

Essex Bus News

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2015**



Essex Bus Enthusiasts Group
www.essexbus.org.uk



Top picture this page:

One of Ensignbus's ALX200 Darts reported in recent EBN's as being disposed was caught in Cobham, Kent, on Friday 12 December running between Meopham and Gravesend. This bus has been on hire to Nu-Venture, Aylesford, Kent, for two or three weeks and the proprietor reports it might be purchased.

Richard Lewis.

Bottom picture, this page:

Over the weekend of 13/14 Dec the railway from Thorpe Le Soken to Walton on the Naze was closed for engineering work. Panther Travel operated the rail replacement service for Abellio Greater Anglia. On 14 Dec Optare Solo VB08 PAN (originally MX08 DHM) [seen here] and Leyland Olympian BIG 9249 (originally J114 KCW) were used, both buses looking very smart.

Robert Appleton.

Front Cover picture:

NIBS recently acquired 'dustbin' (as London enthusiasts apparently call them!) Scania OmniCity 83 (LX08 ECF) from Go-Ahead Docklands (formerly SO3 there). Seen here at Basildon Bus Station at 17 December

John G. Lidstone.

Essex Bus News 609; January 2015

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suspended until further notice.

Welcome to new Member

Mark Christmas of Benfleet– 1086

Subscriptions

A calendar year subscription is £21. New members may join from any month, 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 £1.80 per month. For example, a member joining in March would pay 10 x £1.80, i.e. £18.00.

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Reports and observations

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

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

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

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

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

SOUTH ESSEX MEETINGS.

The Winter dates are all Wednesdays at Wickford Cricket Club, off Swan Lane, five minutes walk from Wickford Railway Station and five minutes drive from A130 and A127. In Wickford Town Centre, turn right into Swan Lane (pub on corner) and in 100 yards turn right, signed Wickford Tennis Club, this is a private road. Free parking in front and a cash bar is available. Doors open at 1930 for informal chat and usually an impromptu slide show with main show from 2000 to 2145/2200. Members and guests welcome - £1.50 donation towards cost of room, please.

Wednesday 21 January 2015.

Slide show "Scottish Islands" by Ian Barlex.

Wednesday 18 February 2015.

Richard Delahoy "20 years ago".

Wednesday 18 March 2015.

AGM starts 1945 sharp then slide show "50 years AGO", by Alan Osborne.

NORTH ESSEX MEETINGS by Dave Arnold.

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

Friday 13 February 2015.

Nigel Turner showing photos, many unseen before,
from the collection of the late Bob Beaumont.

Friday 13 March 2015.

Gary Sharpe/Trevor Brooks. Osbornes of Tollesbury – part 2.

Friday 10 April 2015.

Owen Woodliffe. Bus Rallies, Wales and South-west 2014.

Also Fridays 8 May, 12 June, 10 July, 14 August, 11 Sept, 9 Oct, 13 Nov and 11 Dec 2015.

A Blast From The Past!

John G. Lidstone.



Ian is having a rest this month to give space for this seasonal picture; it may just be snowy by the time you receive this EBN! Eastern National Olympian 4550 from BN 'Commuter Special' approaching Thames Drive, just 4 miles into its long trek to King's Cross, may, perhaps, be topical! John G. Lidstone.

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

EVENTS

Fri/Sat 30/31 January.

Saturday 14 February.

Saturday 28 March.

Sunday 19 April.

Sat/Sun 25/26 April.

Sun/Mon 3/4 May.

Sunday 17 May.

Guided Tours of LT Acton Depot

Barnet Transport Fair. Christ Church Hall, St Albans Road, Barnet

SE Bus Festival, Kent Showground, Detling near Maidstone.

Spring Gathering, London Bus Museum, Brooklands.

1940's Weekend, Dover Transport Museum

King Alfred Gala Weekend. Winchester.

Open Day. Great Yeldham Transport Museum

GROUP TOURS

Saturday 23 May.

"The Norfolk Flyer",

Join us on a visit to the large fleet of Sanders at Holt. We shall also visit Galloway's at Mendlesham and a return visit to Simonds at Diss. We shall also visit an operator with a Bedford new to Eastern National! Note of the date – booking details in next month's EBN.

Tuesday 23 June.

Talisman Evening Tour, details to follow.

Information is published in good faith and members are strongly advised to check details with the organisers, as the Group can accept no liability if events are cancelled or altered.



Ian Banks writes "on 13 December my Daughter gave me a surprise 70th party for family and friends. When I pulled up at her house this 1965 Leyland PD3/6 / Massey 336 (CJN 436C), back in original SCT condition (with blue bonnet top, registration back on the radiator base as new and larger black fleet numbers) was parked outside. I took all the guests for a ride around Southend. What a great day; notice the destination. (Ed. What a great daughter!) Ian Banks. EBN609p3

Ensign Invokes Memories by Chris Stewart.

The recent welcome appearance of preserved Green Line AEC Reliance 6U2R/Park Royal DP45F RP90 (JPA 190K) on Ensign's December running day brought back memories of an all too brief period when they reigned on the Brentwood-Aldgate 721.

RCL double deck coaches had taken over from Green Line-liveried RTs in 1965, but were themselves to succumb at the end of 1971 to the advance of one-man operation (although this and traffic congestion eventually killed off the patronage). RP11-25 were allocated new to Romford (RE) garage and entered service on 1 January 1972, but LCBS suffered maintenance and reliability problems to the extent that many were withdrawn quite wastefully after their initial 7 year COFs expired. In May 1972, all but RP11-14 moved from Romford to other garages as they had luggage boots and RP32/3/7, 47/8, 55/6, 74/5 and 83/4 moved in, although RP37 was swapped for RP41 in July 1972.

On 17 February 1973, however, the first Leyland Nationals appeared on the 721 and by March LNC24-38 had ousted all the RPs apart from 11-14, which took over the 724 (Romford-Heathrow) from RFs. The Nationals were pure bus specification but painted half green/half white, and rather surprisingly LNC34-38 lasted at Romford until the withdrawal of the 721 on 1st July 1977.

Meanwhile coach-seated short Nationals SNC139/86/7/90 replaced RP11-14 in October 1975 (11) and February 1976 (12-14), nominally for the 724 although they did appear on the 721 (as did RF125 allocated for the last few months of 1974 to cover a vehicle shortage).



Chris Stewart's photo, on the inner rear cover of this issue, shows RP90 at the bottom of Brook Street hill working Ensign's X86 to Upminster but on the route of the 721. Meanwhile from his collection (photographer unknown) is RP75, a former Hertford vehicle, at Aldgate.

With acknowledgement to Ian's Bus Stop ([www. http://www.countrybus.org](http://www.countrybus.org)) and thanks to Kevin Smith and Richard Godfrey.

More Anniversaries by Maurice Austin.

We have already acknowledged the very important 70th anniversary of Ian Banks on p3 of this issue. During the year, we shall celebrate others almost as important! This month, we bring you two:

110 years ago.

Thomas Clarkson produced his first double-decker chassis in 1905.



Thomas Clarkson's first double-decker bus.

The Clarkson Steam Bus produced in Lower Anchor Street, Chelmsford, firstly as an 8-seater car, progressing to a 14-seater single deck bus which proved too small and uneconomical for London traffic and then, in 1905 as a double decker. These were a great success.

Four years later, in 1909, Clarkson renamed his company the "National Steam Car Company" forming the basis of "our" Eastern National and its Southern and Western sister companies.

Brief extract from "Transport" by Celia Kemp in "Gone But Not Forgotten" produced by The Friends of Chelmsford museums in 1993.

Sketch reproduced with permission.

80 years ago.

Jim Gozzett of "Quest" sold out to Eastern National **wef 1 January 1935.**

Extract from "In and around Heybridge in the 19th & 20th Centuries" by Beryl Claydon. Page 244.
With her kind permission. ISBN 978-0-9572410-0-8

"After serving an engineering apprenticeship, Jim Gozzett began his bus business at the age of 19 in 1924 with one coach and a loan of £100 from his aunt, Julia Gridley. Quest came from the name of his first coach. The business was first based in Silver Street, Maldon where there were two mechanical pits with a piece of waste land to store the coaches he acquired. These maroon and cream buses were driven by uniformed drivers and had conductors. They provided a passenger service between Maldon and Witham. After two years, the fleet of Quest Coaches was moved to the Causeway and ran a service in and around Maldon from the 1920s until 1935.

Pre WW2, Frank Tebbell of Maldon drove a small 20-29 seater Gozzett coach from Maldon to King's Cross for 5s 0d return on Friday evenings. It was he who drove a 36 seater double-decker bus bought from Moore's in 1926 after it was converted into a charabanc with pneumatic tyres and used for private outings. There is a photo of this vehicle printed outside Heybridge Headquarters with twenty men passengers ready to begin a journey.

Harry Sefton ran a bus service from Maldon Road, Althorne from 1928 daily to Burnham on Crouch and to Maldon, and twice a week to Chelmsford which was taken over by Pride, a company that operated from Mayland. Quest operated routes from Maldon to Burnham on Crouch, to Bradwell on Sea and to Wickford as well as providing a half hourly service from Scraley Road, Heybridge to South House Farm on Mundon Road for a fare of one penny.

Jim Gozzett sold out to Eastern National on 1 January 1935 when he owned twenty-six buses. All were sold to Eastern National who wished to expand their services to Maldon and the Dengie Hundred. Jim Gozzett used the proceeds from selling the bus routes to set up a garage in the High Street opposite Wantz Road in Maldon."

Service Changes by Paul Harvey.

Amber Coaches			
30 Jan 15	C1	Sch	Laindon Forest Glade to Southend High Sch: new school contract service.
	C2	Sch	Chafford Hundred to Southend High Sch: new school contract service.
Avro & Elm Park Coaches			
5 Jan 15	007	Sch	Grays to Stanford Hassenbrook School: school contract. Withdrawn.
Arriva Kent Thameside			
11 Dec 14	TF		Tilbury Ferry to Gravesend: special service operated on 11,12,13,15,18 & 19 December only covering Tilbury Ferry which was unable to operate.
Basildon Travel			
30 Jan 15	C1	Sch	Laindon Forest Glade to Southend High Sch: school contract service withdrawn.
	C2	Sch	Chafford Hundred to Southend High Sch: school contract service withdrawn.
Braintree Community Transport			
8 Jan 15	SB27	ThO	Great Saling to Saffron Walden: service withdrawn.

Emergency service for *ferry* passengers.



As reported above, Arriva Southern Counties buses replaced the Gravesend to Tilbury passenger ferry service across the River Thames for several days in December when the ferry terminal at Tilbury could not be accessed due to visiting cruise liners obstructing the pontoon. Arriva provided the hourly bus service on behalf of Thurrock Council, with a scheduled journey time of forty minutes using the Dartford River Crossing while the visiting liners *Marco Polo* and *Black Watch* were in port. Richard Lewis.

Drive with NEO			
1 Dec 14	X1	M-F	Pitsea to London: this non-registered commuter service still operates one journey in each direction.
First			
4 Jan 15	31/C/X	D	Chelmsford to Burnham: minor revisions to morning journeys plus introduction of an additional school journey (updated information).
	351	D	Chelmsford to Brentwood: the 2057 journey from Warley will terminate at Chelmsford bus station instead of Westway (updated information).
	25/A	D	Southend to Basildon: minor timetable revisions at peak times.
1 Feb 15	X30	D	Stansted Airport to Southend: revision to route and timetable.
2 Feb 15	2	M-S	Harwich Town Service: revision to route and timetable.
Go Ahead (Chambers)			
5 Jan 15	84	M-S	Colchester to Sudbury: revision to some morning peak journeys.
	754	M-S	Colchester to Sudbury: revision to some morning peak Journeys.
Keane Travel			
5 Jan 15	007	Sch	Grays to Stanford Hassenbrook School: new school contract service.
National Express			
19 Jan 15	737	D	Stansted Airport to Oxford: revised timetable.
New Horizon			
4 Jan 15	77	M-S	Aingers Green to Colchester: revised route and timetable to operate Mon to Fri only (updated information).



New Horizon Volvo B6BLE/Wright (X981 CNO) in Osborne Street, Colchester on 17 December on service 78 to Brightlingsea.

Ken Coldwell.

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Service Changes, cont. by Paul Harvey.

NIBS (Nelsons)			
29 Dec 14	1A	SO	Pitsea to Basildon: service operated additional from Monday 29 to Wednesday 31 December 2014.
Swallow Coaches (EOS)			
26 Jan 15	16	Coll	Debden to Harlow: service withdrawn.
	66	M-S	Debden to Harlow: revised timetable.
Townlink Buses			
10 Nov 14	524	M-S	Harlow to Hertford: direct journeys along the A414 are now numbered 524A although there has been no formal notification submitted.
22 Jan 15	19-21	M-S	Harlow to Warley: revised route and timetable.
Trustybus (Galleon Travel)			
7 Feb 15	410/A/X	M-S	Harlow to Holdbrook Estate: revised timetable.
Turners of Essex			
16 Jan 15	44	M-S	Halstead Town Service: service withdrawn.

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

Emergency service for *ferry* passengers.



The special service reported by Paul on page 6 is not the first occasion buses have replaced the Ferry. Richard Delahoy explains his involvement in a similar exercise 34 years ago on the next page. Meanwhile as the evening shadows are lengthening he took this shot of 379, probably ready for the 2000 departure. Richard Delahoy.

Emergency service for *ferry* passengers.

Richard Delahoy is transported back 34 years

Reading the news last month that Arriva were providing a planned replacement for the Tilbury Ferry in December brought back memories of a similar operation many years earlier, only somewhat unplanned. As I recall, the ferry had mechanical problems and Ensign were approached to run an emergency replacement, via the Dartford Tunnel of course. So when I got a phone call on Friday 5 June, 1981, I knew I was in for an unusual job.

Ensign was then a much smaller business, so I duly presented myself to their yard on the Manorway Industrial Estate just to the south of the railway in Grays and was allocated AKE149L, an ex-Maidstone Corporation Atlantean/NCME, still in the colours of its last owner, Grahams of Paisley (an amazing co-incidence, as I had been driving for them only 2 months earlier whilst on holiday in Scotland – a story for another day!). At the time I was working in banking in the City and I guess I must have gone straight from work to Grays by train, as I signed on at 1745 and ran three round trips to Gravesend, about 40 minutes each way by road, ending up parking the bus at Grays at 2310 and home to bed.

The following day I was asked to come in and work the afternoon/evening shift. Only it was not the Atlantean, but a much greater surprise (for the passengers as well as me) – ex Southend open top Leyland PD3 PHJ951! I signed on at Grays at 1330, with Peter Newman as my conductor – well, someone had to guard the open rear platform. It was a slog on a warm summer's afternoon with no time to get out of the cab at Gravesend as we did two rounders. I wonder what the experience was like going through the tunnel, sitting upstairs. Then back to Grays to park the PD3 up and take instead a Southend Fleetline hastily hired for the job – GHJ379L. Three more trips to Gravesend and finally I was done, with another sign off close to midnight.

Tail piece: this wasn't the only time that PHJ951 was used in this way, my log records that the following May I was doing the same thing again, starting off with a DMS but that became defective and the PD3 was brought out. This time no conductor was available, but I persuaded my mother to catch the train from Westcliff to Tilbury Riverside to assist in watching the platform. I'm not sure she totally enjoyed the experience . . .



Time for a photo at Tilbury Riverside before setting off with the 1345 to Gravesend. That's a young Ross Newman looking out over the top deck! He writes "I remember the day. I seem to recall it was shopping with Mum or going to Tilbury with Dad for a ride on a PD3. No contest!". Richard Delahoy.

EBN609p9

Yet More Floods

photographed by the late Charles F. Harrod,
With permission of his son, Les. Text by John G. Lidstone.

These photos of the catastrophic flash flood which hit Southend on 15 September 1968, were taken by the late Charles F. Harrod, whose son, Les Harrod, has kindly given permission for them to be used in EBN. John G. Lidstone used to work with Les's grandson, Ian, at ST who still works for Arriva).

The top photo on this page is doubly interesting, as it not only shows the flood on route 29 by Prittlewell Depot (immediate left of the photographer, forecourt pavement in view), but the PD3 'highbridge' passing through is 337 (CJN 437C), which was the one withdrawn very prematurely following a minor head-on shunt (front offside cab area only was damaged). It was cannibalised over many years at Tickfield Avenue and its remains went for scrap.



The lower shot on this page is by Priory Park and shows two of the LHJ PD2/12s, with Bridgemaster 318 and a Lowlander behind waiting to go through this flood water (no problem for these - PDs can go through water up to the headlamps without too much difficulty). As ever, it's blown or missing drain covers that usually cause the trouble at moments like this, not just the depth of water.



The third shot at the top of the next page shows Bridgemaster 318 (SJN 637) making good progress and a Lowlander, probably 323 (7087 HJ), behind it. The Bridgemasters were common on services 1 and 7 before the Fleetline era - they survived the first J-reg ones but quickly succumbed in autumn 1971.

The fourth shot shows Eastern National DP MW5G 1427 (MOO 179) making its way through very cautiously. MOO 179 and MOO 976 were the two longterm SD-based DP MWs at a time when SD was all-crew apart from just a small clutch of LSs and MWs used on services 10/12 (Paglesham/Wallasea Bay) before they went over to SCT operation, plus odds and ends like route 2C (Coryton).



Acquired Vehicles

23019 YN54 APX Scania K114IB YS2K4X20001848542 Ir 96531 C49F 12/04 First Manchester 23019
From First South West, 22 December 2014.



Last month in EBN, the 10th anniversary of route X30 was celebrated. It was mentioned that brand new 23016-9 had been on loan from First Manchester in the first few weeks of December 2004 to inaugurate the route prior to the arrival of First Essex's own Mercedes mini coaches. By co-incidence, 23019 has now been acquired by First Essex almost exactly 10 years since it was on loan. It is seen when new in Chelmsford on 8 December 2004. In the background to the left is the recently (at the time) closed First Essex bus station and garage. It has also previously operated into Southend on National Express route 305.

23020 (see EBN 608) came from First Cymru.

Chris Stewart.

Allocation Changes

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

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

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

BN-Basildon; BE-Braintree; CF-Chelmsford; CN-Clacton; CR-Colchester; HH-Hadleigh; DS-Driving School

Period 9 (23 November - 27 December)

23019 FG-CF*, 42551 HH(out of service)-sold, 43715 CF(res)-BN, 43719 HH-CN, 43732 CF(res)-CF, 60305 CF(DS)-CF(out of service), 60809 CN(store)-sold, 65532 CN(out of service)-sold, 65538 CN(res)-sold, 65576 CR-CR(out of service), 65651 CR-CR(out of service), 65652 CR-CR(out of service), 65667 CR-CN, 65671 CR-CN, 65675 FEC-CR, 66828 HH-CR, 66976 CR-FEC *being prepared for service
Also, since late July 2014: 20128 CF(DS)-sold (see Disposals below)

Despite being sold, 65538 remained at Clacton during December whilst paper work was being completed and so is not included in Disposals. 65569 was seen at Magdalen Street Colchester garage on 23 December with destination equipment and some body panels removed. It was shown in Period 8 as CR-CN(out of service) so this should have read CR-CR(out of service). It is not known if 43715 operated in CF or went straight from HH to BN.

Disposals

Between late July and December 2014: 20128. This coach, a driver trainer at Chelmsford, has not been reported seen since 26 July last year. Although it has not been officially reported as being sold, it is not included on the Period 9 company listing and it is therefore assumed it has been disposed of.

To Alpha Recovery: 42551, 60809 (November 2014), 65532 (December 2014)

In EBN 606 it was reported that First Essex's Luton operation, from Parkway Station to the Airport, had been deregistered from 7 December 2014. This is related to First losing the Thameslink franchise (which they operated under the "First Capital Connect" name). Consequently the vehicles used on this service (which transferred to the First Essex licence in 2013 with the demise of First Northampton - see EBN 595 for more details) were due to move to Go Ahead London on this date. These are: 10180 (T3 FCC), 10181 (T4 FCC), 10182 (T5 FCC), 19031 (T6 FCC) and 66358 (Y186 HNH). 10180-2 are Volvo B7LA / Wrightbus Eclipse Fusion, new 2005, 19031 is a Volvo B7LA / Wrightbus StreetCar, new 2007 and 66358 is a Volvo B7L / Wrightbus Eclipse, new 2001.

Repaints

To Urban livery:

HH41736, seen repainted at CN on 1 December, the first Marshall bodied Dart to receive Urban livery, Essex fleet name and depot sticker on lower panels on both sides, small Essex name below the rear window, unusually has small Essex names both sides above doors / cab but with no "First" name and carries no f symbols. Unfortunately it came back from repaint without the Marshall wings on the front dash, which somewhat detracts from its appearance.

HH42922, seen on 9 December on route 21A, its first day back in service after repaint, Essex fleet name and depot sticker on lower panels on both sides, large f symbol above a small Essex name on the rear window

HH42928 seen at Benfleet on 3 January, Essex fleet name and depot sticker on lower panels on both sides. Prior to its repaint, its old livery had been spruced up last summer, with the blue stripe under the windscreen over-painted in white and the wheels repainted blue (still with front silver wheel nut rings)

CF42935, seen on 23 December, Essex fleet name and depot sticker on lower panels on both sides, like 41736 has small Essex names both sides above doors / cab but with no "First" name and carries no f symbols

Updates on earlier repaints: CN42918, CN42937 and CF43801 all have a large f symbol above a small Essex name on the rear window; 42918 has Clacton depot stickers; 43801 has Essex fleet names and Chelmsford depot stickers on lower panels both sides.

Other Vehicle News and Workings

General

The contract to convert 40008 into a school bus for Hereford (see EBNs 600, 603 and 605) was cancelled and instead the vehicle has been used for spare parts. As illustrated on the back cover of EBN 608, Aberdeen liveried BE62139 visited Hadleigh in late November for MOT preparation works. Whilst there it received a small gold First Essex fleet name plus f symbol (the symbol slightly higher than the name) above the entrance and had its silver wheels repainted black (it still retains silver wheel nut rings on front wheels). On 28 December 43448 and 43474 were noted at BE in a cannibalised state, although 43474 was not seen on 3 January so may have gone for scrap. 43448 is one of the two remaining Darts with the original Plaxton Pointer low floor design, the other, 42439 is still in service at Hadleigh (and was illustrated in EBN 607). It was also the last normal service First Essex vehicle with scroll (roller) blinds and so another long chapter in Essex bus history comes to a close (although the BMC school buses have small scroll blinds). CF69532 received a super rear ad for Essex Fire and Rescue in October.



Hadleigh's Dart with original low floor Plaxton Pointer body, 42439, was illustrated in EBN 607. The only other remaining Dart with this original bodywork was 43448, which is now being cannibalised at Braintree. 43448 was also the last non school bus to have scroll blinds. It is seen at Brentwood Station on route 551 on May 3 2012.

Adam Kelleher.

Olympian

The last Olympian, 34305, was seen on 71/A on 9 December, 36 on 10th, 42 on 30th and both the 42 and 42A on 31st plus parked at the Sandon P&R site on 20th (presumably on driver shuttles).

Unusual Workings

There have been a number of particularly unusual workings noted recently as follows:

- 27 Nov Park & Ride CF69518 on 41, the first reported sighting of a P&R Volvo on a normal service route
- 6 Dec BN69906 on 9, the first reported sighting of a Volvo Hybrid on the route. This was then followed by BN69915 on the 9 on 7 January.
- 31 CF44550 on 14/15/A; these routes (Chelmsford to Wickford via some narrow country lanes) are normally worked by short vehicles and this is the first reported sighting of a longer bus (see picture below).
- 4 Jan CF44551 on 0001 service X30 from Southend, the first reported sighting of an Enviro 200 on the route.



CF44550 very unusually worked Chelmsford to Wickford routes 14/15/A on 31 December 2014, see notes above.
Adam Kelleher.

Clacton (CN) and Colchester (CR)

Although the old bus station has been fenced off, there is room between the fence and the bus garage for vehicles to be parked and this space has partly been used to accommodate vehicles off road with defects, both short and long term. Seen there out of service on 12 December were 65576, 65626 and 66803. 65576 had been there since at least 21 November and was out of use again after only returning to service in October following six months being stored at the back of CN depot (see EBN 607). Both it and 66803 were still there on 28 December.

Only two double deckers were noted on 103/4 during December, CR32481 on 1st and CR32484 on 22nd. CN's oldest Darts continue to work as the main bus on Harwich local route 2, with 43714/19/35 all noted during December, although exceptions seen have been CN65671 on 9th and CN65554 on 16th. CN65554 was also the second bus on the route (which is also used on school route 30A) most days in the week 8-12 December. CN30902 was used on 17th and then was on 76 on 18th and 20th. CN43855 was on route 3 on 14th, the 3/4 are normally worked by two of the four second hand Enviro 200s plus vehicles on changeover from the 2.

- 7 Dec CR32484 on 121
 12 CR65631 on 61/62 with Father Christmas driving and CR65683 on 65 with a "yellow bear" (or perhaps a "lion") driving
 26 CR32485 on 121 (Colchester United football specials were the only services to run from CR on Boxing Day)

Chelmsford (CF) and Braintree (BE)

BE42486 was seen on CF routes 73 / 351 on 6 December and 31X on 9th, with CF42930 noted in Braintree Bus Park on 24th. Also, BE42487 was seen on CF route 40 on 31 December with CF42936 on BE route 132 on 2 January. These have not been confirmed as transfers and may only be loans, with the CF 05 reg Darts being required at BE to cover for defective vehicles on ECC contract work.

- 1 Dec BE43356 on 70, CF43801 on 71/A (smaller than the normal vehicles used on these routes)
 2 CF20803 on early morning 31X
 8 CF67901 on 71, trainer CF32806 seen at Witham
 9 BE43734 on driver shuttles
 13 BE33186 a rare double decker on town route 30
 27 BE68520 on driver shuttles

Basildon (BN) and Hadleigh (HH)

- 6 Dec Whilst 100-branded BN69906 was on the 9 (see above), BN43717 was on 100, possibly the oldest vehicle, at over 16 years old, to ever work this service which commenced in 1995
 31 BN41542 on 100 6 Jan BN66824 on 100



First Essex HH43719 transferred to Clacton at the beginning of December. It does not have a blue band below the windscreen. Also it has lost its willow leaf on the offside, although it retains a willow leaf on the nearside. So, here is a photo of CN43719 in service in Pier Avenue, Clacton on 5 Dec. Making a nice comparison with sister Dart SLF HH43721 pictured in EBN608p14.

Robert Appleton.

Other News

Former 32860, now with Buses Excetera, caught fire in Guildford on 12 November. Three passengers and the driver escaped without injury. Only the back of the bus was damaged, but given its age (a V reg.) it might not be economic to repair it. Ironically, it had only been painted from First to Buses Excetera livery a couple of months previously.

The walkway at Chelmsford Bus Station has been named "Dukes Walk" with nameplates being applied at each end.

EBN609p15

Fleet & Allocation Summary; January 2015

It is proposed to produce a brief fleet and allocation summary at the beginning of each year in order to show a snapshot of the fleet and also to help members keep their records up to date. (If anyone has a specific enquiry about any vehicle(s) please feel free to E Mail the Sub-Editor who will endeavour to help.) The information below is up to date to the end of Period 9 (27 December 2014). The fleet list is summarised under main types. Figures / letters in brackets are registration periods.

Fleet List

Volvo B10M / Plaxton Premiere: 20463(X)
 Volvo B12M / Plaxton Paragon: 20500-1(02)
 Volvo B9R / Plaxton Panther: 20801-5(08)
 Scania / Irizar Century: 23019-20(54)
 Volvo B7TL / ALX400: 30887/902-3(W), 32475-8/80-85(53), 32651-2/4(05)
The W regs have Alexander bodywork, the 53s Transbus bodywork and the 05s Alexander Dennis bodywork
 Volvo B7TL / Wrightbus Eclipse Gemini: 32628/31/40-2(54)
 Dennis Trident / Plaxton President: 32801/4/6/9-10/8/47/49-50(T), 32855-6/9/63(V), 32864/83(T), 32887(V), 32905(W), 33001-2/44-5/7/72-4/7-8/80-1/86-8/90/5/8(51), 33132-4/6/78/84(02), 33186/8-92/4-6/229/32(52)
The T, V, W and 52 reg are 9.9m, as are 33044-5/7 and 33178/84, the rest are 10.5m. The T and V reg have centre staircases, the rest front ones. 33229/32 have gasket glazing, the rest bonded. 32806 is a permanent driver trainer in all red livery.
 Transbus Trident / Transbus ALX 400: 33373/6/83-5(53)
 Alexander Dennis Trident 2 / Enviro 400: 33424/5(59)
 Volvo Olympian / Northern Counties Palatine: 34305(L)
 Dart / Caetano: 41513/23-5(03), 41527/38-9/41-4(53), 42519(03), 43854-7(52)
43854-7 are Dennis Darts, the rest are Transbus Darts. 43854-7 are "mini" and narrow versions.
 Dennis Dart / Marshall Capital: 41730/2/5-7/61-2(X), 43679(R).
 Dart / Pointer: 42439(P), 42447(R), 42482-7(03), 42488-9(53), 42918/22-3/7-8/30-7(05), 43448(P), 43474/80/3/5/712/4-5/7/9/21(R), 43731-36(S)
 Mini Pointer Dart: 43356-7/9-60(V), 43801-2(02), 43845-8(55)
The Pointer Darts (including MPDs) are a mixture of Dennis, Plaxton, Transbus and Alexander Dennis build, but all to the same basic Pointer 2 design, except 42439 and 43448 which have the original low floor Pointer bodywork
 Alexander Dennis Enviro 200: 44001-6(57), 44076-81(58), 44537-51(13), 44596(60), 44597(58), 44598(57), 44599(08), 44900(08)
The 57, 08 & 58 reg are Enviro 200 Dart chassis, the rest are E20Ds. 44900 is a "mini".
 StreetLite DF / Wrightbus: 47521-30(64), 63161-70(64) 63161-70 are StreetLite DF Max
 Optare Solo: 40008(T), 53008(W), 53112-7/21/25-37(02), 53138/9(54), 53701(05)
53701 is type M780 (narrow), 40008 and 53008 are M850, 53138/9 are M950, the rest are M920
 Scania L113CRL / Wright Access-ultralow: 60135(R), 61054/7(R), 65527/38*/51/4/6(R)
60135 is a permanent driver trainer
 Scania L94UB / Wright Access Foline: 60206(Y), 65565-6/9-70/3-4(S), 65576(T), 65586-7/9/626-7/30-1(V), 65650-4(T)
 Scania L94UB / Wrightbus Solar: 62406-10(03), 65665-9/71-7(51), 65678(02), 65679-85(52), 65686-92(03)
 Scania OmniCity CN94UB / Scania: 65028-32(06)
 Volvo B10B / Wright Endurance: 60304-5(M). *These are dedicated driver trainers*
 Volvo B10BLE / Wright Renown: 60767/810-11(S), 62139/95/7(X), 66165/8-9/77/9(W)
 Volvo B7RLE / Wrightbus Eclipse Urban: 66794-830/7(05), 69421/29-32/4(58), 69512-20(11), 69532-3(05)
69512-20 are Eclipse Urban 2 and are dedicated Park & Ride vehicles in ECC all black livery
 Alexander Dennis E35H / Enviro 350: 67901-4(13). *Hybrid vehicles*
 BMC1100FE Schoolbus: 68508-10/20-1/31-2/4(54), 68535/51-2(05), 68555(55) *All yellow livery*
 Volvo 7900 Hybrid / Volvo: 69901-19(13)

Allocations

BE: 30903, 32856, 33044-5/78/80/86-8/184/6/90/95-6, 42486-9/931-2, 43356/480/3/5/679/734, 62139/95/7, 66165/8, 68508-9/20
BN: 32628/31/40-2/801/4/9/18/47/9-50/5/9/63-4/83/7/905, 33001-2/47/77/178/88/92/4, 33424-5, 41513/23-5/7/38-9/41-44, 42519/933-4, 43359/715/7/847-8, 66805-6/13/9-27, 69901-19
CF: 20463/500-1/801-5, 23019-20, 34305, 42482-5/930/5-6, 43360/731-2/801-2/45-6, 44537-51/900, 53008/112-7/21/5-39/701, 65028-32, 66794-7/9/802/8/11-2/4-5/7-8/29-30/7, 67901-4, 68510/21/31-2/4-5/51-2/5, 69512-20/32-3
CN: 30887/902, 32810, 42918/37, 43712/4/9/35/854-7, 44596-9, 61054/7, 65527/51/4/6/667-8/71/90-2
CR: 32475-8/80-5/651-2/4, 60206, 62406-10, 65565-6/70/3-4/86-7/9/626-7/30-1/50/3-4.65-6/9/72-89, 66169/77/9/798/800-1/3-4/7/9-10/6/28, 69421/9-32/4
HH: 33072-4/81/90/5/8/132-4/6/89/91/229/32/373/6/83-5, 41730/2/5-7/61-2, 42439/922-3/7-8, 43357/721/33/6, 44001-6/76-81, 47521-30, 63161-70
Out of Service / Stored: 40008, 42447, 43448/74, 60305/767/810-11, 65538*/69/76/651-2
Driver Trainers (all at CF): 32806, 60135/304
*sold but still at Clacton

Total **410** vehicles including driver trainers, school buses and vehicles unlikely to see further service.

Special Thanks Best wishes to Graham Martin who has supplied fleet details for EBN for 10 years and who retired from First Essex in November. Also, welcome to Sajit Abraham who has taken over supplying information to the group. Your Editor adds his thanks to Adam for his monumental efforts in producing these really useful lists for us.

Sources: Own observations, and with thanks to R Appleton, M Austin, S Barham, N Clark, T Clark, J Cush, I Dann, R Delahoy, A Hughes, J Lidstone, J Long, D Lund-Conlon, R Partridge, J Podgorski, I Ransom, K Smith, C Stewart, D Stewart, R West, the Essex yahoo! group, Essex Buses Google group, First Essex, Flickr, www.bustlistsontheweb.co.uk, Real Bus News, LOTS, PSV Circle and 'Terminus'.

Reports relating to First Group may be sent by e-mail to adamxxxx4@yahoo.co.uk or by conventional post. Many thanks to all those who do .



Look what the weather has done to our bus! The confusion of fleetname application continues at First Essex, with Essex, East of England, nothing at all, so small you can't read it, or just wrong, as with Colchester's IPSWICH 69431, which keeps company with several others at CR also adorned. 69431 is in Osborne St, Colchester on a very wet 3 January 2015. Russell Young.

Essex Rules the World. Or at least the CPT!

Two well known Essex Busmen have been elected by their peers to top positions at the Confederation of Passenger Transport. Bill Hiron, Managing Director of Stephensons of Essex and Group Member took over as President this month says *"I am delighted to have been elected CPT President for 2015. This is an honour for me, but also an indication of the standing of Stephensons and our team within the industry and with our stakeholders."*

The Confederation of Passenger Transport (CPT) UK, is recognised by Government as the voice of the bus and coach industry, and the focus for consultation on national and international legislation, local regulations, operational practices and engineering standards. Members range from the largest multi-national transport operators, to the smallest family business.

At the same time, Group member and Arriva Southern Counties' Commercial Manager, Matthew Arnold, was confirmed as the new CPT London & South East Regional Chairman at the recent AGM. Matthew has said:



"I am delighted to be taking on this important role and to be able to build on the hard work and tireless enthusiasm which Colin (from Redwings, his predecessor) shared with the region. Our own operation covers a significant part of the region, stretching from the Surrey/Hampshire border through to the Essex/Suffolk border – we operate some 700 vehicles across the whole spectrum of the industry with commercial and contracted bus services and private hire/touring coaches. We also operate two authorised testing facilities."

Picture left: of Matthew Arnold, copyright Arriva.

Picture below: I don't have a picture of Bill Hiron so we will have to make do with one of his latest buses. Dennis Dart/Caetano HV52 WTC cheek to cheek with First Hadleigh 'celebrity' Dart 43721 (R721 DJN), more details next page.

Our congratulations to both these very successful busmen.



Acquired

453/454 HV52 WTC/WTE – Dennis Dart, Caetano Nimbus B37F. New to Mike de Courcey, Coventry and later with Reading Buses (Newbury fleet, nos 601/3), they were most recently in the Hampshire-based Fleet Buzz company owned by Stagecoach (numbers 33325/6). 453 had been repainted when we went to press but was not yet in use; 454 is under repair.



Not on public service but carrying out a very important seasonal task. But your Editor's lips are sealed!

Dennis Dart/Caetano HV52 WTC just back from painting, looking very smart, and ready to go off to Maldon depot where it will be based with its sister.

John G. Lidstone.

On hire

204 YX14RXB ADL Enviro 200 demonstrator – on loan whilst various Stephensons Enviro's are away for warranty repairs. Has been on the 32 Chelmsford - Ongar, 9 and 10 Braintree – Great Bardfield and 90 Maldon – Witham.

Bill Hiron,

Managing Director of Stephensons of Essex has been Elected 2015 President of Confederation of Passenger Transport UK, the voice of the bus and coach industry, and the focus for consultation on national and international legislation, local regulations, operational practices and engineering standards.

Bill Hiron said *"I'm delighted to have been elected CPT President for 2015, a role I take on officially in January. This is an honour for me, but also an indication of the standing of Stephensons and our team within the industry and with our stakeholders."*

Further details are given elsewhere in this issue. The Group offers its sincere congratulations to Bill and his colleagues.

Ensignbus Dealing Stock Movements December 2014.

Mark Lloyd with thanks to Ross Newman.

Vehicles In:

Coaches ETC	LIG 9127	Olympian
Compass Travel	SN53 ETO	Dart
Dawson Rentals	KP54 BYY	Dart
	KX53 SDU	
	KM02 HDJ	
	KM02 HFN	
First Cornwall	YN54 NXT/U	Scania's
	YN04 YHZ/Y	
Forest Environmental	W512/3 WGH	Volvo B7TL's
Galleon Travel	SNZ 7292/7296	SPD's
	TNZ 1186/1252	MPD's
Go-Ahead South Coast	T165 AUA/K547 RJX/	DAF's
	P125 RWR / N68 FWU/	
	L526 EHD	
	R618 NFX	Solo
	W601 PLJ	Excel
	M694 BTU	Volvo B10M
	W905 WGH	Volvo B7TL
	K735/41 ODL	Olympians
	H728 DDL	
London General	LF52 TKD/C/O/K/J/	DAF SB120's
	TJY/V/X	
	BX04 BXM	
	FJ54 ZDP / ZDT	
Metroline	LK51 XGN	Volvo B7TL
	YX09 FLZ/FMU/V/	Enviro 200's
	FLD/W	
Regal Busways	YJ56 AOU	Solo
Stagecoach London	Y454 NHK	Trident
Transdev Blazefield	YJ57 XVO/P/R/W/S/ T/V/X/Y	Versa's



Ensign's excellent, attractive and clear posters were displayed at all bus shelters along the X10 route well in advance and also had loose-leaf leaflets tucked in the casings John saw. Also see pages 21 and 22.



Having reported that Regal 201/2 (YJ06 YSK and YJ56 AOT) were sold to Ensign (in EBN608) - here's a shot of sister Optare Solo 203 (YJ56 AOU), looking quite nice and tidy, for sale at Purfleet on 5 December 2014.

John G. Lidstone.

Ensignbus Dealing Stock Movements December 2014, cont.

Vehicles Out:

Buses ETC, Merstham, Surrey	LN51 KXP / KYT	Tridents
Cardinal Buses, Staines	LY02 OAB/OBM	Tridents
Central Buses, Birmingham	YJ57 XVT/W/X/Y	Versa's
Compass Travel, Worthing	LK03 CEV	Trident
Cotswold Green, Nailsworth	LF52 TJY/TKK	DAF SB120's
First Choice Travel,		
Merthyr Tydfil		
	M694 BTU	Volvo B10M
	P124 RWR/K547RJX	DAF's
First Devon and Cornwall	YJ56 AOT/U/YSK	Solo's
Galleon Travel, Roydon	KP54 BYL	Dart
Herberts Coaches, Sheffield,	PK02 REU	Trident
London City Tours	Y162/79/82NLK	Volvo B7TL's
London General	YX09 FLD/Z/FMU/V/W	Enviro 200's
Marchants Coaches,		
Cheltenham	YJ57 XVO/S/R/P	Versa's
Redbridge Transport	PN02 XCS	Volvo B7TL
Redline Buses, Aylesbury	Y734 TGH	Volvo B7TL
Regal Buses, Chelmsford	T697 KPU	Trident
Stagecarriage, Middlesbrough	H728 DDL	Olympian
Watts Coaches, Bonvilston	L526 EHD	DAF
Western Greyhound	BX04 BXM	DAF
	KX51 UDE/PJ02RGZ	Darts
	R618 NFX	Solo
	P955 DNR	Javelin
	N45/68 FWU	DAF's
York Pullman		

Boxing Day services in Southend

This Boxing Day, Southend Central Bus Station witnessed two 'X' service departures.

At the bottom of the page we see Ensign B9TL / Olympus 111, PO58 NPG departing Southend Travel Centre on X10 alongside the only First service running, the X30, with B9R /Plaxton 20801, YN08 OWO.

An unusual comparison of blues in Southend too! (Shame the picture is reproduced in black & white!).

John G. Lidstone.

Other Movements:

Scania's YN54 NXT / NXU: Hilton's Hire, Warrington. Volvo B7TL W514 WGH Dart R931 FOO: Geoff Ripley for scrap.
DAF T165 AUA, Excel W601PLJ, Darts X223 FBB, NK51 MKL: Mike Lawrenson, Preston.
Olympian D235 FYM: Aphrodites Waves Tours, Agia Wapu, Cyprus



Ensignbus

Fleet news, December 2014.
Mark Lloyd with thanks to Ross Newman.

Withdrawals:

395	P495SWC	Volvo Olympian	Alexander RH	O47/31F
729	Y329FJN	Dennis Dart SLF	Alexander ALX200	B37F
743	Y343FJN	Dennis Dart SLF	Alexander ALX200	B37F
772	Y372FJN	Dennis Dart SLF	Alexander ALX200	B37F
826	WLT916	Volvo Olympian	Alexander Royale	H45/27F

Subsequent Use:

Olympian 826 sold to A2B Travel, Luton.
Dart 743 sold to Nu-Venture, Aylesford.
Dart 772 sold to Belle-Vue, Manchester.
Dart 729 sold to Galleon Travel, Roydon
Olympian 395 sold to Aphrodites Waves Tours, Agia Wapu, Cyprus.

Ensign's Special Boxing Day Services.

As previously reported, Ensign ran a special Boxing Day service X10 between Southend and Lakeside. I am told the service was well used. Presumably most of the passengers were not enthusiasts so that is an indication that Ensign's initiative is meeting genuine demand.



Rear destination and passing points haven't been seen in Southend since ST withdrew the 'high bridges', PD3s 333-347, but here Ensign B9TL / Olympus 124, PO58 NPN shows a great display on its rear at Leigh. John G. Lidstone.

Hedingham and Chambers by Mark Lloyd

New livery

Volvo B10BLE/Alexander ALX300 480 (S376 MVP) is the first repaint into the new two-tone red Hedingham livery, inspired by that applied to the 21 Volvo B7TLs at Chambers in 2013. The Hedingham variant is distinguished by a red front dash panel carrying the "hedingham" fleet name in white lower case lettering. The company website address is applied to the black sections of glass aperture on the nearside and offside (above the rear wheels), whilst the new logo, contact phone number and email address are applied to the right hand side of the rear windscreen.

Other fleet news

ADL Dart SLF/Pointer 256 (EU55 BWC) has been fitted with white LED destination equipment on the front, nearside and rear in place of its previous roller blinds. It can be seen in regular service on TY routes 50, 91, 92 and 95.

Volvo B10BLE/Wright Renown 484 (R231 HCD) has been fitted with a Hanover flipdot unit at the front, to replace its previous roller blinds, and which is linked up to the side and rear strip units fitted since new.

Similar Volvo 486 (R233 HCD) has moved from HD to CN.

Withdrawn

282 W339 VGX Dennis Dart SLF/Plaxton Pointer MPD
287 X347 YGU Dennis Dart SLF/Plaxton Pointer MPD

Withdrawn at CN (engine)
to A. Barham (dlr), 2/1/15

with thanks to Jeff Clayton & Essex-Buses yahoo group.



Dart SLF described above on the edge of Tollesbury with an infrequently used SDO "blind" showing how effective LED screens can be. Dave Arnold.

Acquired Vehicle T697 KPU Dennis Trident / Alexander ALX400 H51/22D new 5/99 Stagecoach East London TA97 from Ensign, December 2014 to replace 1402 (see below). Converted to single door after its London service and acquired by Travelmasters, Isle of Sheppey, Kent, operated in all over yellow livery. Withdrawn by them in March 2014 and repainted back to overall red livery at Mardens. Worked briefly with Freedom Travel before passing to Ensign in September 2014. Seen on route 391 in Harlow on 5 January with "usBus" fleet names and no destination equipment.

Disposals Solo 203 to Ensign, December 2014. 201-3 then on to First Devon & Cornwall, December 2014. Regal's bad luck with Tridents, following 1301 and 1303 both losing their roofs in bridge collisions, continued on 12 December when 1402 was destroyed by fire. According to the Essex Chronicle, Essex County Fire & Rescue Service firefighters took around 50 minutes to extinguish the blaze at junction 15 on the London-bound carriageway of the A12, at around 1930 hours. A low quality photo is available at: <http://www.essexchronicle.co.uk/Double-decker-destroyed-fireball/story-25703290-detail/story.html>

Workings and Observations Coaches have been used on some bus services during December. On 15th, J734 CWT was seen on route 1 (complete with conductor!) and on the same date OV63 NCN was on the 322. On 18th, MV12 ODR was on 506 and 5. Recently acquired 651 seems to have become the usual bus on route 565, replacing 702 in that role. As reported last month 651 has full working LEDs but during December 650 and 652 continued to carry slip boards / paper numbers in the windscreen.

5 December	652 on 75
6	652 replaced 651 on 565 in early afternoon
7	702 on 71C
13	601 on Freeport Shuttle, with blinds showing route number 900 as well as the destination, although a bit strange to put a smaller vehicle than usual on the route on the penultimate Saturday before Christmas! Prior to this, 607 had been a regular on the route for the previous couple of weeks.
15	651 on 75
21	601 on 71C and on 75 on 24th
30	1206 parked at Brentwood Station
4 January	515 on driver shuttle at Waltham Cross and on 3 on 7th



Also on the 15th, the 1556 Regal 3 (at Leigh, Thames Drive towards Chelmsford), was operated by this coach with Van Hool bodywork, YJ03 PGZ. The only route indication being a piece of A4 paper in the windscreen. John G. Lidstone.

Trustybus (Galleon Travel 2009, Roydon, Essex bus operations)

by Adam Kelleher

Acquired Vehicles

KP54 BYY Alexander Dennis Dart / Pointer B37F new to Central Parking (32406) 1/05

Ex Dawson Rentals, via Ensign. This bus has also operated for Excel Passenger Logistics and TGM Stansted. It is in all white livery. Seen on route 392 on 24 December 2014.

Y329 FJN Dennis Dart / Alexander ALX200 B33D new to Stagecoach East London (SLD 329) 4/01

From Ensignbus, number 729. Converted to single door after its service in London. Painted into brown and white City livery in 2012 to commemorate 60 years since the end of City services in 1952. Seen on route 392 in Harlow on 18 December, still in City livery with City fleet names, but with Ensignbus fleet names and number removed.

Disposals

PD11, which was reported as being withdrawn from service for disposal in February 2014 (see EBN 599), to Erith Commercials for scrap, October 2014

SPD 9 / 10 to Ensign, November 2014, SPD 3 to Ensign, December 2014

Correction to EBN 607: FXZ 2175, ex S411 TNO, which was seen at Ensign in August this year, was numbered AD 21 not ADL 21. Correction to EBN 608: MDS 13/15/16 remain in stock but have been out of use for some time. As of late November, the fourth bus in this batch, MDS 14, was still in service. PDS 17 and 18 were reported as being sold to Ensign in October 2014, but 18 at least was still in use with Trustybus in late November. However, both were with Ensign in December.

With thanks to Ross Newman, Owen Woodliffe and LOTS.

EOS London.com (Swallow Coaches, Rainham, Essex) by Adam Kelleher

Acquired Vehicles

R876 MCE Dennis Dart SLF / Marshall B28D new to MTL London Northern (DML 46) 7/98

Acquired October 2014. Previously with Select Buses, Neath, Wales in a red livery with white and orange relief. Before this, it was number 776 with Ensignbus. It was converted to B37F after service in London.

JFZ 8262 Optare Excel B35F new to Metrobus, Orpington 8/96

Originally registered P507 OUG. Ex Filers Travel, Ilfracombe and remains in their livery of white with blue skirt. It has also previously operated with Diamond Bus, Birmingham and Grayline, Bicester. Although it was new with scroll blinds, LED blinds had been fitted, but EOS has retrofitted scrolls. First seen on route 66 on 29 November 2014.

Workings

A Swallow coach operated on route 66 on 28 November.

With thanks to Ian Hardie, Chris Hatley, Adam Jones, Owen Woodliffe and LOTS.

It us with great regret we have to report the passing away of members:

Ken Healey of Hutton (752) and

Andrew Nicholas of Southend (146).

We express our sincere condolences to their families and friends.

Richard Lewis, Regional Publicity Manager of Arriva Southern Counties has kindly sent a copy of the company allocation sheet as at 31 December 2015, following an initiative of Richard Delahoy. I set out below a summary of the current fleet at Colchester, Grays, Harlow and Southend garages. Hopefully, we can give more information as we analyse the document and its successors more carefully.

Colchester		PVR 28, allocation 33, spares 5									
Double deck		PVR 4, allocation 5									
Scania N94	5372	5373									
Volvo B7TL	6130	6131	6132								
Single deck		PVR 7, allocation 8									
Volvo B7RLE	3817	3818	3819	3825	3826						
Volvo B10	3829	3830	3831								
Midibus		PVR 17, allocation 20									
Dennis Dart MPD	1558	1559	1562	1563	1564	1565					
Dennis Dart SLF	3314	3316	3406	3407	3408	3409	3410	3411	3412		
	3414	3416	3418	3419	3420						
Grays		PVR 32, allocation 36, spares 4									
Double deck		PVR 22, allocation 24									
DAF DB300	6201	6202	6203	6204	6205	6206	6207	6208	6209		
	6210	6211	6212								
Volvo B7TL	6110	6111	6112	6113	6114	6115	6116	6117	6118		
	6119	6220	6221								
Midibus		PVL 10, allocation 12									
DAF SB120	3971	3972	3973								
Dennis Dart Mk 4	3997	3998	3999	4010	4068	4069	4070				
Dennis Dart SLF	3309	3310									
Harlow		PVR 43, allocation, spares 6									
Double deck		PVR1, allocation 1									
Dennis Trident	5443										
Single deck		PVR 15, allocation 16									
Mercedes Citaro	3891	3892	3893	3894	3895	3896	3897	3898			
Volvo B7RLE	3731	3732	3856	3857	3858	3860	3873	3844			
Midibus		PVR 27, allocation 32									
Dennis Dart MPD	1554	1555	1560	1561							
Dennis Dart SPD	3701										
Dennis Dart	3221	3317	3319	3413	3415	3417	3421	3483			
Solo	1453	1454	1455	1456	1457	1458	1459	1460			
	1465	1466	1467	1473	1474						
Versa	4198	4199									
Volvo B6BLE	3251	3254	3256	3257							

Notes; The movements shown are those that are 'officially' logged but sometimes movements don't actually take place until after they should have, as a result of vehicle availability, but it gives a guide and it might be useful to encourage local members to check whether movements take place as shown in the list, in turn perhaps encouraging some to get into the habit of reporting more often. The Colchester and Harlow businesses were transferred to Arriva Kent Thameside ownership on 22 December.

Training buses allocated are Dart T098 (previously 3098) and Cadet T324 (previously 3524) to Southend and Dart T704 (previously 3704) to Harlow. In practice, however, T704 has been at Gillingham awaiting repair for some weeks and T324 has today gone to Harlow in its place, having been repainted in cream and blue training livery.

**Southend
Single deck**

**PVR 57, allocation 64, spares 7
PVR 25, allocation 28**

DAF/VDL SB200	3756	3759	3760	3761					
DAF SB220	3912	3913	3914	3915	3916	3918			
StreetLite 11.5	4261	4262							
Versa	4245	4246	4247	4248	4249	4250	4251	4252	4253
	4254	4255	4256	5257	4258	4259	4260		

Midibus

PVR 32, allocation 36

DAF SB120	3500	3501	3502	3503	3504	3505	3506	3507	3508
	3509	3514	3530	3531	3532				
Dennis Dart SLF	3191	3277	3280	3281	3289	3327			
StreetLite	4224								
Versa	4200	4201	4202	4203	4204	4205	4206	4207	4208
	4209	4210	4211	4212	4225	4226			



To supplement Richard Lewis's fleet lists, John G. Lidstone has sent several pictures of Arriva Southend's latest arrivals. He says "after many months with just one VDL SB300/Wright Pulsar in stock at Arriva Kent Thameside (Southend), with 3756 present, there are now 4 (3756/9-61). It's good to see further upgrading of the Southend stock, with these VDLs nominally replacing the often-musical T-KKM registered Plaxton Prestige-bodied DAF SB220s. Latest to arrive and enter traffic are 3760/1 (YJ08 DZL/M)."

3761 is seen on route 7, 3760 was on route 8 ton 5 January 2015 at Southend.
John G. Lidstone.

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

Acme Bus, Molehill Green

R925 RAU, a Dennis Dart with Plaxton B40F body and R558 UCT, a UVG B44F bodied Dennis Dart are both here from Galloway, Mendlesham, Suffolk.

Amber, Rayleigh

HV52 WTG, a Dennis Dart with SCC B33F body has been acquired from KJB, South Hykeham, Lincs.



Amber Bus Dart/Caetano HV52 WTG in Basildon Bus Station in mid-December. This contrasts nicely with Stephenson's HV52 WTC seen on page 19 in this issue. It rather nicely shows what a difference a livery makes, rather than a 'coat of paint' as seen here with an allover white spray for Amber with bits of vinyl added. John G. Lidstone.

Flagfinders, Braintree

Recently acquired from Thompsons, Framlingham, Norfolk is KC55 ABC, a Bova Futura converted from C53FT to C57F. Further to the report in EBN607, K6 FTC, a MAN with Noge C49FT bodywork was NOT transferred here from Florida, Halstead but was retained by Mr Keeble of Florida and is now being offered for sale by him.

Godward (Peter Godward Coaches), South Woodham Ferrers

A recent acquisition here is YN07 LKD, an Iriza bodied C56FT Scania from Princess, West End, Essex.

Lodge, High Easter

This operator has acquired a model "T" Ford, reg. SV 6936 for its vintage collection. *[pictured in EBN607p28]*

NIBS, Wickford

Recently acquired here from Docklands Buses, London is LX08 ECV, a Scania H41/22D. *See it's near relation on front cover, this issue.*

Terravision, Stansted Airport

New arrivals here are tri-axled Scania K Series with Iriza bodywork, registered YN64 AMO, and YN64 AM/U/V/X.

Farewell to County Coaches of Brentwood, Ian Ransom.

As a result of the proprietors retiring, operations here sadly ceased in November 2014.

The attached fleetlist, is that as at September, some vehicles were sold prior to the end of operations. It is reported by PSV Circle (our thanks for allowing us to use it) these were

9/14 5189, 5281 and S195 HOX	10/14 2328 RU, L712 N908	11/14 N547 SJF and R943 SJM
No disposal date is known for 2899 RU		
2328 RU	Volvo B10M	Caetano C51F N245 NNR
2899 RU	Volvo B10M	Caetano C67F S618 KUT
5189 RU	Volvo B10M	Van Hool C67F N523 PYS; 823 NMC
5281 RU	Mercedes Benz 0814D	Plaxton C33F V771 GCS
L712 PHE	Volvo B10M	Van Hool C67F 7947 RU
N906 AAS	Volvo B10M	Plaxton C69F 2629 RU
N547 SJF	Volvo B10M	Jonckhree C57F 2786 RU
R943 SJM	Volvo B10M	Berkhof C51F 1023 RU
S195 HOK	Mercedes Benz 0814D	Plaxton B31F 9803 RU



A charmingly written history of this well respected company can be found at <http://www.countycoaches.com/index2.html>.

Ian is happy to print off and send to anyone without Internet access, if they send him an A4 SAE at 34 Donald Way, Chelmsford, CM2 9JE

The picture on the left is from County Coaches website, the proprietors stand proudly and, no doubt, with a touch of sadness, beside an anonymous MAN executive coach.

Some of the "RU" registration numbers shown in the table above are beginning to appear on Brentwood Coached vehicles.



Lower left picture.
Another gem from the website. KYE 309, A blue/red blue Bedford OB/Duple. (thanks to Chris Stewart for this info.)

Publicity News by Ian Ransom.

Ensignbus

Thurrock Area Bus Time Issue 23 a 32 page booklet dated 8th November 2014, picked up at Lakeside Bus Station.

First Essex

31/31X and Brentwood area booklet both dated 4 January 2015.

Another Link Between Essex & Malta. Owen Woodliffe.



This Scania/Irizar started life new as XL04 EXL with Excel at Stansted Airport. Now MPY 904, it is at Rabat heading for Malta Airport on route X3 deputising for a failed MCV of Swallow Garage. Owen Woodliffe.

First Essex 53701

The reference to this bus in EBN609p11 provoked Adam Kelleher to peruse his records. He has discovered that 53701 has never been a First Scotland East vehicle. It was new in 2005 to First London for operation of route W12, Walthamstow to Wanstead (a route incidentally run by Thamesway with Mercedes minibuses between 1991 and 1998) and then moved to First Eastern Counties in 2010 at the end of the five year TfL contract. It moved to First Essex in June the next year following the withdrawal of FEC's King's Lynn local services. It was required initially at Braintree for ECC contract route 306, Wicken Bonhunt to Bishops Stortford (which is now operated by Acme Transport Services) and has since moved on to Chelmsford. However, the rest of the batch delivered for route W12 in 2005, 53702-6, did eventually end up with First Scotland East!

The Letters Page.

John Rugg of Laindon.

John has, quite correctly, pointed out that his "Magic Morning" described in EBN608p11 took place on Tuesday 11 November and not Thursday as printed. John goes on to say "The 256 service operates only on Tuesdays, Fridays and Saturdays between Basildon & Billericay (Gooseberry Green) over a circuitous route via Little Burstead for the benefit of taking local residents shopping in either Basildon or Billericay with only 2 complete journeys in each direction." Your Editor apologises and takes the opportunity to mention that photos of buses operating this Essex County Council sponsored service are rare.

Alan R. Tebbit BEM of Truro.

"I was pleased to see the picture of Metrobus Olympian B688 BPU on EBN606p2 immediately opposite the picture of John Benson in Brentwood Coaches storage shed at Little Waltham. Was this planned, or just a coincidence, as the Olympian became no. 12 (LIL 7340) in the Brentwood Coaches fleet. It was allocated to Little Waltham yard and the storage shed was built high enough to accommodate it. The Olympian was my regular vehicle for two of the years I worked for John, and we drivers helped rebuild the barn in school holidays and slack periods. All of Brentwood's 'deckers' were at Little Waltham (apart from one out-stationed at The Eagle, Kelvedon Hatch) as planning permission for the Wash Road, Hutton depot precluded double deckers from being parked there.

I currently work for Wheal Briton Travel in Cornwall and the fleet contains four ex-Brentwood Coaches vehicles, all B10M's, 2 Plaxton Premier and two Jonkheere Mistral. We previously operated three Plaxton Paramounts from the same source. I have driven all seven of them at opposite ends of the country!

I look forward to receiving my EBN every month, keeping me in touch with my old stamping ground."

Ed's note: The juxtaposition was deliberate but it was more serendipity than planning! I try to plan but it all depends upon what comes in. Whenever I plan too carefully, something better comes in at the last minute and that gives me a problem!

Adam Kelleher of Brentwood.

I thought it might be helpful to summarise and clarify the comments in EBN 608, especially as part of my notes referred to scans which the editor was unable to publish for copyright reasons and so may have been a bit confusing. SD1463 (566 CTW) on the 251 to London (Wood Green) was stranded in the floods overnight on the night of Friday 5 and Saturday 6 September 1958. From photos it can be seen that the water came up to just above the bottom of the lower deck side windows. The conductor advised lower deck passengers to go upstairs and, as Alan wrote, 15 people were rescued from the upper deck on the Saturday morning. However, this is not the bus in the photo in EBN 607. That photo was taken nearly three weeks later during another flood, on the same route and at the same place, Halls Corner, on Wednesday 24 September. From this photo it is clear (at least at the time the photo was taken) that the water was nowhere near as deep as it had been on 5th/6th and there is no suggestion that this bus was also stranded. This bus is thought to be from the batch 1458-62 (561-5 CTW); it is definitely not 1463, which at the time must still have been drying out.

Incidentally, the passengers on 1463 escaped through the emergency exit onto a local privately owned ex US armed services DUKW, registered 8 LPU - another PU connection! (See EBN 608p16 for more on PU registrations). The LPU mark was also allocated to Bristol LDs 351-360 LPU delivered in 1958 and 1959. I wonder whatever happened to 8 LPU - heavily modified DUKWs currently operate on sightseeing trips in London, on the streets and on the Thames, is it perhaps possible that 8 LPU could be one of them? A one minute long Pathe newsreel, dated 29 September 1958, reporting on the *fourth* Wickford flood of the summer of 1958 is available on-line (there is a link on the Wickford History site referred to by Alan) and this shows a *third* Eastern National Bristol LD traversing flood water, this time a newer example on route 34.

Alan Osborne of Ilford. (Heavily edited email).

The listing of the City timetables in EBN has certainly generated considerable interest, which has been concentrated through me.

Both Julian and Dave have supplied additional timetables making the list more complete, particularly for the London service. In addition:

The two City Motor Omnibus 536 timetables that Dave has are the same as mine, both dated 1925. Are they the only ones produced or are they just rare?

It is interesting to see timetables 8g and 9 added to the list. The last of the old series and first of the new; both dated 12.1.35, the date that City became the sole operator.

The City timetable with Nugus on the front I have never seen. I do have a couple of original Nugus timetables as well as those of other acquired operators.

My own interest was aroused from travelling on City Gnus to our bungalow in Wickford and a special memory was a meeting I had with F. H. Fuller of Regent Motor Services.



Just before Christmas, Panther Travel's Alexander Olympian was still on hire to Regal but its turn on 391 (Harlow to Bumbles Green) is rare. With member Chris Hatley at the wheel, BIG 7596 is at Roydon on the Essex/Herts border. Owen Woodliffe.

A Note From Chris Stewart.

"Can I take this opportunity of thanking everyone for stepping up to the challenge when I had to make an abrupt exit from my EBEG roles earlier in the year. It wasn't a decision I took lightly but I was stretching myself in too many directions at once. I may have to be 'below the radar' for some time yet, and am likely to have less time for 'bus stuff' than in the past, but that doesn't mean I won't contribute when I can. Meanwhile very best wishes for the New Year to you all, keep up the good work."

Target dates for EBN610 (February 2015).

By	...	31 January 2015	...	Reports to Sub-Editors.
By	...	7 February 2015	...	Sub-Editor drafts to Editor.
By	...	14 February 2015	...	Dispatch by Printers.

Back Cover Photos.

Inside Top:	Ensign Running Day. Sunday 7 December 2014. RML 2643 on Ensign special service X81 in Brentwood High Street.	Adam Kelleher.
Inside Bottom:	RP90 at the bottom of Brook Street hill working Ensign's X86 to Upminster but on the route of the former 721.	Chris Stewart.
Outside Top:	MD60 on X81 in Great Warley.	Russell Young.
Outside bottom:	T499 on new route X86 (Brentwood - Upminster) this year. A single deck restricted route due to the low bridge under the Great Eastern Main Line in Nags Head Lane.	Russell Young.





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