operate in, the road networks are saturated, at least at peak times. It is an extremely concerning issue. A considerable amount of focus and effort is going into Punctuality Improvement Plans (PIPlans), which are being established on a route by route basis. The plans will determine what issues are within the 'gift' of First (as outlined above) and those where we need help from our partners to overcome them. Whilst some aspects, such as bus priority, may take far longer to deliver, other items, such as targeted parking enforcement, schools initiatives or 'Keep Clear' boxes,

should be 'quick wins'. I do believe that where there is a will there is a way - for example, a schools initiative we are developing as a pilot involves discounted travel for parents to travel to school with their children and then return home, rather than use the car. In addition to working with the County Councils, we also need to engage with education authorities as part of our Punctuality Improvement Partnerships (PIPs). I am aware of a school recently allowing its pupils to go straight into class from 08.40 to 08.55, rather than wait outside until 08.55. What had previously been chaos, with the entire road network brought to a halt because all parents and cars were there for effectively a few seconds at 08.55, went to empty streets, despite the number of pupils at the school being increased hugely - a

simple solution which didn't require the school opening at 06.00! We are also working with the police on a number of initiatives, elements of which will also play a part in improving punctuality. Similarly, we are developing one with parking wardens (copying from something I worked on in Manchester - easier than inventing something from scratch). Our decisions on the changes and actions from our PIPlans are based on facts; an interesting fact that triggered us to register an alternative route was that a particular level crossing on a route was closed for 45 minutes out of 126 minutes. Unfortunately though we can't avoid every level crossing!"

Chris Stewart



Traffic congestion - the comon enemy. *Chris Stewart*

Service changes

Arriva East Herts & Essex

19 Apr 10 500/1

D Harlow to Warley revision to timetable.

Blue Triangle

12 Apr 10 804

Sch Debden to Chigwell revised timetable with off peak journeys between Debden and Buckhurst Hill withdrawn.

Ensign Bus

3 May 10 81

M-S Brentwood to Hutton Circular new service with one return journey extended to Lakeside as X81 (updated information).

55

M-F Aveley to Ockendon Station new peak hour service (updated service).

First Essex

11 Apr 10 63

M-S Colchester North Station to St Micheals revised timetable route.

12 Apr 10 853

Sch Chingford to Waltham Abbey school service withdrawn.

2 May 10 25A-C

M-S Langdon Hills to Runwell revision to timetable.

Olympus Bus & Coach

19 Apr 10 386

Sch Buntingford to Bishop Stortford new schoolday service with amendment to route (updated information).

Regal Busways

1 Apr 10 654

Sch Ongar to Epping revised route and timetable.

655/6

Sch Abridge to Epping revised route and timetable.

7 Jun 10 4/A

M-F Oxney Green to Benfleet, Tarpots Corner new service.

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

TWH revised their 55 route in April to operate via Waltham Abbey/Cross and renumbered it to 555.

As usual, a variety of vehicles operate it, and four journeys in early afternoon of 16th April, there was a blue Olympian, green step-entrance Dart, white lowfloor Dart and red Volvo coach! Here, 70-seat ex Bebb's Volvo/Plaxton S51UBO is being exchanged at Waltham Abbey.

Owen Woodliffe



■ FIRST ESSEX BUSES LTD

Acquired vehicles

It should be noted that the dates given in this section for acquisitions do not necessarily coincide with the change of legal ownership to First Essex Buses Ltd.

All from First Eastern Counties Ltd:

32809	T809LLC	Dennis Trident SFD113BR1XGX20319 / Plaxton H39/21F	6581
	6/99	Capital Citybus	
32818	T818LLC	Dennis Trident SFD113BR1XGX20293 / Plaxton H39/21F	6590
	6/99	Capital Citybus	
32847	T847LLC	Dennis Trident SFD113BR1XGX20360 / Plaxton H39/21F	6531
	7/99	Centrewest	
32850	T850LLC	Dennis Trident SFD113BR1XGX20361 / Plaxton H39/21F	6534
	8/99	Centrewest	
32852	T852LLC	Dennis Trident SFD113BR1XGX20364 / Plaxton H39/21F	6536
	8/99	Centrewest	
32886	V886HBY	Dennis Trident SFD113BR1XGX20445 / Plaxton H39/21F	6728
	9/99	First Capital	
32877	V877HBY	Dennis Trident SFD113BR1XGX20436 / Plaxton H39/21F	6719
	9/99	First Capital	
32905	W905VLN	Dennis Trident SFD313BR1XGX30824 / Plaxton H43/28F	6752
	4/00	Centrewest	

32905 moved from Norwich to Essex on 10th April with 32847/50/2/77 following on 14th April. 32809/18 had arrived by 30th April (for Harwich) while 32886 was noted heading to Hadleigh on the 29th.

32887 had in fact arrived by 16th March (see EBN552).

From First Devon & Cornwall Ltd

34355	L155 UNS	Leyland Olympian ON2R50C13V3 ON20800	Alexander H47/31F
	RL67/4692/6;	8/93 Strathclyde LO55	
34610	K610LAE	Leyland Olympian ON2R50C13Z5 ON20554	NCME H43/32F 4357
	1/93	Bristol 9610	
34613	K613LAE	Leyland Olympian ON2R50C13Z5 ON20557	NCME H43/32F 4360
	1/93	Bristol 9613	

34610/3 (which are not lowheight) arrived at Chelmsford (Westway) on 23rd April with 34613 going to CN/DT, while 34355 had yet to arrive as EBN went to press.

Volvo B12M coach 20500 (AO02RBX), which returned to FEC on arrival of 20351-3 for the X22, is listed at CF again for Private Hire but has yet to be reported as physically being there.

Allocation changes

End of Period 1: list dated 24th April 2010

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; FGC=First Group cascade, i.e. transfer to/from any other First fleet; (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
 20500 FEC-CF; 31373 D/L(D)-sold; 31376 HH-BN; 32847 FEC-DT; 32850 FEC-CN; 32852
 FEC-CN; 32905 FEC-HH; 34307 D/L(D)-RES; 46132 RES-D/L(D); 46146 D/L(D)-sold; 46155
 HH-CN(RES); 46167 D/L(D)-sold; 46174 D/L(D)-sold; 48085 RES-sold

Note that Olympian 34307 has indeed been repaired for further service (see EBN552) and is
 expected back at CR, whilst subsequently to the above list accident victim 34280 has been
 listed for disposal.

Disposals

Period 1: 31373 46146 46167 46174 48085

Area News - workings and sightings

[x] indicates route branding

Rail replacements

2nd Newbury Park to Romford: HH32857 HH32859 HH32862 HH32881 HH32884
 4th Newbury Park to Romford: HH32857 HH32859 HH32862 HH32884
 11th Billericay to Chelmsford/ Witham: CR34302 CR34309 CF34818
 18th Billericay to Chelmsford/ Witham: CF31198 CR34013 CR34018 CR34304
 CR34308

Clacton (CN) & Harwich (DT)

Member Robert Appleton took a couple of days holiday at Mistley and has kindly given us a
 snapshot from Thursday 22nd April. As a matter of interest he also noted 32886 (V886HBY)
 in Norwich on 21st April.

DT32804 on 06.00 Harwich - Colchester 104, 07.15 Colchester - Harwich 104
 DT32849 on 07.25 Harwich - Colchester 103, 09.05 Colchester - Harwich 103, 10.50 Harwich
 - Colchester 104, 12.05 Colchester - Harwich 103
 DT34284 on 07.10 Harwich - Colchester 104, 08.35 Colchester - Harwich 104
 DT34286 on Harwich - Manningtree school contract (no longer routed via Mistley), then
 08.28 Ardleigh - East Bergholt 193 and later in the day on 15.25 Harwich - Colchester
 103
 CR61057 on 06.55 Harwich - Colchester 103, light to Mistley, 08.57 Mistley - Colchester 103,
 09.35 Colchester - Harwich 104, later in the day on 14.25 Harwich - Manningtree 103
 and Manningtree - Harwich school contract.
 CR61057 also worked 16.25 Harwich - Colchester 103 on Tuesday 20th April, and 06.55
 Harwich - Colchester 103 on Weds 21st April.
 DT65651 undergoing maintenance over the pit in Harwich depot. [65651 in fact had engine
 faults under repair from mid April onwards, after various parts had previously been
 removed to keep 65652 on the road]
 DT65652 on 09.20 Harwich - Colchester 103, 10.35 Colchester - Harwich 104, later in the day
 on 15.15 Ramsey - Harwich 103, 15.55 Harwich - Colchester 104, 17.10 Colchester -
 Harwich 103
 DT42937 on 15.35 and 16.05 Harwich - Parkeston Circulars 20/20A
 DT44516 on 15.40 and 16.10 Harwich - Long Meadows Circulars 22A/22B
 DT44517 on 14.40 Harwich - Clacton Villagelink 3
 DT44518 on 14.40 Clacton - Harwich Villagelink 4 and 15.38 Harwich - Clacton Villagelink 4

Robert noted no sign of Trident 32801 [in fact it had returned from Iver, been to BN for MOT
 and was then at CN for fitting out] or Enviro Dart 44519 [returned to service on 26th April
 after engine replacement and MOT].

April

8th 46132 on 13

28th 46182 and 47223 remain in use at CN, with 46155 also due to transfer temporarily prior to disposal.

Colchester (CR)

CR66815 and CN20352 were noted at Volvo Ipswich at the end of April, the former apparently for fitment of a new engine.

Further to EBN552 about diverted northbound 67s in Colchester, after Butt Rd they continue straight into the town centre, i.e. via Headgate to Head Street, and don't "go round the loop" via Southway and St Botolph's Circus to serve Osborne Street or St John's Street (unlike Network Colchester 8/A).

March

29th CR34290 on 64

30th CR34018 on CN76, CR34310 on 65, CR61057 on 193

April

7th CR30560 on CN74, CR67008 on 64

8th CR67007 on 64, CR67008 on 65

9th 46182 (ex BN), seen running light on Barrack Street towards Haven Road depot

15th CR34288 on 70

16th CR34013 and CR34018 on 72

17th CR34018 on 72, CR65682 and CR67008 on 70

19th CR34301 on 70, CR34302 on 65, CR34305 on 64A

20th CR62409 on 65, Cheetah 56006 at CR depot

23rd CR67004 on 64

24th CR34306 on 70

Chelmsford (CF) & Braintree (BE)

ECW Olympian operated the 302 up until 27th April but was then officially moved to 'reserve' on MOT expiry, leaving 34818 as the sole example still in service. 34815's place at BE was taken by Northern Counties Olympian 34305 on loan from CR.

April

6th 47252 on 48

7th CF43744 and CF53114 on 42, CF46140 on 40

8th CF34818 on 33

9th CF47102 on 33

10th CF47101 on 33

12th CF47102, CF34818 and unidentified Solo on 33

13th CF31198 and 46120 on 33, CF34815 and CF53138 on BE staff shuttles, CF41647 on 42, BE43360 on 30, CF42930 and CR62405 on 70

14th CF31198, CF34818 and CF47104 on 33, BE43357 on 31X, CF46140 on 51, 47252 on 45

16th CF46140 on 42

17th CF46140 on 351, CF53138 on 347

18th CF47101 on 33, CF69434 on Su 352

19th CF47102 and CF31198 on 33, 46132 on 132

20th CF47104 on 47

22nd CF43358 on 33

23rd CF34818 on 45

26th CF34815 on 132 then 302 (but out of use at CF from 27th on MOT expiry)

28th 47252 still in service (on 33)

29th 46120 on 351

Basildon (BN) & Hadleigh (HH)

Dart 47231 was noted in BN yard on 14th April and in service on 81 or 551 on 21st, route 25

on 24th, 81 on 26th and 551 on 27th.

April

9th HH46157 on 21

16th BN65665 on 100

17th BN46172 on 25 (usually Lance), BN46184 on 200 (usually LF)

Other News

By 4th April CR34056 had gained a scrolling LED destination (ex dot matrix). Ex FEC Dart 47231 also has an LED display which would appear to have been fitted on acquisition.

Sources: Own observations, with many thanks to *First Essex* and to R Appleton, I Banks, A Bird, N Clark, T Clark, D Edwards, M Farmer, D Flatman, M Lamb, J Podgorski, D Pretty, I Ransom, J Salmon, 'Solo', TBL177M, R Wansbury, R West, the *Essex, East Anglia, South West and British Buses Abroad in North America* yahoo! groups, *Essex and East Anglia* Google groups, www.bustlistsontheweb.co.uk, *Real Bus News*, LOTS, PSV Circle, 'Terminus' and *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 to shenfield252@gmail.com or by conventional post. Many thanks to all who do so.

Chris Stewart

Arriva

■ ARRIVA EAST HERTS & ESSEX LTD

Vehicles in

from Arriva The Shires 3842 3/10

3842 N622 FJO Volvo B10B-58 TA002402 / Plaxton 9611.9VEL4605 B51F 2/96

Allocations

2/10: 3360.w; 3833.WE

3/10: 3399, 3833.w; 3842.HA

4/10: 3368/9.u

Vehicles out

2190 (R190 DNM): Hardwick, Carlton (dealer) 5/09

2376 (R946 VPU): Hardwick, Carlton (dealer) 5/09

2461 (KE 55 FDG): Arriva The Shires (High Wycombe) 2461 4/10

3346 (M846 DDS): Pointmost, Ivybridge 3/09

3357 (K407 FHJ): Safer Luton Partnership, Luton 2/10

5379 (C379 BUV ex VLT 88, C379 BUV): Hardwick, Carlton (dealer) for scrap 5/07

Subsequent histories

2116 (N186 EMJ): scrapped by JST, Darwen by 6/09

2137 (N917 ETM as EIG 9477): -?-, Africa 2/10 ex Brijan Tours, Curdridge, Hampshire

2283 (P383 FEA as JST 245N): JST, Darwen 6/09 ex J & S Travel, Darwen

2332 (K712 FNO ex DNZ 5131, K712 FNO, K811 JKH): gone from Wren, Carlin How Cleveland by 12/09

2376 (R946 VPU): gone from Hardwick, Carlton (dealer) 9/09

3341/6 (M841/6 DDS): Alansway Coaches, Heathfield, Devon 9/09 ex Pointmost, Ivybridge, Devon.

3374 (K761 J VX ex K 2 BUS): gone from Arriva The Shires 3374 11/05

5124 (G294 UMJ): gone from Arriva The Shires 5124 by 2/10
 5380 (TPD 110X): gone from Arriva The Shires 5380 1/08
 5839 (D181 FYM): Hulme Hall, Cheadle Hulme Manchester by 2/10 ex Stagecoach in the
 Fens 14393 via Hardwick, Carlton (dealer)

Liveries

by 4/10: to Arriva 2003 (the former 'Interurban' two-tone blue style) - 5426/43 (W426/43
 XKX).
 to allover advertisement livery for "Plus Bus" facility (basically green with Arriva
 2003 front) - 5425 (W425 XKX).

Fleet Allocation : 4/10

Harlow (HIA):	Optare Versa	2406/7
	Optare Solo	2453-60/5-7/73/4/83-8
	Dennis Dart	3366/71/2, 3413/4
	Dennis Dart SLF	3229-31/95, 3416/7/35/9/40/83, 3828
	Volvo B6LE	3241/9-51/3-7
	Volvo B10B	3842
	Volvo B7RLE	3856-60/73/4
Ware (WE)	Mercedes-Benz Citaro	3907-9
	Optare Versa	2403-5
	Optare Solo	2462-4/90
	DAF SB120	3830-2, 4521/2
	Mercedes-Benz Citaro	3901-6/10
	Dennis Trident	5423-9/33/42/3/5-7



Two of these Volvo B10B/Plaxton Verde, 3842/4, are currently to be found sometimes on the 501 Harlow to Brentwood/Warley service. New to Oxford, they have latterly been at Aylesbury. 3844 heads down Ongar Road towards Pilgrim's Hatch on 26th April.

Chris Stewart

Delicenced(u)	Volvo B6LE	3252
	Dennis Dart SLF	3418
	Dennis Dart	3368/9
Withdrawn(w)	Dennis Dart	3356/60/7/99

General

Two Dennis Dart SLF, to be numbered 3379/80, are due imminently from Arriva Southern Counties. These are for Harlow and will replace step entrance Darts.

Mark Garrett

■ ARRIVA SOUTHEND LTD

Vehicles in

From *Arriva Kent & Sussex*, Tunbridge Wells

3913/4/5/21 (T913/4/5/21 KKM) DAF SB220LF/Plaxton B39F

Lance 3022 (see EBN552) entered service from Southend at the start of April and was observed working routes 7/8 and 9 during its first week.

Vehicles Out

Volvo Olympian/Northern Counties 5937 to *Arriva Medway Towns*, Sheerness.

Dennis Dart SLF/Plaxton 3086 to Arriva Guildford & West Surrey, Guildford.

Peter Mansbridge with thanks to Richard Delahoy, David Flatman

■ ARRIVA plc

Deutsche Bahn has now made an agreed takeover bid for the company. *David Harman*

TGM Group

■ NETWORK COLCHESTER LTD.

Vehicles in

529 AY54 FRC Dennis Dart SLF from Excel.

Vehicles out

302 Y292 PDN Optare Solo to Classic Buses.

It is understood that operation of service 133 moved to Network Colchester again from 30th April. Two further buses are due to transfer from Excel to Network Colchester as a result of this.

Volvo 902 attended the Cobham Bus Rally on 11th April.

Rail Replacement

Saturday 6th March (evening) Royston to Hertford North: buses 101-3/5/6/156/196.

Sundays 7th and 14th March Chelmsford - Gidea Park: buses 101-3/5-6.

Sunday 4th April Stansted Airport to Cambridge: buses 902-3.

Sunday 11th April Witham- Billericay: buses 101/2/195/6/231.

Sunday 18th April Witham - Billericay buses 101/2/195/6.

Sunday 25th April Stansted Airport -Cambridge: buses 901-905 and Witham - Billericay: buses 101/2/156 and 195.

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

Ensignbus

■ DEALER STOCK MOVEMENTS

Vehicles in

from
Finesse, West Bromwich: Setra P314 RUU
Lothian Buses: Darts V153/9/60 EFS, Olympian E312 MSG
McKindless, Wishaw: Darts LG02 FFC/D/E/11/J
Stagecoach South: Javelin Q424 CHH
Stagecoach North West: Volvo B10Ms L126 HAO, P110/3 DCW.
Stagecoach South Wales: Mercedes N302/8/15 WVR
Thamesdown Transport: Darts P152/6/7/255 SMW, P159/60/1 VHR
Transdev Blazefield: Dart V651 HEC

Vehicles out

to
Scania N113 N393 OTY: **A2B Travel**, Newquay, Cornwall
Trident PO51 UMT: **Blackpool Transport**
Volvo B10Ms K713 DAO, L341 CCK: **A&P Brown**, Ely, Cambs.
Dart V651 HEC: **Central Buses**, Birmingham
Volvo B10B M543 WHF: **Coastal Liner**, Wolverhampton
Setra P241 RUU: **Expat Coaches**, Romford
Dart P501 RYM: **Ffoshelig Coaches**, Carmarthen
Darts P160/1 VHR, P156/9/255 SMW: **Finesse, West Bromwich**
Olympian G805 GSX: **Flagfinders**, Braintree, Essex
Volvo B10M L159 JNH,
Javelin Q424 CHH: **Herberts**, Shefford, Beds.
Volvo B10Ms P625 NSE, N617 USS,
N152/3 XSA: **Hookways**, Exeter
Darts V154/5/62 EFS: **E&M Horsburgh**, West Lothian
Volvo B10B M553 WTJ: **Irvine**, Law
Dart V159 EFS: **Kimes**, Folfkingham, Lincs.
Scania N113 N391 OTY: **M Lawrenson**, Merseyside
Optare Spectras K103/110 VLJ: **M Travel**, Pontefract, West Yorks
Dart V165 EFS, Volvo B10B M550 UTJ: **Mulley Bury St.Edmunds**, Suffolk
Spectras K107/ 8 VLJ: **New Horizon Travel**, Colchester, Essex
Olympian P256 PSX: **Notts & Derby Buses**, Heanor, Derbys.
Mercedes N408/15 WVR: **Over the Top**, Ramsgate, Kent
Dublin Olympian 97-D-353: now P705 SWC with **Renown**, Bexhill, East Sussex
Olympians H764 KDY, G283 YRJ: **Simmonds**, Hayes, Middx.
DAF R396 XDA: **SM Coaches**, Harlow, Essex
K113CRB/Berkhof N795/7 WAN: **SunFun Travel**, Earith, Cambs.
Olympian P274 PSX: **TM Travel**, Sheffield
Leyland PD2 JTF 218F: **Wardle Transport**, Stoke-on-Trent

RML2328/2553: **Ambassatours**, Halifax, Nova Scotia, Canada
Volvo D10M H648 GPF: **Intelligent Advertising Ltd**, Sudan

■ ENSIGNBUS LTD.

Acquired vehicles

from London General PDL1/2 via sales stock

107 X601 EGK Dennis Trident SFD111BR1YGX21127 / Plaxton 7021 H41/23D
 108 X602 EGK Dennis Trident SFD111BR1YGX21124 / Plaxton 7022 H41/23D
 new 10/2000; now converted to H71F.

From April 20th, Ensignbus have operated a special express bus service from Dover ferry passenger terminal to Trafalgar Square/ Victoria Station to help move passengers using the ferries, whose flights were cancelled because of the Icelandic volcano ash. Vehicles used included: Volvo Olympians 125 (S125 RLE), 126 (P426 UUG), 127 (P427 UUG), 128 (WLT 428), 129 (P429 UUG), 152 (392 MBF), 163 (P563 SWC), 168 (P568 SWC) and two ex-Thandi, Birmingham Scania/ Van Hool coaches.

■ CITY SIGHTSEEING

Transfers from sales stock:

Dublin Olympians 97-D-342/54 have passed from to City Sightseeing Belfast (Lavelles Coaches), after conversion to open top.

Metrobus GYE 359W: City Sightseeing Washington DC.

Olympian E312 MSG: City Sightseeing Eastbourne (Bath Bus Co. Ltd.)

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

Essex County Buses

The Traffic Commissioner has revoked the Operator Licence without a Public Inquiry. All registered bus services have also been revoked.

Ian Ransom

Hedingham Omnibuses

New vehicle

Full details of the new Enviro Dart as follows:

L385 EU10 AOX ADL Enviro Dart 200 SFD3B1AR59GY11412 ADL 0216/5 B37F

With thanks to Mr D R MacGregor of Hedingham Omnibuses

National Express

■ NATIONAL EXPRESS CONTRACTORS

The Selwyns coach off the 305 (Liverpool-Southend), currently overnights in Southend at the Travel Centre. Previously, the Seaway Coach Park had been used, based on observations in 2005.

John Podgorski

Olympian / SM Travel

Any reference to Dennis Dart/Plaxton P721 RYL and R486 LGH as being here is incorrect. P741 RYL and R476 LGH are here, however. Newer single deck buses continue to reduce the age profile, R396 XDA a DAF SB220/Northern Counties ex Renown, Bexhill, T418 AGP a Dennis Dart SLF/Plaxton, new to London Central and RX53 LFH a MAN/East Lancs from Countrywide, Basingstoke having recently arrived. *Ian Ransom*

Talisman Coach Lines

Setra S416GT BJ08 KNM has been acquired. Mercedes Benz Turismo demonstrator BV10 ZJN was here in late March and early April. *Ian Ransom*

Other operators

APT TRAVEL, Rayleigh Acquired is 827 APT a Neoplan Cityliner, further details are not known at present.

ASTROCABZ, Latchingdon Ford Transit NX05 RKA, previously reported as sold, is still here.

B&C MINIBUSES, Loughton Ford Transit EA54 VWH has been acquired.

CM3 CARS, South Woodham Ferrers Acquired is Ford Transit FX06 XTU.

CANE, Langdon Hills Ford Transit MX51 KTU has been acquired.

COUNTY COACHES, Brentwood Mercedes Benz Vario/Plaxton V771 GCS has been re-registered 5281 RU.

CRUSADER, Clacton-on-Sea Setra S315GT EU05 AVT has been sold to Hammond, Nottingham.

FARGOLINK, Rayne New is Ford Transit AD09 CCU, while similar BL57 TBX has been acquired.

FLAGFINDERS, Braintree Leyland Olympian/Alexander G805 GSX is here, from Stagecoach Bluebird.

GARDNER, Boreham Acquired from Peter Godward, Basildon is Scania L94/Irizar S332 SET.

GODWARD, Basildon Acquired from Veolia Cymru is Scania K340/Caetano FJ08 KMX. This is in National Express livery.

GRAHAMS, Kelvedon A recent addition is W308 SBC a MAN 11.20/Caetano from Hillary, Prudhoe.

K&W&DAUGHTERS, Latchingdon This new operator has Ford Transit EKJ2 LKO.

LODGE, High Easter Acquired from TJ, Polesworth is Dennis Javelin/Plaxton M290 FAE. This was new to Badgerline.

LOGIC TRANSPORT, Broadley Common VW LT46 M11 XMB was acquired some time ago. Noted in the yard are unlicensed Volvo B10M/Plaxton N940

RBC, and MAN/Marco Polo T884 JBC. It is not known, if they are for use here.

M&E, Rochford Acquired from Saint Cloud is Bova Futura K651 EEV.

NEW HORIZON, Frating Acquired from Seward, London is R179 SUT a Volvo B10M / Jonckheere.

OZ TAXIS, Mayland Have recently obtained an operators licence. Ford Transits EY54 NYA (ex Group Taxibus) and BK 55 JZG being in use

RICHMON FOUR WHEEL DRIVE, Stapleford Tawney Ford Transit RF02 KWB has been acquired from LCB Travel, Harlow.

ROSS, Braintree Acquired are LDV Convoy KX04 UJJ and Ford Transit VE05 YEY.

RYDERS TRAVEL, Harlow Acquired is Renault Master PJ53 TJO.

SIMONS BUS, Wickford LDV Convoy V876 NDS has been sold.

SJH, Crays Hill Recently acquired is Mercedes Benz 0814D/Autobus Y4 SMS.

SPECHT, Abridge Scania L94/Van Hool W364 MKY has been re-registered LEZ 3342.

SUPREME, Rettendon MCW Metrobus F773 EKM and LDV Convoy P215 VTY have been withdrawn.

SWT, South Woodham Ferrers New here is Renault Trafic EX59 GPU.

TURNERS, Little Maplestead Acquired from Robinsons, Blackburn is MAN 13.220/Noge YN03 AXD. Mercedes Benz 814D/Autobus N17 JWS has not been used, despite being acquired some time ago.

WEBBWAYS TRAVEL, Wickford This new operator has DU02 OZA a LDV Convoy.

*Ian Ransom with thanks to Dave Arnold,
Colin Sigston and the PSV Circle*

An SC survivor in Ireland

Amongst the amazing collection of railway, bus, air and road transport vehicles at the narrow gauge Cavan & Leitrim Railway at Dromod, Co. Leitrim, is one of only two Bristol SCs to operate in Ireland – former Eastern National 455 (9579F), which from some time in 1969 worked for the Midland Bus Company of Athlone registered ILI98. New in January 1958, known allocations with ENOC were Colchester (by at least 6/59 to 4/61, then again 1/62 to withdrawal in 5/64) with a short spell at Maldon from 4/61 to 1/62. One of five sold to Bee Line of West Hartlepool (and thereby never taking up its intended new fleet number of 1012 in the August 1964 renumbering), it passed to contractor W F Smith of Stockton-on-Tees in May 1967 before being noted at the Waltham Cross yard of Arlington (dealer) in February 1968. Bought by the West of Ireland Steam Railway Association Bus Group in 1984, it passed to Bedford, Dromod in 2001 for preservation. It retains – and will keep – Midland livery of two tone blue but still has its ENOC fleetnumber plate over the body plate inside and it pretty much complete otherwise.



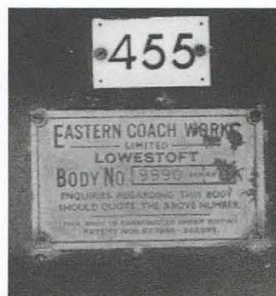
The other SC to work in Ireland was NFE449, ex Lincolnshire RCC 2477, which served for three years with O'Hagan of Fintona, Co. Tyrone, Northern Ireland from May 1972 until sale for scrap in December 1975. It was re-registered AJI3307 during this time. The other surviving ENOC SC4LK is 604JPU under restoration with Chris Brown in Shropshire.

Chris Stewart





455 inside
Colchester depot



Cansdall Coaches remembered



In "Hicks remembered" (EBN552) Richard Delahoy commented that Lodge's Bedford SB was the sort of vehicle that Hicks might have bought if they had stayed in business. Well it was exactly the type of coach that Cansdall Coaches of Clacton (directors A.R., M.M. & D.A. Hicks) bought in January 1955. The accompanying photo shows 569 BNO taking part in the first British Coach Rally held at Clacton on April 17th 1955.

Incidentally a fact that I was previously unaware of is that the location of this first rally had a lot to do with one of its main organisers who lived in Essex and has

subsequently become a major bus operator in the county.

An interesting conflict of interest was highlighted in "A tale of two Bristols" by the reproduction of the Eastern National letter of August 4th 1964 which listed its chairman as "M.A.Holmes". His wife was Joyce E. Hicks, niece, sister and cousin respectively of the aforementioned A.R., M.M. & D.A. Hicks. As the two businesses competed for the Excursions and Tours business in Clacton from 1950 to 1970, this must have led to some interesting conversations.

Nigel Turner

1269/1274 - A Tale of two Bristols

by Robin Jenkinson

Part 3 : no Bristols at all!

Part one - the AJN 825 story - appeared in the March issue (EBN551) and Part 2 - the JVW 430 story - was in the April issue (EBN 552).

Half-decker survivor

Last time we saw the triumph of buying JVW 430, the unique 1944-built post-war prototype lowbridge Bristol K, for preservation, but later I sold my share in JVW to Terry Smith when I discovered that Colin Pegg of Caston in Norfolk, who I had got to know when I was in the RAF, had withdrawn JVB 908, his 1952 Leyland Royal Tiger with rare half-decker bodywork and interlaced seating, built by Mann Egerton of Norwich. I put the proceeds of selling my share of JVW towards purchasing JVB 908, which I still own and which is currently

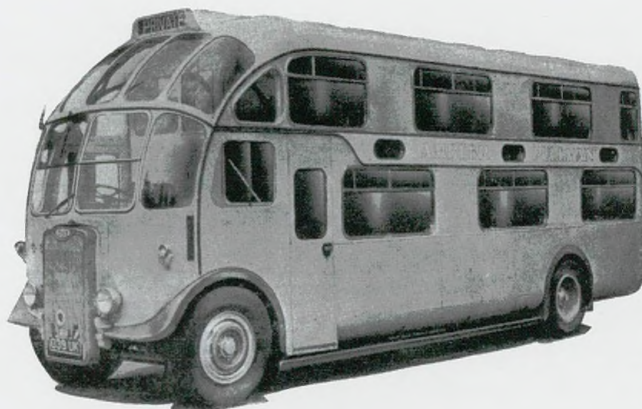
being restored at the Scottish Bus Museum. [For pictures of JVB in service, see Geoff Mills' feature on Colin Pegg's business in *Classic Bus* issue 95, June/July 2008].

I was once told that a half-decker was demonstrated to Eastern National, which would have been in the late 40's or early 50's. There were only 20 ever built and I think it unlikely, but if anyone has a record of this I would be most interested. However apart from JVB being parked in my yard at Lexden for many years, there were three half-deckers which actually ran in Essex.

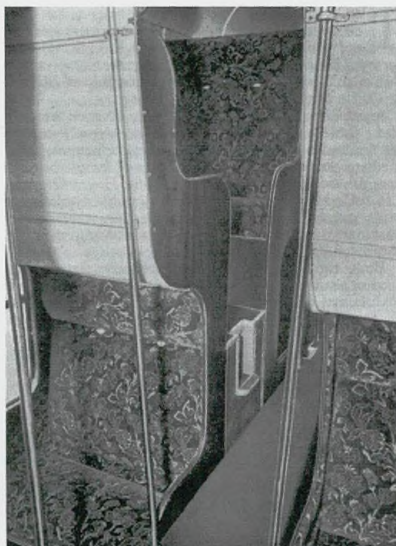
The first eleven half-deckers were built by Lincs Trailer of Scunthorpe and their former demonstrator GFW 496 on a Foden PV5C was once owned by Fieldsend of Salford



Photographed when with Taylors of Bermondsey, NYE 100 was a 1953-built rear-engined Foden with Mann Egerton body that had previously operated out of Southend Airport on behalf of Air Charter Ltd. *Robin Jenkinson*



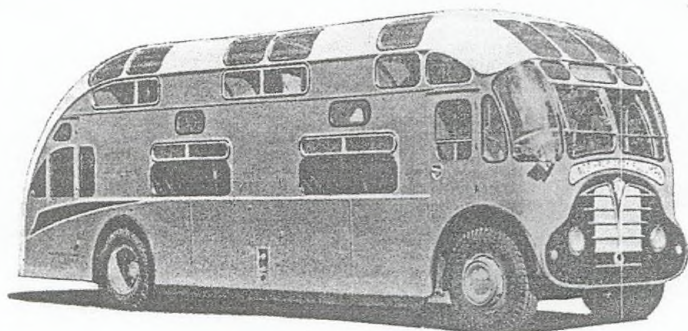
The half-decker was the invention of George Charles Crellin and became known as the "Crellin-Duplex" design. The prototype was built by Lincs Trailer on a Guy Arab 7'6" wide single-deck chassis, but production bodies were all on 8' wide chassis. A description appeared in *Bus & Coach*, November 1949, from which these pictures are taken



who were part-dealers, part-operators and who had a subsidiary company Victoria Coaches of Leigh-on-Sea. Not only do I have a record of GFW being operated by Victoria Coaches but also by Wrights Grey Saloon and Stanway (Royal Red) Coaches, both of Southend. I am not sure of the precise dates of ownership, but GFW 496 was badly damaged in the great East Coast floods of 1953. Interestingly, Wrights also owned the prototype Leyland Gnu which had been new to City as their G1. GFW went to Bullocks of Cheadle who rebodied it with a Plaxton body and still own it.

The other two half-deckers that ran in Essex were NYE 100 on a rear-engined Foden PVRF6 chassis and LDA 721 on Daimler Freeline under-floor chassis. These had the last two Mann Egerton bodies. Mann Egerton took over production when Lincs Trailers went bust but only built nine altogether. LDA, the last one, was built in 1953. These two were operated by Popular Coaches of London E16, on behalf of Air Charter. The latter was an airline based at Southend Airport, and the coaches were used on 'coach-air' services from Southend to London. Half-deckers were useful to airlines because they had many extra

L I N C S H A L F D E C K P U L L M A N



S P E C I F I C A T I O N

o f

PATENT 43/50 SEATER HALF DECKER PULLMAN COACH ON YOUR APPROVED CHASSIS

Design to be generally in accordance with our Drawing and built to the requirements of the Ministry of Transport.

Construction. Composite type of good quality ash or other hardwood as available, suitably reinforced with necessary ironwork, gusset plates, and corner brackets.

Roof constructed of ash roof sticks and longitudinals reinforced with steel fitch plates. An emergency escape hatch to be fitted in the centre of the roof.

Panelling. The exterior of body to be panelled in 16 gauge aluminium. Roof to be panelled in 18 gauge aluminium. Joints to be covered with aluminium cover strip and sealed with Sealtik.

Mounting. Body to be securely mounted to chassis in accordance with chassis makers regulations. Front Wings as supplied with chassis to be utilised. Rear wings to be fitted as per our drawing. Side valances fitted as shown on drawing. Spare wheel housed in locker at rear.

Windows. Special Lincs Pullman Windows are fitted and glazed with sheet glass unless otherwise specified. All windows facing forward to be glazed with safety glass.

Trimming. All seat cushions fitted with

Dunlopillo. Seats covered with material to Customer's choice, subject to availability of materials.

Luggage Accommodation. A compartment extending under rear seats and floor and full width of body, access by means of two doors at rear. Two luggage lockers are fitted in offside and two in nearside of body under upper tier seats. All flaps secured by means of budget locks.

Interior Finish. The whole interior to be lined with rep and rexine of Customer's choice.

Fittings. Licence Holder ; Driving Mirror ; Two Electric Buzzer Pushes fitted each side ; Electric Buzzer ; First Aid Outfit ; Fire Extinguisher ; 9 Tubular Stanchions, 1in. Diameter ; Two Decency Screen Rails, Chromium Plated ; Ascending Rail and necessary Grab Handles.

Painting. Exterior of body including front grills, wings, etc., to be painted in synthetic enamel in your approved colours. Writing to be as agreed.

Insulation. The whole body to be insulated with Fibreglass.

Extras. All Lincs Pullman Half Deck Coaches are wired up for H.M.V. Radiomobile and amplifier equipment, and are also fitted for Clayton Dewandre heating and ventilating system with an outlet in each compartment.



T H E F U T U R E L I N K I N T R A N S P O R T

This extract from a Lincs Trailer sales brochure shows GFW 496; it later ran for three operators in Essex - does anyone have pictures? The advertisement shows a body with very swept back rear; Robin's JVB908 has a much more upright front and rear profile, enabling a staggering 50 seats to be squeezed in (24 on the upper half deck, 26 on the lower) on a vehicle only 30' long. Luggage space was however somewhat restricted for the number of passengers and the interior rather claustrophobic.

Robin Jenkinson collection



COMMERCIAL
MOTOR SHOW
—
EARLS COURT
Sept. 26-Oct. 4
SEE OUR
STAND No. 83

Revolutionary design of the seating accommodation is the key to economy in the Half-Deck Coach which provides up to 33½% increased seating capacity with no increase in operating costs. In a coach that will safely negotiate all but the lowest bridges, up to 50 passengers can be carried in luxurious comfort. Seats, arranged in facing pairs, make for sociability; and the wide windows provide splendid visibility. Because of these features and its exceptional luggage capacity, the Half-Deck is particularly suitable for club outings, sports teams, and organised parties of every description **AND IS THE IDEAL COACH FOR EXPRESS SERVICES.** Built exclusively by Mann Egerton the Half-Deck Coach can be adapted to any single-deck chassis of underfloor engine or conventional type. Further particulars and specification on request.

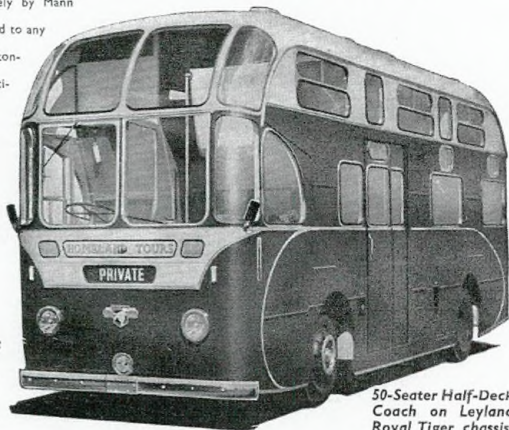
CRELLIN-DUPLEX

HALF-DECK

COACH (Patent No. 642172)

Sole Licensees & Manufacturers

MANN EGERTON
& CO LTD



50-Seater Half-Deck
Coach on Leyland
Royal Tiger chassis.

FOR FURTHER PARTICULARS PLEASE WRITE TO MANN, EGERTON & CO., LTD., NORWICH. Telephone: 20291

B

Robin's coach JVB 908 was new to Homeland Tours of Croydon and featured in a full page advert in the October 1952 issue of *Bus & Coach* magazine. This was the 1952 Commercial Motor Show report edition; Mann Egerton exhibited on stand 83 at Earls Court but the half-decker they displayed was on a Foden chassis rather than the Royal Tiger seen here.

Richard Delahoy collection

luggage lockers along each side in the spaces between the interlaced seats. However NYE was fitted with the troublesome Foden 2-stroke engine and in 1958 ENOC started running an express London-Southend Airport service using cream painted dual-purpose LSs, in collaboration with Air Charter, who then dispensed with the Popular Coaches arrangement.

Hopefully JVB will soon be finished and I look forward to bringing it south again. Perhaps it will one day line up at a rally with 1269 and 1274, this would be something I would really enjoy seeing.

Edited by Richard Delahoy

That concludes (for now) Robin's story, but we hope to bring more of his reminiscences

in due course. In *Vintage Roadscene* magazine, Robin continues to recount his experiences as a signwriter and casual driver; in the May issue you can read how Robin nearly caused a strike at Colchester Corporation as a result of moving the bus he was lettering, and the battle between his ladder and a Colchester Atlantean (I believe the result was a draw)! Part 4 of this series of articles is due to appear in the June issue of *Vintage Roadscene*, to be published on May 21st.

And demonstrating that the art of the sign writer is not dead, Robin wrote after last month's magazine was published with the picture of a Cedrics Optare Spectra on the cover, to say that he has since put the Cedrics name on the front of all four of these buses.



Finally, following up last month's reference to the abortive efforts of Robin in 1960 and then Richard twenty three years later to buy an ex-City Coach Company Leyland Gnu for preservation, at the recent Cobham Bus Museum Gathering Richard found this picture of G5 (sister to the vehicle he saw in Joe Hunt's scrapyard) with Keelings Coaches (Heavy Motor Services) of Leeds. Note the Eastern National fleet number plate 121 still displayed. If only we could wind back the clock to 1960, I'm sure someone would find the £200 then being asked for this bus. What a stir it would make on the preservation circuit! (In the absence of a time machine, Richard ponders that if steam enthusiasts can be persuaded to raise millions for new build locos - Tornado and other projects - has no-one contemplated a new build historic bus or coach?).

Richard Delahoy collection, photographer unknown



As Robin recalls, Wright's Coaches (Thomas Wright) of Southend owned the prototype Leyland Gnu for a while and here it is, as their no.11. It had been new to City Coach as G1 (FGC 593) in 1938, and was the last new City vehicle to be registered in London. Note the headlight (in the singular!) *photographer unknown*

Opposite page

top:

One of the former Thamesway "CitySaver" Volvo B10M coaches has recently been acquired by **Farleigh Coaches** of Rochester in Kent for use on their commercial schools services. Here the very smartly repainted N614APU is seen in Farleigh's yard on April 29th, in their distinctive red and yellow livery.

Richard Delahoy

bottom:

Former Southend Transport and Ford's of Althorne Fleetline MRJ 241W has been with **St Paul's Church**, Waliscote Road, Weston-super-Mare for a while now but was photographed in the sun by *Allan MacFarlane* on 27th April.

Rear cover

top:

Another shot of **Heddingham's** new Enviro 200 L385, seen in Colchester Bus Station on 6th April. *Steven Hughes*

bottom:

Squeezing under the ultra-low railway bridge in Rectory Road, Hawkwell, is this a sight that will soon end with the impending transfer away of **Arriva Southend's** last deckers? **5937** (P937MKL) was caught by *Richard Delahoy* on March 13th but has since left Southend, where only two Olympians remain at the time of writing.

Sold for school services



Sold for church services



