

ESSEX BUS NEWS

No. 560
December 2010



ESSEX BUS ENTHUSIASTS GROUP
www.essexbus.org.uk



Snow scenes in Brentwood on 2nd December with Darts from **Ensignbus (710)** - a UVG-bodied survivor regularly rostered for the 81 with driver, Paul Ashman, and **Imperial (N261 PJR and R874 MCE)**, marking the dying days of the short-lived 339 revival. *Chris Stewart*



Essex Bus News

Magazine Editor

Eastern National Enthusiasts Guild

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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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From the Editor ...

The end of another year and of another 12 issues of EBN. The Editorial team once again offer thanks to all contributors for their news reports, photos, historical reminiscences, articles and comments. Please keep up the good work so that we can provide you with more of the same in 2011 !

David Harman

The Committee and Editors wish
**A Merry Christmas
and a Happy New Year**
to all members, friends in other societies
and in the bus industry

Front cover:

New Horizon V124 MEV on their recently introduced Mon - Sat route 77 (Aingers Green - Colchester) seen in Frating on Saturday 1st December. *Russell Young*

Dates for your diary

■ PRESS DATES

<i>EBN dated</i>	<i>reports to Editors by</i>
January 2011	24th December
February	29th January 2011

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.

Following comments that the Wickford meetings often fall very close to the Colchester ones, it has been decided that we will move to a revised cycle, generally on the 4th Monday of the month (except in April and December). Therefore the revised dates for 2011, replacing those previously advertised, are:

Winter / Spring 2011 programme

- ▶ **Monday January 24** - rally round-up - a look back at some notable rallies over the last 30 years, by Richard Delahoy
- ▶ **Monday February 28** - *Malta then and now* - slide show by Alan Osborne and Chris Stewart, contrasting visits to Malta over the last 40 years and including a look at the current scene, before it all changes irrevocably during 2011.
- ▶ **Monday March 28** - AGM followed by slide show by Alan Osborne, "30 years AGO"
- ▶ **Monday April 11** - to be announced
- ▶ (then outdoor meetings/visits in May/June/July, to be advised nearer to the time)
- ▶ **Monday September 26** - to be announced
- ▶ **Monday October 24** - to be announced
- ▶ **Monday November 28** - to be announced
- ▶ **Monday December 19** - Christmas Social and "20 years ago" slide show by Richard Delahoy.

Richard Delahoy

■ 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

Winter 2010 and complete 2011 programme ~ slide shows

- | | |
|---|--|
| ▶ Fridays: | June 10th - to be announced |
| January 14th 2011 - Fred Lawrance | July 8th - to be announced |
| February 11th - Trevor Brookes | August 12th - to be announced |
| March 11th - Owen Woodliffe | September 9th - to be announced |
| April 8th - to be announced | October 14th - to be announced |
| May 13th - slide show by Richard Delahoy | November 11th - to be announced |
| <i>"20 years ago"</i> | December 9th - to be announced |

■ EVENTS

- ▶ **Saturday January 1st, 2011: Fourth Southend Heritage Bus Running Day.** Full details overleaf. Please check www.stephensonsofsex.com regularly for updates.
- ▶ **Saturday January 8th: Chiswick Rail & Bus Collectors Fair,** Chiswick Town Hall.
- ▶ **Saturday February 26th: Enfield Spring Transport Bazaar,** St.Stephen's Church Hall, Park Avenue, Enfield.
- ▶ **Weekend March 12/13th: North Norfolk Railway, Celebration Spring Steam Gala with free classic bus services.** All buses welcome!
- ▶ **Saturday April 9th: M&D 100, Centenary of Maidstone & District Motor Services,** Kent Showground, Detling.
- ▶ **Weekend April 9th/10th: North Norfolk Railway Train & Bus Weekend,** with rally on the Sunday. All buses welcome!
- ▶ **Sunday April 10th: "Cobham" (except that it's not at Cobham) Annual Spring Bus & Coach Gathering & RF60,** London Bus Preservation Trust, Dunsfold Aerodrome, Surrey (bus service from Guildford station). Museum **not** open.

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.

As most will know, the Ensignbus Vintage Bus Running Day in December had to be called off as the atrocious weather and road conditions posed a serious risk to both heritage vehicles and passengers.

Welcome to new members

We extend a warm welcome to new members:

Simon Austin, Halstead - 1017
Keith Byatt, Chelmsford - 1018

Richard Delahoy

2011 Subscriptions

Thank you to the 170 plus members who had renewed their subscriptions by the end of November - much appreciated! If you received a green renewal slip with your October magazine but haven't yet replied, please do so without further delay, otherwise this will be your last copy of Essex Bus News. Having to send out reminders costs the Group time and money that can be better spent elsewhere, so please renew now.

If for any reason you do not wish to renew, it would help if you could return the form (or e-mail richard@signal-training.com) with a note of the reasons, to help us to improve the service the Group provides.

Richard Delahoy

Fourth Southend Heritage Bus Running Day ~ Saturday 1st January 2011

Stephensons of Essex are once again operating special services in the Southend, Rochford and Castle Point districts on New Year's Day; apart from X30, there will not be any First or Arriva buses running on that day. Following the style set on the three previous running days, services will be provided by a mix of modern and heritage buses from a variety of eras, designed to appeal to enthusiasts and to provide a public service.

Full timetables, vehicle details and a car graph are available at www.stephensonsofexsex.com, and any last minute changes will be published there. As this item is being written it is snowing outside; who knows what the weather will throw at us on the first?!

The timetable as at December 1st is shown opposite; the pattern is basically:

- 3 Southend - Westcliff - Leigh Elms - Hadleigh - Tarpots - Benfleet station - Canvey Haystack - Leigh Beck, Castle Point Transport Museum. Every 30 minutes. Buses will generally lay over at the museum for 30 minutes before returning to Southend.
- 4 Southend - Southchurch Road - Bournes Green, and
- 6 Southend - Southchurch Road - Hamstel Road, Garon Park - both hourly, giving a 30 minute headway to the White Horse
- 7 Ashingdon - Rochford - Southend - Thorpe Bay - Shoebury, hourly with additional short workings on the Southend to Shoebury section. Will run via the traditional 7 route of Prittlewell Bell, Cuckoo Corner, not via the Hospital
- 21 Southend - General Hospital, hourly (generally with a modern low floor bus)
- 61 Southend - Sutton - Fossetts Park, hourly (generally with a modern low floor bus)
- 251 Southend - Kent Elms - Eastwood Rise - Rayleigh, hourly.

Free feeder trips will run from:

- Chelmsford** (Rail Station, 0915, Regal Busways) to Canvey and on to Southend, returning from Southend at 1545/Canvey at 1645 (Regal Busways);
- Chelmsford** (Rail Station, 0940, Lodges) to Rayleigh and Southend, returning from Southend at 1645/Rayleigh at 1715; and
- Colchester** (North Station forecourt, 0900), Witham, Newland St (0920) to Rayleigh Station and on to Southend, returning from Southend at 1630/Rayleigh Station 1700 (Network Colchester).

Please note that there is NO feeder from London this year but you can connect with the running day buses at Benfleet and Southend Central on the c2c line (normal Saturday timetable) and at Rayleigh and Southend Victoria on National Express East Anglia (special timetable, tube to Newbury Park, fast bus to Billericay then train to Southend).

Operators supporting the event are:

- Stephensons: Leyland PD3, Leyland Fleetline, Leyland/Volvo Olympian, Scania N230.
- Ensignbus: AEC RT and Daimler DMS
- Regal Busways: Leyland Lynx
- Network Colchester: Volvo D10M decker
- Talisman: ex Colchester Leyland Olympian
- London Heritage Travel: Routemaster (RML)
- Timebus: Routemaster (SRM)
- Fords of Althorne: Van Hool Astromega coach ex Southend Transport
- Lodge of High Easter: ex Southend Leyland Olympian.

Fares have been held at last year's prices: £2 adult single, £1 child single and adult short hop; £6 day rover. English National Concessionary Travel Passes are accepted. Services are being operated by volunteer crews and profits from the day will go to charities nominated by the participating operators, including the Essex Air Ambulance. Donations from holders

Stephensons Special bus services for January 1st, 2011

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

Southend, Travel Centre Stand B	09:45	10:15	15:45	16:15	16:45
Victoria Circus, Queensway	09:47	10:17	15:47	16:17	16:47
Westcliff, Plough	09:53	10:23	Then	15:43	16:23 16:43
Leigh, Elms	10:00	10:30	Every	16:00	16:30 17:00
Hadleigh Church	10:09	10:39	30	16:09	16:39 17:09
Tarpots Corner	10:18	10:48	Mins	16:18	16:48 17:18
Benfleet Station	10:26	10:56	Until	16:26	16:56 17:26
Canvey Village, King Canute	10:32	11:02		16:32	17:02 --
Canvey, Haystack	10:37	11:07		16:37	17:07 --
Castle Point Transport Museum	10:45	11:15		16:45	-- --
Castle Point Transport Museum	--	--	--	10:45	16:15 16:45
Canvey, Haystack	--	09:21	--	10:51	16:21 16:51
Canvey Village, King Canute	--	09:26	--	10:56	16:26 16:56
Benfleet Station	--	09:32	--	11:02	16:32 17:02
Tarpots Corner	09:05	09:40	10:10	10:40	11:10
Hadleigh Church	09:15	09:50	10:20	10:50	11:20
Leigh, Elms	09:24	09:59	10:29	10:59	11:29
Westcliff, Plough	09:31	10:06	10:36	11:06	11:36
Southend Travel Centre	09:40	10:15	10:45	11:15	11:43

Watch out for the heritage buses with conductors running certain journeys today!

Buses will include:

- 1960 London Routemasters
- 1964 Southdown "Queen Mary" double decker
- 1949 London Transport RT type double decker



Visit the Castle Point Transport Museum today! Open from 1030 to 1700.
Light refreshments available

1645 service 3 from Canvey terminates at Victoria House Corner

4 Southend - Southchurch - Bournes Green

Southend Travel Centre, Stand E	09:45	Then	15:45
Southchurch, White Horse	09:53	Hourly	15:53
Bournes Green, Southchurch Boulevard	09:53	Until	15:56
Bournes Green, Southchurch Boulevard	09:58	Then	15:58
Southchurch, White Horse	10:00	Hourly	16:00
Southend Travel Centre	10:07	Until	16:07

Buses 4 & 6 combine to give a half-hourly bus along Southchurch Road.

6 Southend - Southchurch - Garon Park

Southend Travel Centre, Stand E	10:15	Then	16:15	17:00
Southchurch, White Horse	10:23	Hourly	16:23	17:08
Hamstel Road Top, Garon Park Rbt	10:26	Until	16:26	17:11
Hamstel Road Top, Garon Park Rbt	09:27	Then	16:27	--
Southchurch, White Horse	09:30	Hourly	16:30	--
Southend Travel Centre	09:37	Until	16:37	--

7 Ashingdon - Rochford - Southend - Thorpe Bay - Shoebury

Ashingdon Schools	--	09:19	--	--	16:19
Rochford, East Street	09:00	09:30	--	then	-- 16:30
Prittlewell, Bell, Prince Avenue	09:07	09:37	--	at the	-- 16:37
Victoria Avenue, Victoria Station	09:14	09:44	--	same	-- 16:44
Southend, Travel Centre Stand H	09:20	09:50	10:20	time	16:20 16:50
Woodgrange Drive, Lifstun Way	09:26	09:56	10:26	past	16:26 16:56
Thorpe Bay Station	09:29	09:59	10:29	each	16:29 16:59
Shoeburyness, Asda	09:35	10:05	10:35	hour	16:35 17:05
Shoeburyness, East Beach	09:44	10:14	10:44	until	16:44 17:14
Note: service 7 today will run via Victoria Ave & Cuckoo Corner, NOT Prittlewell Chase					
Shoeburyness, East Beach	09:19	09:49	--	15:19	15:49 16:19 16:49
Shoeburyness, Asda	09:25	09:55	then	15:25	15:55 16:25 16:55
Thorpe Bay Station	09:30	10:00	at the	15:30	16:00 16:30 17:00
Woodgrange Drive, Lifstun Way	09:33	10:03	same	15:33	16:03 16:33 17:03
Southend, Travel Centre Stand K	09:45	10:15	time	15:45	16:15 16:45 17:15
Southend, Victoria Station	09:48	--	past	15:48	-- 16:48 17:18
Prittlewell, Bell, Prince Avenue	09:54	--	each	15:54	-- 16:54 17:24
Rochford, Market Square	10:01	--	hour	16:01	-- 17:01 17:31
Ashingdon Schools	10:11	--	until	16:11	-- -- --

Fares and passes

Special fares apply on January 1st:

- £2 Adult single
- £1 Short hop single, Southend Town Centre area
- £2 Child single (aged 5-15)
- £6 Day rover - unlimited travel

English National Concession passes accepted all day
Arriva and First tickets are NOT valid today.
Profits from today's services go to various charities

251 Southend - Kent Elms - Eastwood Road - Rayleigh

Southend Travel Centre, Stand C	10:30	then	16:30	16:45	17:00
Southend, Victoria Station	10:33	hourly	16:33	16:48	17:03
Prittlewell, Bell	10:37	hourly	16:37	16:52	17:07
Eastwood, Kent Elms Corner	10:42	until	16:42	16:57	17:12
Eastwood Rise, The Oakwood	10:49		16:49	17:04	17:19
Rayleigh Town Centre, Eastwood Rd	10:56		16:56	17:11	17:26
Rayleigh Station	11:00		17:00	17:15	17:30
Rayleigh Station	10:05	10:15	10:35	11:05	16:05
Rayleigh High Street	10:08	10:18	10:38	11:08	16:08
Eastwood Rise, The Oakwood	10:17	10:27	10:47	11:17	16:17
Eastwood, Kent Elms Corner	10:22	10:32	10:52	11:22	16:22
Prittlewell, Bell	10:25	10:35	10:55	11:25	16:25
Victoria Avenue, Victoria Station	10:32	10:42	11:02	11:32	16:32
Southend Travel Centre	10:35	10:45	11:05	11:35	16:35

21 Southend - General Hospital

Southend Travel Centre, Stand C	09:12	then	17:12
Southend, Victoria Station	09:15	hourly	17:15
Westcliff, General Hospital	09:24	until	17:24
Westcliff, General Hospital	09:25	then	17:25
Victoria Avenue, Victoria Station	09:33	hourly	17:33
Southend Travel Centre	09:36	until	17:36

61 Southend - Bournemouth Park Rd - B&Q

Southend, Travel Centre, stand L	--	08:42	then	17:42	18:12
Bournemouth Park Rd, North Ave	--	08:48	hourly	17:48	18:18
Sutton Road, Cemetery Gates	--	08:52	hourly	17:52	18:22
FOSSETTS PARK, B&Q	08:30	08:58	until	17:58	18:25
Bournemouth Park Rd, North Ave	08:35	09:03		18:03	--
Southend, Travel Centre	08:42	09:10		18:10	--

The 1st bus starts from Rochford at 0820; the last continues to Rochford

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

of free travel passes will be greatly appreciated!

Finally, the Castle Point Transport Museum will again be open from 1045 to 1645 and hot and cold refreshments should be available, as well as a chance to look round the museum's collection and use the toilet facilities.

Many of the EBN editorial team will be involved crewing or supervising the services; do come and say hello!

Richard Delahoy



Flashback to 1st January 2010: **Stephensons'** ex Southend Leyland Fleetline 233 passes RML2466 from **Hardy Miles**. With the demise of the latter firm, the 2011 operations will instead feature an alternative RML from **London Heritage Travel**. *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

UK Bus Awards 2010

The 15th annual presentation ceremony took place at the London Hilton Hotel on Park Lane on Tuesday 16 November 2010, with an audience which included most of the major figures in the industry.

Awards with a local flavour were:

The Scania Independent Operator of the Year:

Highly commended: **Ensigenbus**

The Volvo Express Coach Operation of the Year: **National Express**, the "A" services: London to Stansted Airport.

BAA Heathrow Environment Award: Highly Commended: **FirstGroup UK Bus** for the DriveGreen Scheme.

Accessibility: the Claudia Flanders Memorial Award, sponsored by the TAS Partnership:

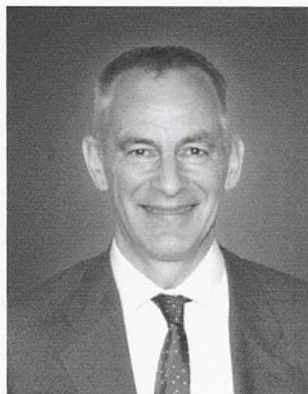
Winners: **Essex County Council**, for its Options for Independent Living (OIL) partnership with access groups, bus operators and the CPT (see EBN559). Two projects were instrumental in achieving success at the Awards: 'Try a Bus', an initiative to help older people and those with disabilities, many of whom will have last used public transport long ago, to try the bus again, thus giving them knowledge and confidence to return to regular public transport use. The second is aimed at improving access to key services for isolated and disadvantaged residents in rural areas, through the Accessibility Planning Strategy. The 'Access Braintree' project encourages older and less mobile residents to use conventional bus services, and thereby improve their quality of life.

Unsung Heroes Award:

Winner: **Keith Shayshutt**

The 'Unsung Heroes' are those who keep the wheels turning against all the odds, and often slave away for years with no recognition save their own satisfaction in a service delivered and a

job well done. Keith, a Group member, was selected from 200 entries from around the country. He started his career with Eastern National in 1971 and the NBC Senior Management Training Scheme. Since then, Keith has undertaken a variety of operational and commercial roles around the country, and is now at Trent Barton, where he is currently Head of Development on behalf of the Wellglade Group of companies.



In his current role, he leads all aspect of service planning, timetable scheduling and is a member of the business' Project Group, which exists to generate new ideas and develop existing products. He is responsible for managing Wellglade's portfolio of contract work, and is currently reviewing all aspects of the recently acquired TM Travel business to prepare it for future stability.

As a shareholder in Wellglade and in rural independent operator Norfolk Green, he commits a day per month to at least a 12-hour driving duty to stay close to the coal face. It is said that Keith lives and breathes "the bus" !

www.ukbusawards.org.uk/



Centrebus has responded to competition on their C3 route from Roadrunner/SM in two ways. The Hoddesdon - Waltham Cross C3 journeys have been extended to Epping, where Scania/Wright 749 (YR59 NNT) is entering St Margarets Hospital grounds on a sunny Saturday in September. Unfortunately, the only advertisement of this is conveyed on a label attached to the front screen. More prominent is their direct attack on SM's 524 route between Harlow and Hertford. Former Trustybus Dart/Plaxton 562 (R462 LGH) waits at the level crossing at Stanstead Abbots, some five minutes ahead of SM's similar 524 journey. *both: Owen Woodliffe*



Service changes

Arriva Southend

27 Nov 10 370 D Lakeside to Romford: amendment to timetable.

Centrebus

13 Dec 10 524 M-S Harlow to Hertford: revision to timetable.

Constable Coaches

8 Nov 10 87/A M-S Dedham to Colchester: service cancelled.
 247 M-S Dedham to Colchester: revised timetable.

First

5 Nov 10 3/4 D Harwich to Clacton: revised route and timetable on Fridays due to street market in Dovercourt High Street.
 20/A M-S Harwich to Parkeston Quay: revised route and timetable on Fridays due to street market in Dovercourt High Street.
 22A/B M-S Harwich to Long Meadows: revised route and timetable on Fridays due to street market in Dovercourt High Street.
 103/4 M-S Harwich to Colchester: revised route and timetable on Fridays due to street market in Dovercourt High Street.
 4 Dec 10 31/X D Chelmsford to Burnham: revised Saturday route and timetable towards Chelmsford on the 4, 11 and 18 December.
 36 D Chelmsford to South Woodham: revised Saturday route and timetable towards Chelmsford on the 4, 11 and 18 December.
 41/51 D Galleywood to Chignall Estate: additional 41X service to serve Baddow Road into Chelmsford on 4, 11 and 18 December.
 45 D Moulsham Lodge to Oxney Green: additional 45X service to serve Westland Estate into Chelmsford on 4, 11 and 18 December.
 100 D Chelmsford to Lakeside: additional journeys between Basildon and Lakeside on 4, 11 and 18 December.
 9 Jan 11 X22 D Clacton to Stansted Airport: service withdrawn.

Hedingham Omnibus

8 Nov 10 118 Sch Great Yeldham to Newport: revised timetable with morning journey advanced by 5 mins.

New Horizon Travel

9 Jan 11 59D Sch Rowhedge to Thomas Lord Audley School Colchester: school service withdrawn.

Olympus Coaches

13 Dec 10 M2 M-S Harlow Circular: revised timetable.
 8 Jan 11 M2 M-S Harlow Circular: service withdrawn.
 M4 M-S Harlow Circular: service withdrawn.

Roadrunner

13 Dec 10 351 M-F Hertford to Bishop Stortford via Harlow: new service.
 8 Jan 11 1 M-S Harlow to Sumners Circular: new service.

SM Coaches

8 Jan 11 392 M-S Harlow to Broxbourne: journeys withdrawn.

Stephensons

10 Jan 11 37 M-F South Woodham Circular: minor timetable change.
24 Jan 11 513 Sch Chelmsford to Southend High School: minor timing revisions.

TGM Colchester

7 Feb 11 8/A M-S Highwoods to Monkwick: minor route and timetable revisions.

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

First

■ FIRST ESSEX BUSES LTD**Acquired vehicles**

65521 R141GSF	Scania L113CRL 1830236	Wright Y162 B40F 11/97
65522 R142GSF	Scania L113CRL 1830245	Wright Y163 B40F 11/97
65537 R137GSF	Scania L113CRL 1830235	Wright Y158 B40F 11/97
65538 R138GSF	Scania L113CRL 1830241	Wright Y159 B40F 11/97
65539 R139GSF	Scania L113CRL 1830243	Wright Y160 B40F 11/97

These were new to Strathclyde Buses as SS41/2, SS37-9 but have been acquired from First Eastern Counties Ltd.

In addition, ex First London Tridents 32894 (V894HLH) and 33001 ((LK51UZO) have been reported at Hadleigh, the latter being seen on 29th November at work on service 20.

Allocation changes

End of Period 8: list dated 21st November 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
34301 CR-CF; 34302 CR-CF; 46179 D/L(D)-sold; 46180 D/L(D)-sold; 47231 D/L(D)-sold;
60102 CR-CF; 60206 FGC-CR; 60755 CR-sold; 65521 FEC-CR; 65522 FEC-CR; 65537 FEC-CR;
65538 FEC-CR; 65539 FEC-CR; 67008 CR-CF; 67010 CR-CF; 67011 CR-CF

Disposals:

Dart/Alexander 47231 to Erith Commercials

Dart 46179 and Scania 60755 (fire damage) - awaiting confirmation of disposal

Area News - workings and sightings

[x] indicates route branding

Olympian Matters

The transfer of two Northern Counties bodied Olympians (34301/2) from CR to CF is part of

the vehicle movements resulting from the 71 now being mostly operated by CF, but either or both have been used from BE (including 34302 on the 132 on 16th & 22nd Nov and again during the snow on 2nd Dec, while it was on the 70 on 19th Nov).

Meanwhile ECW bodied 34818 (C418HJN) still defies all predictions and was back in Colchester on 23rd, 24th and 27th Nov (on the 71/71A) having worked Chelmsford town service 42 on 12th and 18th. On 1st Dec it operated Braintree's 302 schools service during the afternoon but was laid up the next morning with frozen suspension. It had worked the 619 to Anglo European School prior to that on 30th Nov or 1st Dec.

34284 has re-entered service at CF after chassis repairs and was noted working the 71B on 22nd Nov, with 34355 on the 71/71A on 17th and 27th. Meanwhile the 16.57 Basildon to Brentwood 551 and 18.15 return is still more often than not an Olympian, 34012 being noted on 3rd December.

'Pointers and Dashes'

The number of step entrance Darts dwindles, with only ten shown 'on paper' as still in use: BN: 46153/85, 46828 Reserve (CF): 46120 CN: 47228/9 HH: 46157/8/68/77

Although officially listed for disposal, 46145/51/69 remained at work from HH during November with 46152 & 46827 at BN and 46154 & 47101 at CF. 46154 was noted in use on the 45 (18th) and 40 (22nd), with 47101 on 36 (11th), 71A (17th) and unknown route (21st). 46152 operated the 25B on 16th and 46827 was on the 351 on 3rd December.



Dart/East Lancs 41005 at Garon Park on the extended service 2 from Basildon which operates hourly (Sundays only). 21st November. In the background is RT LYR 997 in Osborne's livery, which the photographer drove on the shuttle from Southend Victoria for the annual Shoeburyness model railway exhibition. Ian Banks

Colchester (CR)

On 24th November, student fees demonstrations caused diversions in Colchester town centre between 11.00 and 15.00 with High Street, Head Street and North Hill all closed to traffic.

November

- 3rd CR60102 on 65
- 4th CR34315 on 65.
- 7th CR65650 on 66A - Sun, usually Solar
- 9th CR34315 and CR67003 on 65
- 11th CN62407 on X22
- 18th BE42483 on 70 - usually B7R (and 24th)
- 25th CN62407 on X22 - usually coach.
- 26th CR30558 on 70X - usually ex Calderline Olympian; BE42922 on 70 - usually B7R.

Chelmsford (CF) & Braintree (BE)

The Lances listed in the allocation changes have all been in use from CF on the 71 group, with no reported sightings elsewhere.

November

- 9th CF20501 on X30
- 18th CF53139 on 42
- 20th CF66794 on X30
- 22nd CF51318 on 46, CF66814 on 31
- 27th CF53129 on 71
- 28th CF66799 on X30



Newly repainted out of Alexander (Midland) blue and with only a front italicised fleetname, 3016 is seen at Victoria Coach Station in the company of what looks like two Lincolnshire RELHs, a Plaxton bodied Leopard and - just visible behind - an East Kent Reliance in Hoverlloyd colours. *EBEG collection, courtesy Chris Stewart*

Basildon (BN) & Hadleigh (HH)

Dart/East Lincs 40777 is still away having chassis repairs undertaken, due to be followed by 42854. 41014, out of use for some time with accident damage, is reportedly to be repaired but 43737 will not be.

November

8th HH42434 on 24

15th HH46168 on 20, BN31376 on 825

16th BN66806/21 on 8A

23rd HH46168 on 21

December

1st BN65628 on 551 and 351

Other News

One time Eastern National VR 3016 (SMS42H), acquired from Alexander (Midland) in 1971 and sold in 1982, has turned up for sale on a German website having been owned by 'The Festival Bus' of Lippstadt. Last heard of many years ago as a mobile bar and off licence known as 'The Bird's Nest' in Deptford, more details can be found on Rob Sly's website <<http://bcv.robisly.com/sms42h.html>>

Sources: Own observations, with many thanks to First Essex and to A Bird, N Clark, T Clark, J Collins, D Edwards, M Farmer, J Podgorski, D Pretty, I Ransom, Rob Sly, 'Solo', TBL177M, L813OPU, 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

Pre-Christmas service changes in Chelmsford

Minor changes to services in Chelmsford on Saturdays 4th, 11th and 18th December 2010

In order to maintain the punctuality of First bus services in Chelmsford during the busy Saturdays leading up to Christmas, the following minor changes will be in place as follows:

Additional journeys between Westlands Estate and the Town Centre over the 45 route - these trips will be numbered 45X, leaving Writtle Road/Robjohns Road at 0954, 1034, 1114, 1154, 1234, 1434, 1514, 1554 and 1634 and leaving the Retail Market at 1010, 1050, 1130, 1210, 1250, 1450, 1530, 1610 and 1650. The existing 45 timetable is unchanged.

Additional journeys between Chelmsford and Great Baddow Blue Lion via Baddow Road as service 41X, leaving Great Baddow every 30 minutes from 1005 until 1335 and 1435 until 1635. Return journeys depart the Rail Station every 30 minutes from 0950 until 1320 and 1420 until 1620. The existing 41 and 51 timetable is unchanged.

Services 31 and 36 will operate via Great Baddow By-Pass between 1000 and 1600, instead of Baddow Road.

Ian Ransom

TGM Group

■ NETWORK COLCHESTER

Further to EBN558, the seating capacity for the acquired ex Metroline Tridents 185/190/1 (KN52NCD/KN52NDX/KN52NEF) is now H43/22F, after single door conversion.

Rail Replacement:

Saturday 6th November - Cambridge to Stansted Airport (last two trains) - 101/2.

Sunday 7th November - Billericay to Newbury Park -105/106; Cambridge to Stansted Airport - 901/2/5/7, 101-4.

Saturday 13th November - Cambridge to Stansted Airport (last two trains) - 101/2.

Sunday 14th November - Cambridge to Stansted Airport - 101-6/905/7.

Saturday 20th November - Barking to Limehouse (for Arriva London) - 101-5.

Sunday 21st November - Newbury Park to Ilford -101-5.

Saturday 27th November - Billericay to Newbury Park - 102/3/5.

Sunday 28th November - Billericay to Newbury Park, Newbury Park to Ilford and Ilford to Liverpool Street - 102-6.

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

■ NETWORK HARLOW

Dennis Dart SLF 402/7 (S302/7 JUA) have received lime green livery for 'Green Line 4' Harlow - Latton Bush.

Volvo B7RLE/Wright 3860 (KE54 HHF) has received a super rear advertisement for germanwings.com (low-cost wing of Lufthansa).

It is reported that Scania 113L/East Lancs 869 (N169 PUT) is on loan from Excel.

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

Ensignbus

■ DEALER STOCK MOVEMENTS

Vehicles in

from

Carter, Ipswich: Olympian P419 KSX

Cass, Liverpool: Volvo D10M CAS 623A

Dublin Bus: Volvo B7LAs 00-D-65004/7/12 /16

Flagfinders, Braintree: Scania E706 EFG

Hardy Miles: Metrobuses BIG 8744/5/8/9/50/1/4

RML2466, RML2564, Scania K113CRB BIG 8744,

Volvo D10M BIG 8746, Mercedes 709 BIG 8753

Lothian Buses: Olympians E300/1/2/3 MSG

Metroline: Tridents T75 KLD/T197 CLO, V303/08/10/11 GLB

Stagecoach Bluebird: Mercedes 709 N367AVV, Olympian C168 HBA,
N716 LTN, Dart R718 YWC

Stagecoach East Midlands: Olympian M225 SVN

Stagecoach Manchester: Olympians F239/40 CHH,
Dragons M682/84/9/94 TDB

Stagecoach Midlands: Olympian F628 MSL

Stagecoach Scotland: B10Ms M869 ASW, M798/90 PRS, K573/6 LTS

Stagecoach Yorkshire: B10M L344 KCK

Veolia Cymru: Javelin N40 TGM



Tube strike extras: Arriva Southend 3277 in Wanstead High Street, working as an extra on route 66 running shorts between Leytonstone and Newbury Park. The 66 blind came from an ST Fleetline. Two Enviro 200s from **Arriva Southern Counties** (Maidstone and Gillingham) and a Wright Eclipse Volvo from Northfleet also worked 66 extras. TGM Scania/East Lancs decker M834 SDA was the spare bus at Newbury Park, and ran one trip at least in the am peak.

Ensignbus 906 - one of ten extra buses provided by Ensignbus, running shorts on route 25 between Holborn Circus and Stratford. This is one the large batch of ex Metroline Tridents taken into dealer stock very recently. both: *Russell Young*



Vehicles out

to

- Trident V137 MEV: **Aintree Coaches**, Liverpool
Mercedes 814s R104/23 TKO, R130 LNR, R811/6 YJC, T159 PNY:
Avondale, Glasgow.
Volvo D10M CAS 623A: **A&P Brown**, Ely, Cambs.
Metrobus BIG 8749: **Carter**, Great Addington, Northants.
Olympian M226 SVN: **Carter**, Ipswich
Dart R718 YWC: **Carter**, Ipswich for semi-preservation as last step
entrance Dart built for the UK
Olympian C168 HBA: **Cass**, Liverpool
Olympian J852 CEV: **Decker Bus**, Whittlesey, Cambs.
Volvo B10M M869 ASW: **Fowler**, Holbeach Drove, Lincs.
Olympian : F628 MSL: **Hunter**, Daventry, Northants.
Tridents V108/3 MEV: **Johnson**, Hodthorpe, Derbys.
Olympian G37 OCK: **London Bus**, Bristol
Spectras L122 / 30 ELJ: **Marchant**, Cheltenham
Olympian P419 KSX: **Marshall**, Sutton-on-Trent, Notts.
Trident V124 MEV: **New Horizon**, Frating, Essex
Volvo D10M BIG 8746: **Over the Top**, Ramsgate, Kent
Darts 00-D-84187/89232 now W947/8 ETW with **Pennine**, Skipton
Scania K113CRB BIG 8775: **Peoples Bus**, Liverpool
Javelin N40 TGM: **Roadrunner**, Harlow, Essex
Dragon M694 TDB: **Rodgers**, Kettering, Northants.
Metrobus BIG 8744: **SBC Leisure**, Southend
Volvo B10M V457 JTO: **SJ Coaches**, Hornchurch
Trident V311 GLB: **Soul**, Olney, Bucks.
DAF SB120s 00-D-96293/4: **Tate**, Barnsley
Mercedes 709 N367 AVV, LUI 1748, BIG 8753:
Trimmer, Romford
Dart S162 BMR: **Velvet**, Eastleigh, Hants.
Olympian J114 KCW: **West End Travel**, Melton Mowbray, Leics.
Olympians F2012/2 FHH: **WJC Buses**, Glasgow

Volvo D01M H659 GPF: **Direct Location Services**, Chertsey, Surrey
RM758: **Nightserve GT Ltd**, London SW18
Scania E706 EFG: **Sheldon Bros**, Manchester

Bristol VR JRU 851W: **Mr C Sargent**, Kibworth, for preservation

Volvo B10Ms M789 PRS, L344 KCK, K573/6 LTS:
Nile Transport, Harare, Zimbabwe
Metrobus BIG 8748: **Sakean Koop Elk**, Spain
Mercedes 814 R249 XDA: **M Toni Nursery School**, Tanzania

Dart R873 MCE: **Geoff Ripley**, Barnsley for scrap

■ ENSIGNBUS LTD

Former London Tridents T75 KLD, T197 CLO and V310 GLB are temporary fleet additions as 904/5/6 for short term rail commitments. They retain red livery and dual doors.

Trident 110 (X613 EGK is now H41/28F and in fleet livery.

Unique and much-travelled Volvo B10L/Saffle 705 (GVV 205, L456 JCK) has passed to Woottens Coaches, Chesham, Bucks. The GVV registration will be retained by Ensigns.

■ CITY SIGHTSEEING

Metrobus F52 XOF has passed to **Ocean Flyer**, Cyprus.

David Harman, with thanks to Ross Newman of Ensignbus and LOTS

Olympus / Roadrunner / SM Coaches

Iveco Eurorider/Beulas T936 HTR has been re-registered F10 BUS. Two further Irisbus Agora Lines acquired are AU05 KFC and SN06 AFK, the latter being new to John Mitchell of Plean. *Ian Ransom and LOTS*

Other operators

24x7, Elsenham Acquired are Ford Transit RJ04 RBE and SP56 DJO a Renault Master, both are non-PSV.

ADTAX, Saffron Walden Acquired is VW LT46 minibus LV52 KTJ.

ANITAS, Stansted Airport New is Iveco minibus VV10 ERN. BOva Futura RY06 ERN is named Miss Sophie, Mercedes Benz Vario RY56 ERN is Miss Sammy.

BARKER, Roydon Acquired from accord, Chichester is Bluebird schoolbus P36 JCR. Neoplan Skyliner JIL 4680 (new as H204 AOD) has been sold to Vision Travel, Cosham.

DE VERE TRAVEL, Sible Hedingham Iveco/Mellor P282 NNB, is back in use. Ford Transit R646 NDV is withdrawn. LDV Convoy N182 OEW has been sold.

FARNHAM HIRE SERVICES, Farnham Mercedes Benz 0814D W591 YJE has been sold.

FLAGFINDERS, Braintree Scania N112/ East Lancs E706 EFG has been sold to Ensign (dealer), Purfleet.

KEANE, Canvey Island Citroen Relay N983 AMD has been sold.

LODGE, High Easter Further to last month, Setra S416GT JW10 DGE was new as BV10 ZJX. Optare Excels V118 LVH and W428 CWX, acquired some months ago, entered service in September. Mercedes Benz 811D/Mellor N982 TPG has been sold.

LOGIC, Nazeing Bova Futura DIG 3780 (G417 WFP) has been sold.

LONDON HERITAGE TRAVEL, Collier

Row A change of plan, has resulted in RM1989 (ALD 989B) being refurbished and RML 2331 (CUV 331C) may not be acquired.

MATTHEWS TRAVEL, Rayleigh Setra S215HD B81 RLO, is back in use

NCS, Widdington LDV Convoy EY55 DXW has been acquired

NEW HORIZON, Frating Former Stagecoach London, Dennis Trident/Alexander V124 MEV has been acquired. This will be the regular bus on new service 77 (Aingers Green – Colchester) and operated the first journey on 1st December. (see front cover). Acquired from Atlas, London is W864 AAY a Volvo B10M/Jonckheere.

P&M, Crays Hill Acquired from Ceefa Coaches, Basildon is TIL 8148 (new as G382 RNH) a Volvo B10M/Jonckheere.

SBC LEISURE, Wickford Former Hardy Miles MCW Metrobus BIG 8744 (F762 EKM) has been acquired.

SINNOTT, Molehill Green Vehicles acquired are LDV Convoy DIG 8568 (T647 LAU), Mercedes Benz Sprinter BU03 UJG, Ivecos FJ06 LLC, MX57 KNN, MX57 KNN. The first full size coaches operated are ex Lodge, High Easter, Dennis Javelin /Plaxton F882/3 RFP. Ford Transit M971 TKL has been withdrawn. Sold are LDV Convoy P705 TEW and Ford Transit L158 MKK.

SOUTHEND RADIO CARS, Rochford

Acquired from Bestax, Rayleigh is Ford Transit P889 HNT.

STANS, Great Totham Acquired is LDV Convoy EY54 DJD.

STANSTED COACH & CARRIAGE,

Elsenham Acquired is Ford Transit Y905 XFR. LDV 200 V883 MDA is back in use. Vehicles sold are Optare Metrorider L105 GBO (which had been on loan to Essex County Buses, during their final days) and Ford Transit N607 DOR.

TALISMAN, Gt Bromley Operated a journey on behalf of National Express from Ipswich to Colchester/Clacton on 26th November, using YT10 WLH a Scania K360/Irizar. The vehicle on service 484 had failed in London, so passengers

were taken to Ipswich on the 481 and transferred for the journey to Colchester/Clacton.

VICEROY, Saffron Walden Acquired from Powells, Hellaby is Optare Solo M850 KX51 UCU.

WICKS, Braintree Dennis Javelin/Plaxton R123 XWF has been acquired from Pewsey Vale, Pewsey. It is currently out of use. Dennis Javelin/Neoplan R182 LHK has been re-registered PIB 2344. The previous PIB 2344 (A147 RMJ), a Leyland Tiger/Van Hool, is out of use, still with PIB 2344 plates attached.

*Ian Ransom with thanks to Essex Bus y-group,
Google Groups-Essex Bus Photos and PSV
Circle*

Hardy Miles

Fleet as at cessation was:

BIG 8730	Mercedes-Benz 416CDi	Stanford	GK03 EUU	
BIG 8739	Mercedes-Benz 413CDi	Excel	BJ03 JSZ	
BIG 8743	Mercedes-Benz 609D	Robin Hood	N251 XKR	
BIG 8744	MCW Metrobus	MCW	F762 EKM	
BIG 8745	MCW Metrobus	MCW	LOA 426X	
BIG 8746	Volvo B10M	Alexander	F254 OFP	
BIG 8748	MCW Metrobus	MCW	C755 OCN	
BIG 8749	MCW Metrobus	MCW	C360 BUV	
BIG 8750	MCW Metrobus	MCW	C336 BUV	
BIG 8751	MCW Metrobus	MCW	C344 BUV	
BIG 8752	MCW Metrobus	MCW	F761 EKM	withdrawn
BIG 8753	Mercedes-Benz 709D	Alexander (B)	N661 VSS	withdrawn
BIG 8754	Mercedes-Benz 312D	??	P294 YOD	
BIG 8756	MCW Metrobus	MCW	LOA 417X	withdrawn
BIG 8757	Mercedes-Benz 0814D	Onyx	X476 DAB	
BIG 8775	Scania K113	Irizar	N854 DKU	
BIG 8776	Mercedes-Benz 211CDi	??	EO02 AOL	
BIG 8794	LDV Convoy	Crest	T589 LAG	
GLZ 7478	DAF SB2305	Van Hool	D238 YRX	
XIL 3730	Mercedes-Benz 507D	Devon Convs	F782 LOD, BIG 8753	withdrawn
ORJ 91W	MCW Metrobus	MCW		for spares
G659 WHV	Mercedes-Benz 308D	PG		withdrawn
N798 XKK	Ford Transit	Euromotive		
MX05 NYN	Mercedes-Benz Sprinter	Mercedes-Benz		
YN05 HVM	Mercedes-Benz 0814D	Plaxton		
YN05 XYY	Mercedes-Benz 0814D	Plaxton		

Ian Ransom and Colin Sigston

EASTERN NATIONAL

Enthusiasts Guild

THE 1000TH LODEKKA (EBN556-7-8)

With reference to the "further thoughts" about the 1000th Lodekka on Page 23 of EBN558, may I add my additional thoughts on the subject. Although I endeavoured to identify some of the gentlemen in the line-up in front of 297 JHK, I am now inclined to agree with Mr. MacGregor that Nos.7 and 8 were Mr. Kennedy and Mr. Gavin respectively. However, it still leaves Nos. 1, 2, 11-15 to be identified. Unfortunately, I now have no contact with any former ECW employee who might have been able to answer the query.

As I mentioned in my letter of 17th August, I have no definite information on the decision to make 297 JHK the 1000th Lodekka, but it is certainly shown as such in ECW records, both in the body and delivery record books. Maybe, it was determined by the date of delivery of the chassis to ECW, 30th October 1956, but the chassis (130.077) which became Hants & Dorset's SRU 994 was also delivered to the works on the same date, the only other one which I can trace.

Chris Stewart mentions the photograph which shows 297 JHK in the head of a line up of eleven Lodekkas, all the others being effectively unidentified. There is a second

photograph taken from a slightly different angle which identifies the second and third bus in the line up as Hants & Dorset SRU 994 and Eastern National 76 JNO. Chris mentions three other LD's which he feels could be considered to be the 1000th Lodekka but these can be discounted due to the entry in ECW records. As mentioned on Page 26 of EBN557, 297 JHK is recorded as being delivered on 3rd January 1957 which was a Thursday, whilst the United vehicle with '999' in the route number blind was delivered on 28th December 1956, a Saturday, and therefore was certain to be the 999th Lodekka. This was BL16 (116 BHN).

However, in spite of these two recorded delivery dates, it is mentioned in the records that the two photographs were taken on 7th January 1957, so it seems that all eleven vehicles, which included those which were supposed to have been delivered before the 7th, were held back for photographic purposes.

I don't think that there is anything else I can add to the saga but I hope the aforementioned is of interest.

Maurice Doggett

TALES FROM THE CAB ~ PSV BADGES (EBN558)

May I be given the opportunity to add something to your remarks on PSV Driver's Badges?

It was the applicants home address which determined the area badge he wore, not the address of his place of employment. A difficulty arose in towns such as Brentwood and Bishops Stortford where the dividing line of two Traffic Areas split the town. Thus it was necessary to have a large street map for help in deciding whether to send the application to Hobson Street, Cambridge or the Public Carriage Office in London, which I believe was part of New Scotland Yard.

D R MacGregor

This is interesting. My then address was in Shenfield, a mile east of Brentwood, but the map may well have determined it lay within the Metropolitan TA. I had applied for a Conductor's licence myself, not having been told that the Company would normally do it. This was a pity, as they would have paid for the medical, which from memory was £6 - quite a sum in those days.

At the time, most drivers and conductors at Brentwood had N badges. There were a few FFs who had transferred from other EN depots, and there was one CC conductor who had come from North Western Road Car.

David Harman (N90734)

If you were 13 in 1955 ...



K5G 2268 (ONO 68) in Colchester Bus Station - August 1966. Note the attractive lines of the Sutton's coach on the left with possibly a CPU registration, and the odd looking vehicle which could be a Norfolk's saloon.

Terry Clark

A very nice shot, Terry. Colchester Bus Station in this era was where my interest in buses really started.

The saloon at the rear is, I think, **Vines Luxury Coaches** of Great Bromley's ex-Scottish Omnibuses AEC Regal IV with Alexander body (HWS 940), formerly used on the Edinburgh - London express service. Livery: maroon and grey/cream.

Several other nice period details in this shot:

- (a) the buggy (pushchair in old money)
- (b) ad for "Cadets" - these were a smaller and more affordable version of "Senior Service"
- (c) timetable case put up by the operator (Chambers), rather than by the county council.

David Harman

I can assure all that the previous bus station at St John's Street was even more interesting if you were 13 in 1955.

From the top end you had the main **Eastern National** routes - still with Bristol JO's in evidence, plus the **Moore Bros** single and double-deck Guy fleet. Every now and again the predecessor of Vine's (then **Sage's Bus Service**, Crockleford Heath) limped in with a prewar Leyland TD double decker which was decidedly down on the springs before it backed into the parking space next to the "Gentleman's Convenience" which stank to high heaven. Next to the "Ladies Convenience" was the parking spot of **Mawdsley & Brown**, Mulliner OB's in salmon pink (as might befit the two lady owners) heading off to Rowhedge.

Eastern Counties K5G's on the spectacular route to Ipswich via Manningtree and Mistley (look out for the swans), the prewar high radiator ECOC L's from Hadleigh outstation on market day with the original "tin bible" indicators still going. Sometimes they did reliefs to Manningtree on the layover and that was chalked on a blank

board by the conductor. The also rans included **Osbornes** of Tollesbury double deck and Daimler saloons, prewar WTB's, OB's, the immaculate fleet of **Chambers** of Bures and (Wed and Sat) the OB's and Regent III's supplementing the Guy deckers. Bures via Lamarsh, single track roads for the OB they were. At the back were **Norfolks** of Nayland with the full front Austin CXB being a regular performer on the Saturday only Colchester-Sudbury via Assington (Park Gates) and to the left of them **Heath's Saloon Bus Service** to West Bergholt and backed right up against the retaining wall **Went's** of Boxted, their all white OB frequently driven by Miss Went, which was somewhat unusual in 1955. For some curious reason lost to me, Miss Went also drove wearing riding britches. No, no idea either, but what a gal!

That was the place to go if you loved buses and were 13 in 1955. Service 51/53 Tilbury-Clacton/Harwich to Colchester was 2/6d return if you were under 14. Last through bus to Billericay was the 6.30 from Colchester. After that you had to catch the 7.30 going to Chelmsford only and change to the 4 going to Pitsea Broadway, but your return from Billericay was not valid so that was to be avoided. I'm glad I enjoyed those days and glad that I can remember them.

Eastern National/Eastern Counties were on Setright Speeds, Moore Bros on insert Setrights and everyone else on Bell Punch. Wents and Mawdsley and Brown were on "stock tickets" - everyone else on "titled" Bell Punch. Chambers had a huge double sided ticket rack for the service to Bury - full adult fare Colchester to Bury 6/5d return in 1955. On my "child" journey, nearly two hours, it was 3/3d Return. I still have the ticket "rounded up to the nearest halfpenny above".

I would say that in 1955 the places to be for a young bus nut were Colchester, Bury St Edmunds and Sudbury. What places they were then if you loved buses! As a child, of course, you never thought the variety would be lost.

Alan M Watkins

It's no use ... Alan has convinced me to brave the weather, wind back time and explore the old Colchester Bus Park for the first time. Xmas shopping at Lakeside will just *have* to wait. Now, what to pack in the duffle-bag ...?

... *The Up-To-Date Time Table*, (Colchester A.B.C.) published by AT Shippey Ltd., price 8d, is going to come in handy as there was no County Council phonebook-sized tome in

1955. I don't have an Up-To-Date for 1955 (if indeed, Shippeys kept it going that long), so the Summer 1953 edition will have to do ...

... Box Brownie and roll of HP3, 120 size (12 exposures) ...

... sandwiches (cheese + Pan Yan pickle, spam), bottle of Tizer, Mars Bar ...

... 3/3d for half returns on the 30 (1/2d) and 53 (2/1d), plus half a crown (2/6d = 12½p) for emergencies.

Right, let's get started ...



... First is **Eastern National 1249 (ENO 931)** (RHG Simpson, Chris Stewart Collection). This was a Bristol GO5G new as 3653 in 1937 with an Eastern Counties body, rebodied in 1949 by ECW. It was withdrawn in 1962. The 85 to Stoke-by-Nayland was worked jointly

with **Norfolks**. On weekdays, it offered a roughly hourly service to Stoke, as the timetable termed it. There were also shorts to Wiston, and to Mile End (Tuesdays only) via what in those non-PC days, was called Severalls Mental Hospital. These were



presumably for the benefit of hospital visitors.

In the background, a Moores utility Guy, and an early EN Lodekka with three-piece screen and the odd double rear window arrangement, plus an Osbornes RT with the LT offside route plate-holder still in place. Advertising on the hoardings promotes Ovaltine, Abbot Ale, Drinka Pinta Milka Day, together with the Triumph Renown Six motor car. Ovaltine, Abbot and milk, if not the Milk Marketing Board, are still with us, but Triumph has joined every other vehicle make illustrated here in the graveyard of defunct British marques.

On bay 19 is a veritable antique of **Eastern Counties** on the 207 (70 minutes to the Old Cattle Market bus station in Ipswich): A226 (VG 4824) (V C Jones). Livery: Tilling red and cream. This was a former Norwich Omnibus Co. (but new to the Norwich Electric Traction Co.) Leyland TD2 of 1932. Originally fitted with a Leyland body, it was one of the batch bought to replace the Norwich trams ("Bury your trams with a Titan" was the Leyland advertising slogan at the time). It was rebodied by ECW in 1949, by which time it had received a "Cov-Rad"

(Coventry Radiator Co.) modernised radiator. Withdrawn in 1960, A226 did not follow the usual path for retired ECOC vehicles (to Ben Jordan's yard at Coltishall), but went for scrap to a dealer in London.

The 'tween-decks advertisement, shifted forward because of the painted-out Tilling two-piece side destination screen, is for the CWS (Co-operative Wholesale Society). This was the 'umbrella' organisation for local co-op retail chains, in this case, the Ipswich & Norwich Co-op Society. At the time, the Co-op was a major force on the high street, and every child sent on shopping errands knew their family 'divvy' (dividend) number off by heart.

Occupying bay 2, is LTW 62 of **Moores** of Kelvedon (*Richard Delahoy Collection*). Livery: mid-green and cream, but of subtly different shades to the National. A Guy Arab III with Duple body, it was new to Moores in 1947 and helps to date this photo to 1961 or earlier, as that is the year its seats were removed and it became Moores' tow truck. It remained to pass to Eastern National in the 1963 takeover of Moores and was numbered 040 before sale the following year. The destination, 'Messing' is a hamlet on the



Moore-Messing, Easthorpe, Copford. Fridays Only Service 27

	a.m.	p.m.		a.m.	p.m.	p.m.
Messing "Crown"	10 01 0		Colchester Bus Park	9 012 03 0		
Easthorpe Church	10101 10		Copford Corner	9 1512153 15		
Copford Corner	10251 25		Easthorpe Church	9 3012303 30		
Colchester Bus Park	10401 40		Messing "Crown"	9 4012403 40		

**Best Selection of China and Glass
CHESHIRE'S**

Warehouse, **Cook's Yard**, (opp. Bank Passage) **Culver St., Colchester**

white. In the background is what appears to be one of the handsome Royal Tiger/ Burlinghams, ordered by City Coach but delivered direct to Westcliff. An EN L waits alongside. Posters include Ovaltine again. Radio

back lanes between the A12 and the B1022 Tiptree-Colchester road and was served by the infrequent service 31, Earls Colne to Colchester via various obscure settlements. Today there is no equivalent service. An Eastern National K (or possibly a rebodied GO) stands behind.

Times is still around but Double Dan beer, the Eastern Gas Board and Mr Therm have long gone the way of the little WTB.

Osbornes favoured AEC deckers and bought a series of London Transport RTs. HLX 222 was the former RT405. (Peter Snell). LT's red and cream was adapted by adding a third

A rather fuzzy shot of **Osbornes** 20-seater Duple-bodied Bedford WTB EPU 326 (Peter Snell Collection), but which nonetheless conveys some of the character (charm?) of the old Bus Park. The WTB was new in 1937 and lasted until 1958 - a respectable innings. Livery: red, maroon and

TOLLESBURY, VIA BIRCH-OSBORNE									
	SO	WO	★						SUNDAYS
Colchester...	12 02	50 3 20	4 30	6 30	9 0				3 30 9 0
Laver Breton...	1225	10 3 45	4 55	6 55	9 25				3 55 9 25
Tolleshunt D'Arcy...	1238	3 23	—	5 57	8 9 38				4 5 9 38
Tolleshunt...	1240	3 28	—	5 15	7 15	9 45			4 15 9 45
	WO	SO	★	WO	SO				SUNDAYS
Tolleshunt...	—	9 30	1 40	—	3 30	5 30	7 15	9 30	1 30 7 50
Tolleshunt D'Arcy...	—	9 35	1 45	—	3 35	5 35	7 20	9 35	1 35 7 55
Laver Breton...	—	8 20	9 48	1 58	3 55	5 55	7 48	9 48	1 48 8 8
Colchester...	—	8 57	10 15	2 35	4 3	6 15	8 15	10 15	2 10 8 35

NS Not Sats SO Sats only WO Wed only ★ Weds & Sats only ■ Mons & Thurs only
a via Salcot ● Tues, Weds, Frys & Sats only





cream band. Subsequent repaints saw slightly different shades of red employed. Blinds are set for 'Tollesbury via Birch and D'Arcy' (= Tolleshunt D'Arcy), a fairly sparse service. An EN K (or GO) is to the

right and an L to the rear. The normal-control vehicle (Duple bus-bodied OB?) on the left with matronly passenger in the nearside seat has resisted identification so far.



Wents: (Mrs LA Bennett was latterly the proprietress, succeeding Mr L A Went). Bedford OB/ Duple Vista JK 9188 (*Peter Snell Collection*) had been new to Palmerston of Eastbourne in 1949. Livery: ivory and dark blue. Wents ran it until 1966 on their services to Langham and Boxted. If it always carried loads like this, it did well to last that long, but many OBs were long-lived - a tribute to a sound design and mechanical simplicity. Chivers Jellies, Daz washing powder and 'Keep an eye on the road' vie for attention. Chivers still make jellies, Daz is still producing unbeatable whites, and

road safety never goes out of fashion, but JK 9188 is recorded as "no further owner", which sounds fairly terminal.

From the deep shadows, what looks like an early morning or late afternoon shot of all-Crossley DD42/5 DJY 965 of **J D Best & Son** (*Peter Snell*) at rest in the Bus Park. Unfortunately, the time on the waiting room clock is indistinct.

DJY was new as Plymouth Corporation no. 335 in 1948 and was withdrawn ten years later. Bests bought it from dealers,

Thurgood of Ware. A E Letch of Sible Hedingham had the first and last from the same batch, 331/6 (DJY 961/6), which later became Hedingham & District L20 and L17. The Crossley did not last long with Best and was sold back to Thurgoods in May 1959. It seems to have retained Plymouth's red and ivory livery, albeit with the addition of a

GT. BROMLEY (The Stores) via Crockford—Sage (J. BEST)

Leave Colchester Bus Park				Leave Gt. Bromley								
10.30	2.30	6.30	9.45	Sunday	...	10.0	2.0	6.0	9.15			
7.40	9.30	12.15	4.30	6.0	Monday and Tuesday	...	7.10	8.30	10.0	2.30		
7.40	9.30	12.15	4.30	6.0	7.30	9.45	Wednesday	7.10	8.30	10.0	2.30	
7.40	9.30	1.10	4.30	6.0	Thursday	...	7.10	8.30	10.0	2.30		
7.40	9.30	12.15	4.30	6.0	Friday	...	7.10	8.30	10.0	2.30		
7.40	9.30	12.15	2.45	4.30	6.0	7.30	9.45	Saturday	7.10	8.30	10.0	2.15
									2.30	3.30	5.30	9.30

Phone 3803

Beaumont's
(REGD. HAIRDRESSERS)
34/36, CULVER ST. COLCHESTER
FOR LADIES & GENTLEMEN



choice local advertisement:
*"Markhams of Priory Street,
 Colchester ~ Clothing, Footwear for
 Farm Work".*

The Best route ran at irregular times via Crockleford to Great Bromley (The Stores). Wednesdays and Saturdays saw the best service. Saturday was market day (eight journeys), but why did Wednesday get almost as many? On reaching Great Bromley, you could, as I once did, walk about three miles down Parsons Hill and Frating Road to the A133 and then catch a 19 back to Colchester.

C J W Sage of Great Bromley had started in 1929 and had gained licences under the 1930 Road Traffic Act. In February 1952, the business of Sage's Bus Service passed to James Best. Best retained the Sage name initially, but then traded variously as



Best's Coaches and J D Best & Sons. In February 1960, he sold out to R L G Catt and R C Swinn. They kept the Best name. Catt left the partnership around 1964 and Swinn later sold out to F W Vine, who had an existing coach business at Little Clacton. Subsequently, Vines Luxury Coaches Ltd was formed, which takes us back to the coach in the background of the starting picture. The licences of Vines passed to Hedingham in August 1973.

Mrs CG Mawdsley & Mrs GC Brown had taken over the Rowhedge service of TW Fale in 1953. By this time, the proprietress was Mrs J A Fale.

ROWHEDGE, T. FALE, from Plough Garage.	
Colchester (Mon. Tue. Wed. Fri.)	9.10, 11.0, 11.50, 1.45, 2.15, 3.00, 3.50, 4.0, 4.30, 5.00, 5.30, 6.15, 6.30, 7.0
Thursdays only	9.10, 11.0, 11.50, 1.10, 4.0, 5.30.
(Sat.)	8.50, 11.0, 11.50, 1.35, 2.0, 2.25, 3.50, 3.15, 3.40, 4.5, 4.25, 4.50, 5.15, 5.40, 6.10, 6.30, 6.50, 7.15, 7.45, 8.10, 8.30, 9.30
Rowhedge (Mon. Tue. Wed. Fri.)	8.45, 9.30, 10.10, 1.20, 1.40, 2.15, 3.0, 3.15, 3.45, 4.30, 5.10, 5.45, 6.15
Thursdays only	8.45, 9.30, 10.10, 12.30, 3.0, 5.10.
(Sat.)	8.30, 9.30, 10.10, 1.30, 1.40, 2.5, 2.25, 2.50, 3.15, 3.45, 4.5, 4.25, 4.50, 5.15, 5.40, 6.0, 6.20, 6.45, 7.15, 7.35, 8.0, 9.10
x During School Children's terms for Fridays only at Weds. & Fridays only	



OWB KEV 423 (*Peter Snell Collection*), new in 1945, had a Duple bus body. The terminus was not I think in the Bus Park, but near St Botolphs. This looks like a Geoff Mills shot, perhaps taken there or at the other end of the route.

Mesdames Mawdsley & Brown sold out to Eastern National on 17th September 1960. KEV, together with MVX 596, a Mulliner bus bodied OB, never received EN numbers, and were sold to the Frating dealer and breaker, A.M.C.C. in 1961. Their yard was one of the reasons for my trip to Great Bromley, and subsequent three-mile hike. However, I had missed the pink Bedfords by a year or so, as A.M.C.C. had quickly resold them to Thurgoods of Ware.

Going back to Best's/Catt & Swinn: this always seemed rather a ramshackle operation. My transport to Great Bromley was Catt & Swinn's ex-Brighton, Hove & District convertible open-top K5G (CAP 230). This had been new in 1940 and by the 1960s had certainly seen better days. It retained faded BH&D open-top livery (all-over cream with a navy blue bonnet) and carried an advertisement for the Shangri-La Holiday Camp at St Oysth, a previous owner.

Although CAP 230 had an ECW body, it was very different to its Eastern National compatriots, being of highbridge pattern, with many body features peculiar to BH&D. The seats, as I recall, were covered with blue leather, quite unlike the standard Tilling moquette style favoured by EN and Eastern Counties. They were well-worn but still comfortable.

Shangri-La had bought CAP 230 in August 1960 from dealers, Lansdownes of Frating (who were the successors to A.M.C.C.). For some reason, it proved unsuitable and was exchanged for similar CAP 207. CAP 230, presumably already signwritten for Shangri-La, was then sold to Catt & Swinn in October. I often wondered whether there was some connection between them and the holiday camp.

Another query is the vehicular gap between the departure of the Plymouth Crossley in May 1959 and the arrival of the K5G in October 1960. What did Best's/Catt & Swinn use in between?

But we are straying chronologically from our visit to the old Bus Park (1926-1961) into the era of the new Bus Station, opened in 1961

... back to 1955. Another operator Alan mentions but for which we have no photo: **Heath's Saloon Bus Service**. The proprietor was originally Mr F C Heath, but later the licence was transferred to Mrs V R Heath, possibly his widow. The route was a short one, as shown in the timetable - to West Bergholt. On 21st April 1956, it passed to **George Digby**, who continued to run it until sale to Eastern National on 21st November 1961. The sale was only of the licence and no vehicles changed hands.

WEST BERGHOLT (HEATH'S BUS) WEEKDAYS ONLY												81
West Bergholt	a.m.	10 0	10 30	11 00	2 0	2 30	3 25	4 20	4 30	5 00	7 0	
White Hart dep												
Colchester	a.m.	10 45	11 40	12 00	2 45	3 45	4 40	4 45	5 30	6 30	7 30	
dep												

+ Weds., Frys. and Sats. only ♦ Not Thurs. ■ Not Thurs. and Sats. ○ not Sats.
 * Thurs and Sats only ● Sats only

Well, that's about it. We've run out of time (and space), and I'm fearful of missing my 53 and 30 home for tea. That would mean having to spend the emergency half-crown on British Railways, not that a ride behind a Britannia or even a Sandringham (by 1955, an endangered species) was anything other than enjoyable. We will return another time to investigate the firms we've missed, and also the express coaches ... Grey-Green, Suttons, Empire's Best, Premier Travel, etc.

Meanwhile, perhaps you can see what prompted Alan Watkins, myself, and maybe one or two others, to become 'bus nuts' – a fascination and affection for the 'independent' bus, ignited by the variety that could be found in Colchester Bus Park (and Bus Station). Happy Christmas!

*David Harman, with thanks
to Richard Delahoy, Chris Stewart
and Alan Watkins*



above: With a blanket of snow on the roof, **First Dart 43738 (S738 TWC)** arrives in Southend Travel Centre on the truncated service 21, only operating between Hadleigh and Southend, on the afternoon of Thursday December 2nd. *Richard Delahoy*

below: Providing accurate real time information when services are seriously disrupted is always a challenge. Some three minutes after photographing the scrolling message at the bottom of the screen saying "all services suspended", Richard Delahoy caught an Arriva 1 to Southend!



rear cover: Despite around six inches of snow carpeting the fields and poor road conditions, **Stephensons service 14** was still able to serve Barling and Little Wakering, with new Enviro 422 (EU60 CAV), the dedicated bus for the service, seen here at Stonebridge mid afternoon on 2nd December.
Richard Delahoy

Regal's MAN EU10 DJE has now exchanged dealer white for the new red livery, which certainly makes it easier to see in the snow. Brentwood High Street: 2nd December.
Chris Stewart

