

ESSEX BUS NEWS

**No. 556
August 2010**



ESSEX BUS ENTHUSIASTS GROUP
www.essexbus.org.uk



Made in Essex: (well, some of the newer bits were!) The latest miracle from Ensign's Purfleet workshops is RT8 (FXT 183), shipped back from the US in a very poor state and extensively restored over the last four years. It was launched on 6th August and made one eastbound journey in service on TfL heritage route 15 during the evening peak. *Russell Young* captured it at Tower Hill.

Up from Essex: John Salmon and his wife travelled on a National Trust Chelmsford Branch tour to the Excel Centre and Olympic site at Stratford on 2nd August. Transport was by Kings Coaches' immaculate VDL Bova KC10 ABC, seen at the Excel Centre. *John Salmon*



Essex Bus News

Magazine Editor

Eastern National Enthusiasts Guild

Ensignbus / Hedingham / NatEx :

David Harman, 24 Frankfield Rise

Tunbridge Wells, TN2 5LF

ebn@casuarina.org.uk

First in Essex :

Chris Stewart, 10 Crossways,

Shenfield, CM15 8QX

shenfield252@gmail.com

Arriva Southend / TGM Group (Excel

Passenger Logistics / Network Colchester) :

Peter Mansbridge

petemans_1@hotmail.com

Arriva Harlow & Ware :

Mark Garrett, 36 High Street, Chrishall,

Royston, SG8 8RP

deganwy@waitrose.com

Stephensons, NIBS, Regal, other Essex

operators, Publicity News :

Ian Ransom, 34 Donald Way,

Chelmsford, CM2 9JE

ianandsallyr@googlemail.com

Service Changes :

Paul Harvey, 3 Orangewood Close

Gonerby Hill Foot, Grantham, Lincs,

NG31 8QW

pw.harvey@ntlworld.com

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.

© 2010 Essex Bus Enthusiasts Group

Dates for your diary

■ PRESS DATES

EBN dated
September
October

reports to Editors by
28th August
25th September

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

■ SOUTH ESSEX MEETINGS

Venue: Wickford Cricket Club, off Swan Lane, Wickford - five minutes walk from Wickford Station and five minutes drive from the A130 and A127. Doors open at 1930 for an informal chat, with the main talk or show from 2000 to 2145/2200; a cash bar is available. Members and guests welcome. £1 donation please towards the hire of the room.

Richard Delahoy

Front cover:

Stephensons of Essex's Withamlink 37/8 routes have outgrown the Solos previously used and Darts are now the regular allocation. Modelling the new Withamlink motif is 417 (EU07 FRN), seen in Collingwood Road. *Russell Young*

VINTAGE BUS SPECIAL

Timetables

Saturday 28th August

X81

Shenfield Station (Station Side) ➡	-	0852	0922	0952	22	52	1622	1652	1722	1752	1822
Shenfield, Green Dragon	-	0854	0924	0954	24	54	1624	1654	1724	1754	1824
Brentwood High Street, Stop G	-	0859	0929	0959	29	59	1629	1659	1729	1759	1829
Brentwood Station ➡	-	0905	0935	1005	35	05	1635	1705	1735	1805	1835
Warley, Warley Hill j/w Eagle Way	-	0909	0939	1009	39	09	1639	1709	1739	1809	1839
Great Warley, Thatchers Arms	-	0913	0943	1013	43	13	1643	1713	1743	1813	1843
North Ockendon, White Post Farm	-	0921	0951	1021	51	21	1651	1721	1751	1821	1851
South Ockendon, Royal Oak	-	0924	0954	1024	54	24	1654	1724	1754	1824	1854
Lakeside Bus Station, Bay N	-	0934	1004	1034	then every 30 mins at	04	34	1704	1734	1804	1834
Greenhithe Station ➡	-	0959	1029	1059	30	29	59	1729	1759	1829	-
Bluewater Bus Station	-	1004	1034	1104	mins at	34	04	1734	1804	1834	-
Bluewater Bus Station, Bay 12	-	-	1035	1105	these mins past the hour	35	05	1735	1805	1835	1905
Greenhithe Station ➡	-	-	1040	1110	40	10	1740	1810	1840	1910	-
Lakeside Bus Station, Bay K	1005	1035	1105	1135	05	35	1805	1835	1905	1935	-
South Ockendon, Royal Oak	1015	1045	1115	1145	15	45	1815	1845	1915	-	-
North Ockendon, White Post Farm	1018	1048	1118	1148	18	48	1818	1848	1918	-	-
Great Warley, Thatchers Arms	1026	1056	1126	1156	26	56	1826	1856	1926	-	-
Warley, Warley Hill j/w Eagle Way	1030	1100	1130	1200	30	00	1830	1900	1930	-	-
Brentwood Station ➡ (opp Stn)	1034	1104	1134	1204	34	04	1834	1904	1934	-	-
Brentwood High Street, Stop A	1040	1110	1140	1210	40	10	1840	1910	1940	-	-
Shenfield, Green Dragon	1045	1115	1145	1215	45	15	1845	1915	1945	-	-
Shenfield Station ➡	1047	1117	1147	1217	47	17	1847	1917	1947	-	-

X55

Lakeside Bus Station, Bay B	-	-	-	1007	1037	then	07	37	1707	1737	1807	1837	1907
Aveley High Street	-	-	-	1016	1046	every	16	46	1716	1746	1816	1846	1916
Corbets Tey, Parkland Ave	-	-	-	1028	1058	30 mins	28	58	1728	1758	1828	1858	1928
Upminster Station ➡	-	-	-	1034	1104	mins at	34	04	1734	1804	1834	1904	1934
Upminster Station, Stop B ➡	0905	0935	1005	1035	1105	these mins past	35	05	1735	1805	-	-	-
Corbets Tey, Parkland Ave	0911	0941	1011	1041	1111	the hour	41	11	1741	1811	-	-	-
Aveley High Street	0923	0953	1023	1053	1123		53	23	1753	1823	-	-	-
Lakeside Bus Station	0932	1002	1032	1102	1132		02	32	1802	1832	-	-	-

Fares

Vintage Day Pass - Adult £7, Child £4

(also valid on / available from normal Ensignbus services)

Local Single & Return Fares will also be available

Concessionary Passes will be accepted, however, donations towards the upkeep of the vintage fleet would be welcomed

Ensignbus
www.ensignbus.com



01708 86 56 56



customerservices@ensignbus.com

Doors open at 1930 for an informal chat, with the main talk or show from 2000 to 2145/2200; a cash bar is available. Members and guests welcome. £1 donation please towards the hire of the room. *Richard Delahoy*

- ▶ **Monday September 13** - "Eastern National's coaches" - illustrated talk by *Chris Stewart*.
- ▶ **Monday October 11** - Blackpool Trams - the 100th & 125th anniversaries and the "TDE" - Tram Driving Experience - plus some buses, slide show by *Richard Delahoy*
- ▶ **Monday November 8** - slide show "The Modern Scene" by *Russell Young*
- ▶ **Monday December 13** - slide show by *Richard Delahoy* "20 years ago" and Christmas social.

■ 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*

Autumn 2010 programme ~ slide shows by:

- ▶ **Friday September 10** - *Russell Young*
- ▶ **Friday October 8** - *Fred Lawrance*
- ▶ **Friday November 12** - *Gary Sharpe*
- ▶ **Friday December 10** - *Dave Arnold / Gary Sharpe*

■ EVENTS

- ▶ **Saturday August 28th** (Bank Holiday weekend) - **Ensignbus Summer Vintage Running Day**: full details last month; timetables opposite. www.ensignbus.com
- ▶ **Sunday August 29th** (Bank Holiday weekend) - **Lodge's 90th Anniversary Open Day** at their High Easter depot. Bedford gathering etc; free transport from Chelmsford rail station. >>>> The Group sales stall will be at this event <<<<
- ▶ **Friday-Sunday September 3rd-5th**: **North Norfolk Railway Steam Gala** Free vintage buses, Holt-Weybourne-Sheringham-Cromer, and also Norwich-Sheringham at 0840 and late afternoon return, to connect with London and Cambridge trains.
- ▶ **Saturday September 4th**: **London Bus Display**, Royal Forest Hotel, Chingford. Free rides.
- ▶ **Sunday September 5th**: **Norwich Bus Rally**, Norfolk Showground.
- ▶ **Saturday September 11th**: **Theydon Bois Transport Bazaar**, Theydon Bois Village Hall (opposite village green, no parking at village hall). Free classic bus service.
- ▶ **Saturday/Sunday September 11th-12th**: **Trolleybus Weekend**, East Anglia Transport Museum.
- ▶ **Saturday/Sunday September 18-19th**: **North Norfolk Railway 1940s Weekend**. Free vintage buses Holt-Weybourne-Sheringham, and static display.
- ▶ **Sunday September 26th**: **EFE Showbus Rally**, Duxford Airfield, Cambs.

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

Welcome to new member

We extend a warm welcome to new member:

Anthony Ross of Chadwell Heath - 1013

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

Publicity News

First Corporate multi fold timetable and route map for service 45 dated 4.7.10 and 22 page booklet, plus fold out map for service 42/A dated 4.7.10.

Ian Ransom

John Rugg's 5th Annual Tour of Essex by stage service

Saturday 10th July 2010

<i>dep.</i>	<i>ser.</i>	<i>journey / bus</i>	<i>arr.</i>	<i>pax</i>
07:36	551	Laindon Centre - Brentwood (High Street) First 46187 (N987 EHJ) Dennis Dart 9.8/Plaxton Pointer B40F	08:28	15
09:03	501	Brentwood (High Street) - Harlow (Bus Station) Arriva EH&E 3229 (T829 NMJ) Dennis Dart SLF/Plaxton Pointer 2 B36F	10:15	16
10:35	510	Harlow (Bus Station) - Vishops Stortford (Riverside) Arriva EH&E 3873 (KE57 EPA) Volvo B7RLE/Wrightbus B44F	11:07	18
11:12	5	Bishops Stortford (Riverside) - Saffron Walden (High Street) Excel 517 (LX51 LSN) Dennis Dart SLF/Caetano B40F	12:43	22
13:00	313	Saffron Walden (High Street) - Gt Dunmow (High Street) Four Counties 15 (W477 JVV) Mercedes-Benz/Plaxton B25F	13:49	5
14:17	133	Gt Dunmow (High Street) - Braintree Bus Park Network Colchester 360 (SN54 HWY) ADL Dart/ADL Pointer B37F	14:49	14
15:15	89	Braintree Bus Park - Halstead (High Street) Regal Busways 801 (RG09 BUS) MAN/Wrightbus Meridian B44F	15:37	8
15:50	88	Halstead (High Street) - Colchester (Bus Station) Hedingham L355 (EU07 GVV) ADL Enviro 400/H47/33F	16:41	8
17:00	75	Colchester (Bus Station) - Maldon (High Street) First 67006 (P506 MNO) Dennis Lance/Northern Counties Paladin B49F	17:56	39
18:02	31X	Maldon (High Street) - Chelmsford (Bus Station) First 66796 (MX05 CBV) Volvo B7RLE/Wrightbus B43F	18:35	13
18:40	100	Chelmsford (Bus Station) - Basildon (Bus Station) First 66821 (MX05 CEK) Volvo B7RLE/Wrightbus B43F	19:30	11
19:30	8B	Basildon (Bus Station) - Laindon Centre Go Ahead Blue Triangle DP207 (EU04 BVF) Transbus Dart/Pointer B37F	19:43	19
Total passengers				<u>188</u>

Weather: very hot

Punctuality: every journey on time or slightly early

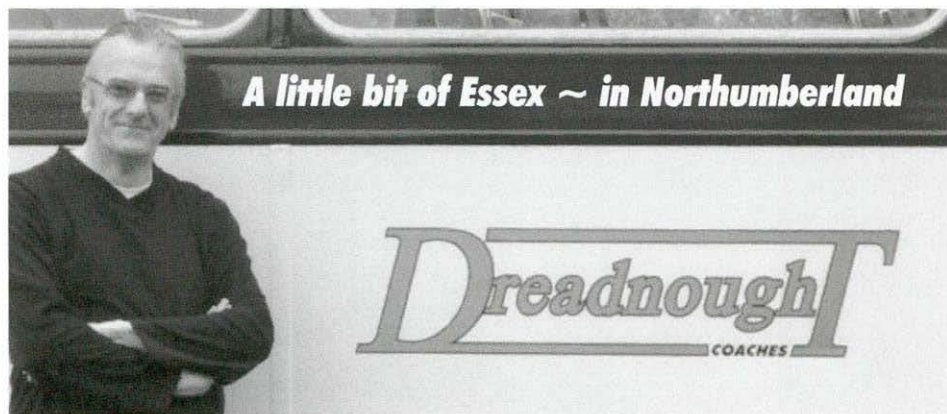
Cost: free for over-60s, or £8 Essex Day Saver ticket for under-60s

Comparable totals: 2006 = 187 passengers (EBN504)

2007 = 219 passengers (EBN521)

2008 = 206 passengers (EBN535)

2009 = 233 passengers (EBN544)



Heritage bus operator Dreadnought Coaches of Alnwick, run by Paul and Claire Gilroy, has recently added former Colchester Bristol RELL6L SWC24K to its expanding fleet of classic buses. It joins another Essex escapee, former Eastern National Bristol FLF MVX878C. EBEG member Keith Lee lives not far away in County Durham and was influential in seeing SWC24K repainted into the attractive livery seen here. Keith writes "When Paul Gilroy asked me about a suitable livery, I suggested that the 1971 United Bristol RE dual-purpose livery should be applied, but with maroon replacing Tilling red. We're both very impressed with the finished product, although there was still some minor work to be done when these pictures were taken".

Keith adds that he worked for United for 29 years (1973 to 2002) and was very proud of the company. Some of his engineering achievements involved Dptac modifications, including a deep entrance step pan with two shallow internal steps, which was designed by Keith and by Ray Bousfield, the Bodyshop Foreman at the North East Bus engineering unit in Morton Road, Darlington. Keith comments "We did this to avoid the usual split-step arrangement and it made boarding or alighting much easier; the modification was fitted to United Olympian SPY 209X which much later ended up with Flagfinders of Braintree; a picture of SPY showed that the deep step pan has stood the test of time". Keith also designed a tree branch deflector rail and explains "This worked really well, and when the

engineering unit was closed at British Bus insistence after the change from Cowie to Arriva, all the fibreglass jigs were sold to Greengate Fabrication of Stratford, who are now based in Braintree and 'my' tree deflector rail can be found on various ECW Olympian and Titan bodies around the country, including a vehicle I recently found being advertised by Ensign".

Sunday 12 September 2010 will see Dreadnought Coaches holding a vehicle display at the Willowburn Leisure Centre in Alnwick, with MVX 878C and SWC 24K being present. A bit far for a day trip out from Essex, but you can view the whole fleet on-line at www.dreadnoughtcoaches.co.uk; it includes two other Lodekkas (LD & FS models), two Routemasters, two contrasting Titans (with engines at opposite ends) and an Alexander bodied Dart.





And by way of contrast, Richard Delahoy had photographed SWC24K many years earlier, on October 30th, 1974, in fact, in a dismally wet bus station but sporting a new,

experimental livery of cherry red and ivory; AEC Regent V 60 also sported this livery, as we reported in News-sheet 126, but it was not adopted.



Routemaster returns to Southend



Not content with driving RTs back from Canada, John G Lidstone was driving an RM back in Southend recently.

Several ex-Southend RMs went on to work for Reading Mainline, and RM1990 is now preserved in their livery. In June, Adam Conner arranged for it to pay a return visit to Southend, where it spent a day revisiting old haunts, with various drivers, including JGL at the helm.

above: Belgrave Road: the 29 was synonymous with RMs.

right top: at Castle Point Transport Museum in the company of RM44. This came back from Reading too, and Bob and Stuart Miles have superbly restored it to full Southend Transport livery,

right JGL about to mount his
lower: steed.

photos courtesy John G Lidstone



Tiger returns to Southend



Courtesy of **Ensignbus**, preserved Southend Transport Tiger 250 (A250 SVW) retraced parts of the former X1 and X21 London Express services on the Group tour on 12th July. Richard Delahoy turns the Tiger at The Renown, Shoebury. *both: Chris Stewart*



Service changes

Arriva Southend

6 Sep 10 33 M Temple Sutton to Shoeburyness - service withdrawn.

Arriva the Shires & Essex

28 Aug 10 4 D Harlow to Latton Bush & Little Parndon - Sunday service withdrawn.
 10 D Harlow to Church Langley - Sunday service withdrawn.
 11 Su Harlow to Little Parndon - service withdrawn.
 12 Su Old Harlow to Staple Tye Circular - service withdrawn.
 29 Aug 10 1 M-S Harlow to Katherines - service withdrawn.
 2 M-S Harlow to Staple Tye - service withdrawn.
 250 M-S Debden to Waltham Cross - early morning and evening journeys withdrawn.
 381/2 M-S Harlow to Toot Hill - service withdrawn.
 391 M-F Harlow to Bumbles Green - service withdrawn.

Beestons

29 Mar 10 236 M-S Sudbury to Haverhill - timetable revisions.
 28 Aug 10 11-13 M-S Sudbury to Halstead Gosfield Lake - service withdrawn.

Blue Triangle

29 Aug 10 8B/C D Pitsea to Laindon - evening service withdrawn.
 256 TFS Billericay Bluebell Wood to Basildon - service withdrawn.
 30 Aug 10 101 M-S Billericay Queens Park to Basildon Hospital - service withdrawn.

Centrebuses

30 Aug 10 C3 M-S Harlow to Waltham Cross - service extended to Epping.
 20 Sep 10 524 M-S Harlow to Hertford - new service.

Chambers Coaches

31 Aug 10 84 M-S Colchester to Sudbury - revisions to timetable.

De Vere Travel

29 Aug 10 89 M-F Great Yeldham to Braintree - journey withdrawn.

Dockland Buses

10 Jul 10 167 D Debden to Ilford - minor timetable changes.

Ensign Bus

28 Aug 10 X55 ? Upminster to Lakeside - revised timetable.
 X81H S Shenfield to Bluewater - new service to operate last Saturday in August each year.

Executive Minibuses

29 Aug 10 1 S Pitsea to Basildon - service withdrawn.
 552 M-F Ramsden Heath to Billericay - service withdrawn.

First Essex

14 Aug 10 120 D Colchester to Bruff Close to Western Homes Community Stadium - amended timetable.
 121/2 D Colchester Scrub End to Western Homes Community Stadium - amended timetable.

29 Aug 10	3/4	D	Harwich to Clacton - minor revisions to timetable.
	5B	M-S	Clacton to Flatford Drive - revised timetable.
	7/8	D	Clacton to Walton - certain journeys extended from Kino Road to Columbine Centre.
	8B/C	D	Pitsea to Laindon Circular - new evening services.
	16	M-S	Clacton Circular - revisions to timetable.
	17/A/18	D	Clacton to Point Clear - revisions to timetable.
	26/27	D	Temple Sutton/Bournes Green to Canvey - minor timetable changes.
	42/A	D	Galleywood to Broomfield Hospital/Stansted Airport - minor timetable revisions.
	64/A	D	Greenstead to Shrub End/St Michaels - minor revisions to timetable.
	66/A	D	West Berholt to Rowhedge/Old Heath - minor timing changes.
	75A	M-F	Colchester to Stanway via Colchester Zoo - summer service withdrawn.
	175	M-S	Colchester to Abberton - new service.
	256	TFS	Billericay Bluebell Wood to Basildon - new service.
	275	Sch	Rowhedge to Monkwick - new schoolday service.
	502	Sch	Shenfield to Southend - minor timetable changes.
	511	Sch	Billericay to Southend - minor timetable changes.
	551	M-S	Basildon to Brentwood - minor timetable changes.
30 Aug 10	X22	D	Clacton to Stansted Airport - minor timetable changes.
	101	M-S	Billericay Queens Park to Basildon Hospital - new evening service.

Gemma Smith Ltd

31 Aug 10	14	M-F	Harlow Staple Tye to Templefields - new service.
	392	M-S	Harlow to Rye Park - new service.
	555	M-S	Harlow to Debden - new service.

Hedingham Omnibus

28 Aug 10	115	Sch	Weeley to Tendring College - service withdrawn.
29 Aug 10	9/10	M-S	Braintree to Great Bardfield - Saturday service 9 withdrawn.
	341	Th	Fuller Street to Witham - service withdrawn.
	342	Th	Black Notley to Witham - service withdrawn.
	343	S	Braintree to Fuller Street - service withdrawn.
	344	F	Black Notley to Chelmsford service withdrawn.
	345	W	Fuller Street to Braintree - service withdrawn.
30 Aug 10	3	M-F	Colchester to Hythe - revised timetable.
	4	M-F	Colchester to Stanway - revised timetable.
	50/92	M-F	Tollesbury/Malting Green to Colchester - additional journeys serving Laver de la Haye.
	139	M-F	Clacton to Brook Road Retail Park - route amended to serve Somerfields.
	MAL4	ThS	Maldon to Little Baddow - service withdrawn.
31 Aug 10	91	M-S	Tollesbury to Witham - certain journeys withdrawn.
	95	M-F	Maldon to Tollesbury - 0655 journey from Tollesbury withdrawn.

Imperial Bus Co

29 Aug 10	268/9	M-S	Grays to Brentwood/Blackmore - 0740 journey from Grays advanced by 5 minutes.
31 Aug 10	32	M-S	Chelmsford to Ongar - service withdrawn.

LCB Travel

1 Aug 10	ZIP1	M-F	Harlow to Milwards Circular - introduction of Saturday timetable.
----------	-------------	-----	---

New Horizon Travel

1 Sep 10	59A/C	Sch	West Mersea to Colchester - new schoolday services.
	59B	Sch	East Mersea to Colchester - new schoolday service.

Olympus Coaches

2 Aug 10	M4	M-S	Harlow to Rundells Circular via Bush Fair - new service (updated information).
16 Aug 10	M2	M-F	Harlow Circular -new service.

Regal Busways

28 Aug 10	4	Su	Harlow to Latton Bush & Little Parndon - new service.
	10	Su	Harlow to Church Langney - new service.
	11	Su	Harlow to Little Parndon - new service.
	11-13	M-S	Sudbury to Halstead Gosfield Lake - new service.
29 Aug 10	1A	Sat	Pitsea to Basildon - new service.
	3	M-F	Southend to Chelmsford - revised timetable.
	5	Th	East Hanningfield to Maldon - new service.
	9	S	Braintree to Great Bardfield - new service.
	12	Su	Old Harlow to Staple Tye Circular - new service.
	47/146/7	T-S	Ongar/Toot Hill to Harlow/Hatfield Heath - new services.
	88	Su	Colchester to Halstead - new service.
	89	M-F	Great Yeldham to Braintree - new journey introduced.
	250	Su	Debden to Waltham Cross - introduction of early morning and evening service on Mondays to Saturdays.
	322	Sch	Old Harlow to Saffron Walden - new schoolday service.
	341	Th	Fuller Street to Witham - new service also serving Morrisons at Witham.
	342	Th	Black Notley to Witham - new service also serving Morrisons at Witham.
	343	S	Braintree to Fuller Street - new service.
	344	F	Black Notley to Chelmsford - new service.
	345	W	Fuller Street to Braintree - new service.
	381/2	M-S	Harlow to Toot Hill - more journeys introduced.
	391	M-F	Harlow to Bumbles Green - new service.
	552	M-F	Ramsden Heath to Billericay - new service.
	565	M-S	Brentwood to Bulphan - revised timetable.
31 Aug 10	7	M-F	Harlow to Chelmsford - revisions to timetable.
	31A	M-S	Chelmsford to Little Baddow/Maldon - revised route and timetable.

Roadrunner Coaches

16 Aug 10	R3	M-S	Harlow to Waltham Abbey - new service.
6 Sep 10	R3	M-S	Harlow to Waltham Abbey - revisions to timetable.

SM Coaches

26 Jul 10	5	M-F	Harlow to Old Harlow - new service.
14 Aug 10	14A	M-S	Harlow Town Circular - service withdrawn.
16 Aug 10	9/16	M-F	Harlow Circular - new services
	14	M-S	Harlow to Church Langley - service extended to Harlow Town Station and also to serve New Hall.
	M1/31	M-S	Harlow to Katherines Circular - revised timetable not serving The Pinnacles and renumbered to 1 and 31.

SM18	M-S	Harlow to Bishop Stortford - revised timetable and routing in Bishop Stortford - service renumbered 18.
SM19	M-S	Harlow to Ongar - revised timetable all Ongar journeys renumbered service 20 and SM19 renumbered service 19.
392	M-F	Harlow to Broxbourne - new service providing positioning journeys for service 323.
524	M-S	Harlow to Hertford - revisions to timetable.

Stephensons

31 Aug 10	32	M-S	Chelmsford to Ongar - new service.
	71C	M-S	Witham to Chelmsford - new service with one early morning journey.
	90	M-S	Witham to Maldon - revisions to timetable.
	91	M-S	Tollesbury to Witham - new service.
	95	M-F	Tollesbury to Maldon - new service of two journeys during the evening.
1 Sep 10	550	Sch	Heybridge to Witham - new schoolday service
	602	Sch	Little Baddow to Great Baddow School - revised route and timetable.
	605	Sch	Hatfield Peverel to Great Baddow School - revised route and timetable.

TGM Group (Excel & Network Colchester)

28 Aug 10	115	Sch	Weeley to Tendring College - new schoolday service.
	601-3	Sch	West/East Mersea to Colchester - schoolday services withdrawn.
29 Aug 10	1	M-S	Harlow to Katherines - new service.
	2	M-S	Harlow to Staple Tye - new service.
	88	Su	Colchester to Halstead - service withdrawn.
	105/7/9	M-S	Colchester to Walton - additional journey introduced at 0920 from Walton.
	175	M-S	Colchester to Abberton - service withdrawn.
	275	Sch	Rowhedge to Monkwick - service withdrawn.
	665/7	Sch	Frinton to Tendring College - new schoolday services.
	668	Sch	Kirkby le Soken to Tendring College - new schoolday service
47/146/7	T-S		Ongar/Toot Hill to Harlow/Hatfield Heath - services withdrawn.
	322	Sch	Old Harlow to Saffron Walden - service withdrawn.

As from the Sunday 29th August 2010 all local bus services registered to Excel and Network Colchester are being re-registered to TGM Group Ltd. The existing O licences will be surrendered after service on Saturday 28th August 2010.

Travel with Hunny

31 Aug 10	14	M-F	Harlow Staple Tye to Templefields - service withdrawn.
	392	M-S	Harlow to Rye Park - service withdrawn.
	555	M-S	Harlow to Debden - service withdrawn.

Viceroy Coaches

1 Sep 10	443	M-S	Chrishall to Newport - new service
	445	M-S	Chrishall to Safron Walden - revision to timetable.

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

■ FIRST ESSEX BUSES LTD

Acquired vehicles

from First Devon & Cornwall

42440 P440ORL Dennis Dart SFD212BR1TGW10187 Plaxton 9610HJZ5255 B35F 10/96

EX51YOH is a pale blue Vauxhall van acquired from British Gas

Vehicles on loan

20102 N602APU Volvo B10M/Plaxton C53F from FEC

48090 M590 ANG Volvo B6/Plaxton B40F from FEC

both are at CN - 20102 had recently been repainted all over white whilst 48090 remains is 'Barbie 2'

Allocation changes

End of Period 4: list dated 25th July 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

42440 FGC-HH; 42853 HH-sold

Some of transfers listed in EBN554 have still not occurred (see Area Notes). Coaches 20500/1 appear to be available for use by both FEC and FE as required.

Disposals

42853 to Erith Commercials for scrap (removed from HH on 21st July)

Subsequently 47225 and the last Mercedes minibus, 51803, were removed by Erith on 30th July. 47225 was broken up very shortly after arrival.

Repaints and modifications

66798 repainted

34309 super rear advert for Colchester Institute

34315 fitted with upper deck n/s tree deflector

60102 rear window blanked out but still used as emergency exit

34284 is undergoing a complete chassis rebuild at CN. 34286 is believed to still be at FEC Norwich (not for service)

Area News - workings and sightings

[x] indicates route branding

Clacton (CN) & Harwich (DT)

Our regular correspondent Robert Appleton sent the following welcome report of the period 19th-23rd July. He also passed on the following report from the Manningtree & Harwich Standard (16th July) about the conversion of Harwich depot to an all low-floor allocation:

"Wheelchair users and mums with buggies can enjoy easier travel with a fleet of low-floor



Clacton's **32854** (T854 KLF) on loan to Harwich negotiates Manningtree High Street, working 1150 Harwich - Colchester service 104 on 23 July.

Harwich's **32818** (T818 LLC) on loan to Clacton on the 1335 Clacton - Colchester service 74 on 19 July. Location is Jackson Road in Clacton. The car park in the background used to be the Eastern National bus station. *both: Robert Appleton*



buses. On Tuesday (13th July) First held an official launch of the vehicles, which are now in service across the whole Harwich area. Passengers and staff were at the event at Mistley Towers. Alan Pilbeam, managing director of First East England, met with council leaders and disability user groups to mark the launch and discuss how the improvements will benefit passengers."

Trident 32810 was the vehicle involved in the launch. Robert says Essex County Council have also been busy, with raised kerbs installed at over half of the bus stops on the 103/104 routes as well as at some of the bus stops on Villagelink 3/4 Harwich - Clacton. The only adverse comment heard locally about the Tridents on the 103/104 is that, with only 21 seats downstairs, on some busy journeys elderly passengers have to stand if they cannot climb the stairs to the top deck.

On 19th services 103/104 were being operated by Tridents DT32804/9/10/47 plus loan vehicles CN32854 (09.05 Colchester - Harwich 103, 10.50 Harwich - Colchester 104) and Olympian CR34288 (09.35 Colchester - Harwich 104, 16.25 Harwich - Colchester 103 and 17.40 Colchester - Harwich 104). The single-deckers at Harwich were all ADL Enviro 200 Darts: DT44516/8 on Villagelink services 3/4 Harwich - Clacton, DT44517 on Harwich - Long Meadows Circulars 22A/22B and DT44519 on Harwich - Parkeston Circulars 20/20A.

DT32801, DT32849 and DT42937 were not at Harwich on 19th July [34288 was in fact covering for defective 32801 with a gearbox problem and 42937 had a broken spring undergoing repair at CN - Ed]

DT32818 was on loan to CN working the 11.35 Clacton - Colchester 74, 12.35 Colchester - Clacton 74 and 13.35 Clacton - Colchester 74. CN32856 was on Clacton town service 6 Holland - Bockings Elm during the morning of 19th July [another correspondent reported CN32852 on 17th July and others suggest this is now a regular occurrence - Ed]. Step entry Dart 46182 was still in service on 19th July on 11.05 Clacton - Colchester 76, 12.05 Colchester - Clacton 76 and 13.05 Clacton - Colchester 76.

On 21st July the early morning 103/104 duties were covered by:

DT32804 on 06.00 Harwich - Colchester 104, 07.15 Colchester - Harwich 104, 08.50 Harwich - Colchester 104 and 10.05 Colchester - Harwich 103.

DT32809 on 07.25 Harwich - Colchester 103, 09.05 Colchester - Harwich 103.

DT32810 on 07.10 Harwich - Colchester 104, 08.35 Colchester - Harwich 104.

DT32847 on 08.28 Ardleigh - East Bergholt High School 193, light to Harwich, 09.50 Harwich - Colchester 104, 11.05 Colchester - Harwich 103.

CN32854 on 09.20 Harwich - Colchester 103, 10.35 Colchester - Harwich 104.

CR34288 on 06.55 Harwich - Colchester 103, light to Mistley, 08.57 Mistley - Colchester 103, 09.35 Colchester - Harwich 104.

On 23rd July DT32849 was back at Harwich, noted on 08.50 Harwich - Colchester 104. The Harwich allocation that day was DT32804/9/10/47/9, CN32854 and DT44516-9 with DT32801 and DT42937 still away and CR34288 having been returned.

The Enviro 200 Darts also cover the ECC contracted Mon - Sat evening Harwich - Colchester service 104 and Sunday Harwich - Colchester service 102 journeys.

There is one short working journey on 103/104 which is not low floor - this is the Mon-Fri 09.50 Mistley - Colchester 103, normally worked by a CR allocated Olympian. This journey was worked by CR34013 on 21st July and CR34308 on 23rd July.

July

15th Volvo B6 48090 on loan from FEC on CR-Tiptree short 75, on 7/8 the following day

- and frequently thereafter
- 15th Disposal-listed 47106 still in use at CN (also 47223 on 17th and 46182 on 22nd)
 - 18th DT32818 on 6
 - 21st VR 38790 arrived at DT for Harwich Powerboat Race P&R shuttles but did not operate them, returning to BN on 29th for MOT. CN32856 on 6, 47231 still in service (on 7/8)
 - 23rd 47231 on 13
 - 27th 20102 on X22
 - 31st 31375 at DT depot (probably Powerboat P&R)

Colchester (CR)

There were severe delays to 71s on 28th June and 12th July following accidents on the A12 at Hatfield Peverel and Kelvedon. On 6th July the 133 Clacton Road was closed completely for a time at Elmstead Market causing the 76 and X22 to be diverted via B1027 across Elmstead Heath.

July

- 1st CN32856 on 75 CR-TE pm short - very unusual for a 'decker although other Tridents have since appeared. CR60102, CR62408 and CF53117 on 70
- 3rd CR67007 on 65
- 7th CR34013 on 70; CR65673 at CN depot for repairs
- 8th CR34056 on 70; BE43802 on 70
- 12th CR60102 on 63
- 13th CR34309 on 64
- 14th CR34290 on 64
- 15th 48090 on 75 (CR-TE pm), CR60102 on 64, CR67003 on 65, CR 67010 on 70
- 16th CR34303 on 64
- 20th CR30560 on 72, CR67006 on 65
- 21st CF53115 on 70, CR67007 on 64, CR67010 on 64A, CR67011 on 64
- 22nd CR34285 on 64A
- 23rd CR67008 on 70
- 24th CF66814 on CR65
- 26th CR34056 on first 75A to Colchester Zoo

August

- 6th CR65673 on 76

Chelmsford (CF) & Braintree (BE)

It was confirmed in early August that capital expenditure and the lease had both been approved for the new Braintree depot site and that a phased move would take place once building works have been completed.

June

- 28th CF34818 on 33
- 29th CF34818 and 31198 on 33, CF47104 on BE509 (a.m.)

July

- 1st 47104 on 132
- 2nd Solo and 31198 on 33
- 4th CF66810 on 42A
- 5th CF42936 and CF66816 on 42A
- 7th BE43358 on 42A, CF34355 on 351, 46120 on 54/56
- 8th CF31198 on 42 to Warner's Farm, CF66811 on 42A, CF34818 on 351 (13.05 and 17.05 ex CD)
- 10th CF66799 on X30
- 12th CF34818 on p.m. 542 (displaying 42), 46120 on 42A
- 15th CF34818 on 31X (11.05 ex CD)

17th 46120 on 351, 47101 still in use at CF
 19th CF34818 on 351 (14.05 ex CD)
 20th CF34818 on 351 (18.05 ex CD)
 21st CF34818 on 351 (14.05 ex CD), 46120 on 51 (19.35 CD-Galleywood)
 22nd CF34355 on 351
 23rd CF53117 on 70 short (CF-BE)
 25th 20500 on X30 (20501 in Norwich on 24th)
 27th CF66794 on X30
 30th CF34818 on 42 (09.05 from Warner's Farm), CF66798 on evening 352, CF34355 on 351 (17.05 ex CD), CF66794 on X30 (10.00 ex SD and 12.00 ex STN)

August
 5th 47102 on 54/56

Basildon (BN) & Hadleigh (HH)

42853 (q.v.) was withdrawn following the discovery of major chassis corrosion.

July

2nd BN34011 on 100
 5th BN31462 on 25C, BN46152 on 551, HH46184 ex 25, BN67001 ex 2, BN67009 ex 5
 19th BN34012 on 25, BN46828 on 25C. 46171 parked up withdrawn at BN.
 21st HH32886 on 21, BN46151 on 551
 23rd BN34011 on 25C
 24th BN67002 on 100
 26th HH46169 on 21
 28th HH46168 on 15A

August

2nd BN46828 on 100
 3rd BN31456 on 25, HH46175 on 24
 4th 46145 still in service and HH46177 on 24
 5th HH46168 on 21

Sources: Own observations, with many thanks to First Essex and to R Appleton, A Bird, L Clark, N Clark, T Clark, D Edwards, M Farmer, J Podgorski, D Pretty, I Ransom, J Salmon, '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

Arriva

■ ARRIVA EAST HERTS & ESSEX Limited

Vehicles out

2403 (YJ 58 PFU), 2404 (YJ 58 PFV), 2405 (YJ 58 PFX), 2463 (KE 55 KPJ), 2464 (KE 55 KPG):
 to Arriva the Shires 2463/4 7/10.

3830 (KE 04 CZF), 3831 (KE 04 CZG), 3832 (KE 04 CZH), 4521 (KE 03 OUS), 4522 (KE 03 OOU), 5423 (W423 XKX), 5424 (W424 XKX), 5425 (W425 XKX), 5426 (W426 XKX), 5427 (W427 XKX), 5428 (W428 XKX), 5429 (W429 XKX), 5433 (W433 XKX), 5442 (W442 XKX), 5443 (W443 XKX), 5445 (W445 XKX), 5446 (W446 XKX), 5447 (W447 XKX):
 to Arriva the Shires 2403-5/63/4, 3830-2, 4521/2, 5423-9/33/42/3/5-7: 7/10.

Liveries

6/10 Arriva 2003 (Interurban) - 5433 (W433 XKX)

General

Ware depot together with vehicles and services worked therein were transferred to Arriva The Shires on 12 July 2010. This is to enable the latter to deal with all Hertfordshire contract services. However the position with regard to the Mercedes Benz Citaros which work the 724 (Harlow-Heathrow Airport) has yet to be clarified.

The sole Arriva East Herts & Essex depot is that at Fourth Avenue, Harlow.

Mark Garrett

TGM Group

■ NETWORK COLCHESTER LTD.

A shortage of serviceable double deckers during July saw Scania N113/Northern Counties 234 (G34 HKY) on loan from Excel and Volvo D10M/Northern Counties 226 (G626 BPH) on loan from the TGM Reserve Fleet.

It is reported that Volvo D10M/Northern Counties 227 (reported as arriving at Colchester in EBN554) has left Colchester for the TGM Reserve Fleet.

By June 2010 former Network Colchester Optare Excel 429 (P429 AHR) was with Thompson, Christchurch, Dorset.

Correction to EBN555: The rail replacement on 12th June was between Canning Town and Liverpool Street, not as stated last month.

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

Ensignbus

■ DEALER STOCK MOVEMENTS

Vehicles in

	<i>from</i>
Bugler Coaches, Bristol:	RML2366
Bus Eireann:	Darts 02-D-18250-2/4/16547/8/50/20217 00-D-84186/7/92/97/89232/33/35 DAF SB120s: 01-D-4744/52/92/94/95, 00-D-96294/300/1/4
East London Bus Group:	Tridents V108/16/7/9/35/7/9/42/91 MEV Darts Y263 FJN, LX51 FHE
First Essex:	Olympian C415 HJN
Irvines Coaches, Law:	Volvo B10M N66 BUS
Peterborough Council:	Solo YJ56 WVN
Preston Bus:	Lynxes H28 YBV, F212 YHG, G218 KRN, Olympians E323-9 MSG
Rotala, Birmingham:	Enviro 400 SN56 AWW
Stagecoach East:	Olympians G642 EVV, F635/8 YRP

Vehicles out

	to
Volvo B10M M550 SPY:	A&P Travel , Ely, Cambs.
Trident W81 TJU:	Aintree Coaches , Liverpool
Olympian H262 GEV:	Bear Buses , Slough, Bucks.
Dublin Olympian 97-D-351	now P729 SWC with Jim Bell Coaches , Hull
Trident T689 KPU:	Brylaine , Boston, Lincs.
Dublin Olympian 98-D-20403	now R259 LHK with Central Buses , Birmingham
Darts Y254/65/76 YJN:	Centrebus , Leicester
Darts S302 / 3 MKH:	Countryliner , Guildford, Surrey
Volvo B10B M538 WHF:	Dews Coaches , Somersham, Cambs.
Olympians H805/6 BKK:	Greys Coaches , Ely, Cambs.
Volvo B10M M160 CCD:	Herberts Coaches , Shefford, Beds.
Olympian P258 PSX:	Irvines Coaches , Law
Scania N386/90 OTY:	Lawtons Coaches , Boston, Lincs.
Volvo B7TLs LN51 AZA/B:	McGills Buses , Glasgow
Volvo B10M N66 BUS:	Olympian Coaches , Harlow, Essex
Lynx H28 YBV:	RM Buses , Nantwich, Ches.
Scania 113's RDZ 1709/12:	RoadRunner Coaches , Harlow, Essex
Tridents LG02 FDO/P/V/X:	Rotala Group , Birmingham
Tridents V116/7/9/139/142 MEV:	Sullivan Buses , South Mimms, Herts.
Olympians K656/63 UNH:	Too Kool 4 Skool , Skelmersdale, Lancs.
Olympians E325/6/8/9 MSG:	Walton Swift , Preston, Lancs.
Olympian H754 PVW:	Leo Capricorn Services Ltd , Wolverhampton
Olympian H140 GGS:	Mr D Michael , Stroud, Glos.
Olympian E912 DRD:	Ministry of Defence , Salisbury, Wilts.

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

Heddingham Omnibuses

Unusual sightings

June

- 28th L296 on 91; L371 on Honywood school bus 9 (am).
- 30th L208 on Honywood school bus 9 (pm); L310 on Honywood Schoolbus 4 (pm).

July

- 1st L208 on Honywood School bus 9 (pm); L379 on 122 Stanway School-Easthorpe.
- 2nd L208 on Honywood School bus 9 (pm); L379 on 122 Stanway School-Easthorpe.
- 5th L340 on Honywood School bus 3 - usually E400 or Olympian.
- 12th L281 on Honywood School bus 6 - usually Olympian L307.
- 16th L300 on Honywood School bus 1.
- 19th L300 on Honywood School bus 1; L373 on Honywood School bus 6 - usually L307.
- 20th L300 on Honywood School bus 1; L379 on Honywood School bus 6 (pm) - usually L307.

Liveries

July: L307 - repainted in Heddingham fleet livery.

General

In the post exam period, Honywood School bus 9 has been run from KN rather than CN. In the week 5th to 9th July, Honywood School bus 5 was integrated with 7. This was due to reduced loadings as some students were away on placements or trips. L305 now regularly operates Honywood School bus 7 instead of L300.

Traffic

June

28th (pm), severe delays to 91s due to A12 being closed at Hatfield Peverel due to a road accident.

July

12th (am), delays to 91s due to A12 Kelvedon bypass being closed due to a road accident.

14th (am), delays to 91 and Honywood Schoolbus 7 due to roadworks in Witham.

16th (pm), Dart L198 failed on Stanway Schoolbus 2 and replaced by B6 L208.

with thanks to John Podgorski

National Express

Unusual sightings

July 25th B7R CO45/LK 53 KVV on A6 - usually tri axle Levante.

General

Mercedes-Benz Citaros from Stansted are being serviced at Start Hill Scania, Stansted.

Former Dot2Dot Mercedes-Benz Sprinters KX 58 BJK/O/U/Y (plus two others) appeared at Start Hil Scania in July.

Traffic

Severe delays to 481/4s on 28/6/10 (pm), after A12 southbound closed at Hatfield Peverel due to road traffic accident.

John Podgorski

NIBS

The PSV Circle reports that Scania N113/ Alexander H237 LOM, previously reported as sold, is still here and is in use. *Ian Ransom*

Olympian / Roadrunner / SM Travel

More additions to report are DAF SB220/Northern Counties R397 XDA from Renown, Bexhill and Dennis Dart SLF/Plaxton T408 AGP from London Central.

Ian Ransom

Regal Busways

Dennis Dart/Plaxton L140 VRH has been acquired from Stagecoach United Counties.

Ian Ransom

Stephensons of Essex

New vehicles

431-434, EU10 NVP/R/S/T, ADL Enviro 200 B34F were delivered towards the end of July but were not being registered until August 1st. They are for service 90, Maldon to Witham.

Due in August are two further Enviro 200s, B29F 422 and B37F 461; registrations had not been allocated when these notes were prepared.

Branding

MPD Darts 416/7 (SN56 AYH, EU07 FRN) have received revised Witham link branding for services 38/39, replacing Solos 325/6, with 325 and Dengie Connections branded 324 both noted working from Rochford depot during July, mostly on services 14 & 61. A door to door drop in Witham of new publicity for the 38/39 is due to take place shortly.

Ian Ransom with thanks to Lyn Watson



Displaced Dengie Solo 324 on the 14 in Southend in July. *Ian Banks*

Other operators

A&J MINIBUS, Rochford Ford Transits H951/2 K VX, X704 ARD and Y849 CNG have been withdrawn. Freight Rover D188 LKE has been sold.

BARKERBUS, Roydon Duple 425 GAZ 4363 (new as D136 XB V) has been sold to

Pickthall, Arledon.

CBBB TOURING, Rettendon Scania K113/Van Hool SJI 8123 (H833 RWJ) has been sold.

CEEFA COACHES, Basildon Acquired from Redwing Coaches, London is Seta S315GT



After many years with East Yorkshire, former **Southend Transport 216**, an Olympian with odd-man-out Alexander highbridge bodywork, has returned to Essex. F261 RHJ now smartly turned out, as to be expected by **Lodge** of High Easter, is at Leventhorpe School, Sawbridgeworth in May. *Owen Woodliffe*

BX54 EDR, it has been re-registered C20 WNU. Volvo B10M/Jonckheere TIL 8148 (new as G382 RNH) has been sold.

COACH TRIPPERS, Galleywood Further to EBN 555, Setra DIG 7369 (D620 WPJ) had been sold, before the fleet moved from Harold Wood.

CRUSADER, Clacton-on-Sea New for holiday feeder work, is Vauxhall Vivaro DY10 SLU.

DONS, Gt Dunmow Acquired from Ensign (dealer) for use on schools contracts, are former Stagecoach Leyland Olympian/Alexander F602/4 MSL, H816/8 CBP and J623 GCR.

ESSEX MINIBUSES, Laindon Ford Transit SH57 LJY has been sold.

GLEW, Gt Tey Acquired from Lodge, High Easter is B3 CEC a Dennis Javelin/Plaxton. MCW Metrobus A144 AMO has been sold.

GRAHAMS, Kelvedon Toyota/Caetano R687 ACL has been sold to Dereham

Coachways, Dereham.

HAILSTONE, Wickford Acquired from E&M Minibuses, Maesteg is Iveco/Excel BU07 CPZ.

HAWAII FIVE 0, Colchester Ford Transit P724 KNB has been sold.

HIGHWAYS, Rochford This new operator has acquired Neoplan Cityliner YN03 AXR from NL, Hartshill.

KB COACHES, Wickford Acquired from UK Coaches, Countesthorpe is Iveco/Beulas DB52 BUS.

LAYER MARNEY TRANSPORT, Layer Marney AEC Routemaster/Park Royal JJD 398D is used to shuttle guests to and from events here

LOGIC TRANSPORT, Nazeing Mercedes Benz 814D/Optare M413 DBY (new as M929 TYG) has been acquired from Able Coaches, South Mimms.

M&E, Rochford Acquired from Reliance, Bowers Gifford is Leyland Olympian/ECW HSB 312Y (new as YPJ 503Y).

MASTER TRAVEL, Gt Warley Acquired from Galleon, Harlow is YN53 CEX a Scania K114/Irizar.

MATTHEWS TRAVEL, Rayleigh Setra S215HD B434 RLO has been sold.

O'TOOLE, Navestockside Acquired from Swiftsure, Burton-on-Trent is YN55 RBZ a Scania K114/Irizar.

RELIANCE, Bowers Gifford

MAN24.350/Jonckee T48 BBW has been acquired from Tiger European, Nottingham and re-registered T100 REL. This is one of a batch used on the Oxford Tube service, when new.

RONDA, Rochford Mercedes Benz 609D/Reeve Burgess KUI 8146 (E744 YMW) has been sold to A1 Truck & Van, Clacton-on-Sea (dealer).

SILVERLINE LEISURE, Grays This new operator has Renault Trafic EY09 TMX (since re-registered CM09 BUS) and Mercedes Benz Sprinter CM59 BUS.

STB COACHES, Corringham Ford Transit Y221 YFR was acquired some time ago, but has not been reported until now.

SUPREME, Rettendon MCW Metrobus C439 BUV has been reinstated, sister E750 SKR has been withdrawn. LDV Convoy/Onyx P215 VTY has been sold.

TERRAVISION, Stansted New are Scania/Irizar YT10 WLA/B.

TRAVEL WITH HUNNY, Waltham Abbey Metrobus E453 SON, Atlantean XPG 201T, Scania/Alexander Strider M953 DRG and Dart/Marshall N762 SAV have all gone. Part open-top Metrobus GYE 443W has been scrapped.

WEDGEWOOD CARRIAGE, Rochford Mercedes Benz 814D/WMB L56 EOK has been acquired from National Express.

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



Constable Coaches have recently got into the habit on running a decker on their ECC contract route 247 (Dedham - Colchester) and associated 87A. Somewhat over the top capacity wise! YN03 DDA is seen passing through Langham on 26 June. *Russell Young*

Municipal Transport News

98 years ago, on August Bank Holiday, 1912, the Southend Cliff Lift opened. The lift, built by the lifts and elevator company, Waygood & Co. replaced a 'travelator' type wooden-slatted walkway, installed in 1901 by an American, named Jesse Reno. The new Cliff Lift linked Western Esplanade on the seafront with Clifton Terrace, saving residents staying at the hotels at the cliff top, a lengthy climb.

For the technically inclined (pun intended!), the Cliff Lift is a single track twin gauge counterweight rack railway or funicular. There has only ever been one (unnumbered) car although this appears to have been rebuilt several times. It runs on an elevated 4ft 6in gauge track with the counterweight running on a 1ft 9in gauge track underneath the car track. The railway is 130ft (40m) in length, rising 57ft (17m) at a gradient of 43.4% (1 in 2.28). The original car could carry 18 people, traction being supplied by electric motors.

The railway was refurbished in 1930, when the car body was replaced with a new one with room for 30 people.

In 1959, proper station buildings were erected at each terminus, with waiting areas and seats. As part of a general refurbishment, the car body was again replaced by a new one.

The third major refurbishment began in 1990 and a further new car body was built, having doors at front and side, rather than front and rear. This reduced the capacity to 18.

In 2004, a serious mechanical fault was found, prompting the council to initiate a major rebuilding of the railway. This was aided by Heritage

Lottery funding. In the course of this, it was found that EU rules meant that what had always been considered a rack railway, would have to be redesignated as a cable car line. Extensive changes to operating and braking systems had to be made to meet stringent safety regulations. Unfortunately, whilst implementing these, significant corrosion was found deep within the structure. Yet further money had to be allocated by the council to rectify this.

The stations and car were also scheduled for renovations. The buildings were remodelled with Victorian-style pitched roofs, and disabled/buggy access improved. Finally, the car was once again completely rebuilt and now complies with current disability regulations insofar as they apply to rack railway cars. The livery, previously cream and maroon is now cream and dark blue (slightly more appropriate for municipal electric transport in Southend).

This lengthy and extensive project has meant that the Cliff Lift has been out of commission for several years. However, the car finally returned in March this year, and this enabled the lift to be ceremonially reopened by the Mayor of Southend on 25th May.

David Harman with thanks to Bob Palmer



(Carnival) Curio Corner

Richard Delahoy unearths an unusual photo



From time to time an unexpected photo appears on eBay or on a sales stand at a rally which I can't readily identify but think, "I must have that" - and I'll worry about the history later. One such recent purchase was certainly worth the 75p it cost me!

Open top buses have long been associated with Southend seafront, even if they no longer feature today, but for one or two days in August each year they used to be banished from part of the route, as roads were closed for Southend's Carnival processions (traditionally there were two, a day time parade on the first Saturday of Carnival week and an evening 'torchlight' procession a week later to mark the finale).

However, what of open toppers in the actual parade itself? Over the years I've photographed an assortment, including

decorated Eastern National KSWs and Lewington's ex East Kent Guy Arab. But the subject of this feature is a picture taken by an unknown photographer long before I had a camera, or an interest in buses. It features a type familiar in the town, being an ex Brighton Hove & District AEC Regent, of which six ran in Southend for Westcliff/ Eastern National.

Thanks to Mike Ginger's informative *Southern Vectis Unofficial Bus Enthusiasts* website (http://members.fortunecity.com/vectis_buses/index.htm), we can see the history of GP 6244 was:

New 1931 to Brighton Hove & District, AEC Regent with Tilling closed top but open staircase body (H27/25RO); re-engined from petrol to Gardner 5LW diesel in 1937. Rebodied by BH&D in 1946, using some parts from the original body.

In 1955 it was one of four bought by Southern Vectis, although only two were operated there.

In 1956 it entered service as a duplicate between Sandon and Ventnor on route 11, then from 1957 onwards on the first dedicated open top bus routes on the island.

Withdrawn in May 1960, it passed the following month to Domestic Electric Rentals Athletic Club, Twickenham. In March 1961 it was noted on loan to Westward Television, Plymouth, and then on May 31st, Peter Relf photographed with DER at the annual Epsom open top bus rally (sorry, The Derby!).

The final report of GP 6244 simply notes "10/1963: noted engine-less in an

agricultural contractor's yard, Hatfield Peverel", so presumably her final resting place was in Essex.

This was the period when expensive cutting edge technology items like televisions were often rented, being too expensive to buy outright and consumer credit hard to obtain, but whether DER used it for promotional activities or just for the athletic club, I don't know.

Why is this picture so interesting to me? Well, as a child my parents always took me and my brother to watch the Carnival procession, usually in Chalkwell Avenue, about a mile from our home. Given that this picture must have been taken in 1961, 1962 or 1963, was I at roadside to see it pass? I'd like to think so! Perhaps we didn't go in 1961, as my brother had only been born four weeks earlier, but we probably did go in 62 & 63. So did I see it? I wish I knew!

EASTERN NATIONAL

Enthusiasts Guild



"TWINK" REVEALED

from Terry Challis:

My Eastern National contact (Ray Boreham) tells me that the man on the extreme right of the photo in EBN541 is Keith Burrells (aka "Twink"). Ray and I think that he worked in the Engineering Department, so Mr. Skinner (Chief Engineer) was his boss (not Mr Bryan, the Traffic Manager, as suggested in *Success at the British Coach Rally* (EBN554).

from Tony Spindler:

I venture to suggest that the anonymous correspondent is Keith Burrells, otherwise known as "Twink". He worked in the Engineering General Office, and I have known him since 1964.

I started with Eastern National in the Traffic Department until July 1990 when I transferred to Thamesway at Basildon as Traffic Officer until the job became

redundant in August 1992.

I understand that Keith Burrells commenced work in the war and he retired in 1990. My father started work at the National in Brompton Road, London in 1931 and came to Chelmsford with others in May 1932 when Eastern National was established in Essex and elsewhere. Mr Bryan was his boss until his retirement c1957, and my father died suddenly in May 1969.

I never met Terry Challis, for when I started in October 1964 he had already departed but colleagues used to speak of him in my early

years of office life. I also remember meeting Mr Skinner on a few occasions.

I believe the date of the Lowestoft trip (EBN541) was 13th September or October 1958 and the L6B coach was 326 (PTW 105). I accompanied my father on this trip and am in the group photograph as the ten-year old boy in front of the driver's door. I personally know a few in this photograph as I worked with them. As my father does not appear, I believe he was the one who took the photo (and hence, it is his shadow on the right).

THE 1000TH LODEKKA

As well as the photo of LS coach 429 at the 1957 British Coach Rally in EBN554, "Twink" (Keith Burrells) has also supplied the shot below. It shows the 1000th Bristol Lodekka, Eastern National's 1515 (297 JHK), which was completed in December 1956, but held for delivery until January 1957. We illustrated a cutting from *Passenger Transport Year Book 1958* in EBN523, which included a cropped version, but this is the full monte with line-up of dignitaries attending the handover at ECW's Lowestoft works.

array of overcoats. The gent holding a trilby, to the right of 1515's nearside mirror appears to be Mr WT Skinner, the Chief Engineer, but who were the others? Besides Mr Skinner, the then top brass at New Writtle Street comprised Mr LE Richards (General Manager), Mr F Bryan (Traffic Manager) and Mr R Elsey (Secretary). Did they all trek up to Lowestoft for this important occasion?

What may be the 999th Lodekka appears to the right (with blinds wound to '999'), but this was probably not for EN.

A bright but chilly day by the look of the fine

David Harman



Transports of Delight ~ Memoirs of a Bus Anorak : 1940 to 2010

by the Revd. Terry Challis

Chapter 8 : Being a Passenger and Customer in Billericay and Birmingham, 1968 - 1972

(This chapter continues from the end of Terry's professional involvement in the bus & coach industry as described in Essex Bus News issue 550, February 2010).

At the end of September 1968, I was ordained at St. Mary's Church, Prittlewell which is only a mile or two from where I was educated at Westcliff High School for Boys. I then took up my new position as the Junior Curate in the Parish of Billericay. Needless to say my new responsibilities did not allow much time for serious adventures of an 'anorak' type. However I did keep my eyes open and took an interest in what was going on around me in the bus world.

Billericay is at the junction of two important routes across Essex: that from Brentwood to Southend and the one from Chelmsford to Basildon. The bus services, by and large, reflected these routes. The ex-City service which had become the Eastern National 251 operated from West to East but now had a related 151 service which went to Southend via Basildon and thus also went South-East via Basildon. The North to South routes were the long-standing 53 (from Clacton and Chelmsford to Tilbury Ferry) and the 34 from Chelmsford to Pitsea. There were also a number of local services which served Great Burstead (254) and Little Burstead (255) on their way from Billericay Station to Basildon. There was also a Billericay town service from



Running light from Basildon depot to the Bus Station, ready to take up duty on the local 255 to Billericay via Little Burstead, is 1419, 805 WVV, a Bristol MW5G with ECW dual purpose bodywork but by now in bus livery. It was photographed in the same location as the LDL 2510, illustrated in last month's magazine. *EBEG collection*

Billericay Station to Sunnymede Estate (256). The 254 and 255 were operated by single-deckers and the 256 by an elderly Bristol K5G. There was also the 253 which was a local variation of the 251 and operated via Ramsden Heath. All these services were operated by Eastern National: the local services being worked by Basildon Garage.

My only personal involvement was as a passenger to Chelmsford to attend Junior Clergy meetings or to Wickford to take the Parish Magazine to press. However on one 'day off', I decided to sample the delights of the latest (and last) Bristol Lodekkas on services 151/251. These almost new buses had Gardner 6LX engines and semi-automatic gear-boxes: a new breed of Bristol Lodekka indeed! I therefore travelled from Billericay to Wood Green on one of these fine machines and was suitably impressed. However it was lightly loaded for most of the way and I imagine that this was the beginning of the decline of this service. I also reflected on what a fine bus the Lodekka had become and that it was sad that, having developed so far, production had ceased. I realise that one-person-operation was the coming thing at the time. I felt the same about the Leyland National 2 which, from a passenger's and observer's point of view, seemed to be a far superior vehicle than the original Leyland National. But then what do I know?!!

I have included the word 'customer' in the title of these final chapters as, like many clergy, I was involved in the hiring of buses and coaches for church outings: what I mean is that I hired buses and coaches as a customer, as well as being a passenger. Having been at Billericay for three months, the Vicar decided to make me superintendent of the Junior Sunday School as the previous superintendent had resigned. My experiences as a Sunday School Superintendent are not relevant to these memoirs but one aspect of the work is. Having been responsible for the Junior Sunday School for a few months, it was pointed out to me that it was my responsibility to organise the Sunday School outing! I discovered, the hard way, what a responsibility it is to be in charge of any outing! The traditional place to go on the Sunday School outing, I discovered, was Walton-on-

Naze. I was quite happy with this as it was an area with which I was familiar. There were also two good reasons for this to be the destination. First, the Pier at Walton had good amusements and provided rides at a reasonable cost. Second, the cafe on Walton Pier provided a good tea suitable for Sunday School children (and their parents!) at a reasonable charge. So what about transport? There did not seem to be any coach firm that was traditionally employed by the Church at Billericay. The Youth Leader at Christ Church, the daughter church, always used Harold Wood Coaches: however this seemed to be a personal arrangement. I had always held Osbornes of Tollesbury in high regard so I contacted them. I did not consider Eastern National as I assumed, perhaps unfairly, that they would be too expensive. Anyway, Osbornes provided an acceptable quotation for two coaches: altogether there would be over seventy parents and children. Thus, on the appointed day, two Duple-bodied Bedford VAMs arrived and took us to Walton-on-Naze: and brought us back.

The next year, I think that it must have been 1970, I allowed the anorak' side of my brain to take over! I knew that Osbornes had an ex-Silver Star coach seated Leyland Atlantean and I deduced that it would accommodate all seventy or so parents and children so I booked it for our Sunday School outing. On the day of the outing the Atlantean turned up in good time and, despite a few raised eyebrows from the parents, it conveyed us all to Walton in reasonable comfort. We all had a good day and refreshed by a good tea, got back on the coach for the journey home.

It was at this stage in my life as a clergyman that I discovered the heavy responsibility of being in charge of an outing! The journey back to Billericay went well until, somewhere on the A12 between Kelvedon and Witham, the Atlantean 'gave up the ghost'. However, I must give Osbornes the credit due, for within an hour, two Bedford VAMs arrived and took us all back safely to Billericay.

In September 1971 my time at Billericay was coming to an end. I was accepted by the Church Missionary Society (CMS) as a candidate for service overseas. My wife, Margaret and I had always agreed that this

was something that we should do and I was still of the same mind. This commitment meant spending a year at Crowther Hall, the CMS training college at Selly Oak, Birmingham. This was completely new territory for me. I had never been to Birmingham before: indeed, it was a place that I had never had any inclination to visit. However, the experience of living in a place can prove to be very different to one's prejudices. I was to spend the year from September 1971 to September 1972 there. The training included experience in some of the multi-cultural areas of Birmingham. The result of this was that I grew attached to places like Sparkbrook and Sparkhill and, much to my surprise, to Birmingham as a whole!

The bus scene was completely new to me. West Midlands PTE had recently taken over the control and operation of the bus services but there were still traces of Birmingham City

Transport around. It was fascinating. However I must pre-fix my comments with the disclaimer that the following remarks are the experiences of a bus enthusiast who is an 'Essex Man' with no expert knowledge of the West Midlands transport scene. For more expert information about Birmingham buses I refer readers to *Glory Days: Birmingham City Transport* by Malcolm Keeley (published by Ian Allan).

The main service to the city centre from Selly Oak is the 61/62/63 group of services which run to Allen's Cross Estate, Rednal and Rubery respectively. They are the successors to the Birmingham tram services which used to run from the City Centre and used reserved tracks down the middle of the Bristol Road south of Selly Oak. In 1971 these services were operated by 'jumbo' Daimler Fleetlines with Park Royal bodies which had been ordered by Birmingham City Transport but most of them had been delivered to West



This picture neatly links two themes in Terry's story: it is one of the numerous West Midlands 'Jumbo' Fleetlines, 33' long and dual-doored, but seen here in Victoria Road Maldon operating for Osbornes of Tollesbury. Many of these Fleetlines passed to Ensign Bus (then based at Grays rather than Purfleet) and thus ended up with independent operators in East Anglia. SOE967H was the only example taken by Osbornes, with whom it ran from 1979 to 1985. *Richard Delahoy collection*

Midlands PTE. I call them 'jumbos' because they were 33 feet long with dual-doors. In fact they were the last double-deckers in Birmingham to have dual-doors.

I found these buses to be very impressive. They coped with these busy services very well and I was especially impressed by the Autofare ticket system. It was an 'exact fare' system with a fare-box. The passenger simply stated his or her destination, dropped the fare into the box next to the driver, took a step and collected the ticket from behind the driver's cab. It was all very quick and if fares have to be collected on buses on town services this seems to be the best system. However since those days I have become an enthusiastic convert to 'off-bus ticketing'. This is one of the joys of using the articulated buses in London: and indeed any bus in the central area of London.

Trips to the city centre revealed many other interests including 'Midland Red' buses and coaches and Harpers' of Heath Hayes, whose vehicles worked into the City from the north of Birmingham. There was also a 'Midland Red' service that ran through Selly Oak. This was the long-established and still operating service 144 from Birmingham to Bromsgrove and Worcester. Bearing in mind my experiences in the Southend and Birkenhead areas, I initially assumed that the local services were protected in the Birmingham area. However, I eventually discovered that this was not the case and was able to come back to college from the City Centre on a 'Midland Red' S21 or S22. When I last observed this service (144), it was being operated by First Bus with Alexander-Dennis Enviro 300s (2010).

Other routes of note in the Selly Oak area were the 20 which ran past the Selly Oak Colleges and came from the City Centre via a rather circuitous route. It was one of the first routes to receive new Daimler Fleetlines with single-door Park Royal or Metro-Cammell Weyman (MCW) bodies of a design which came to be built for many years from 1971 onwards. To my mind these were some of the first aesthetically satisfactory bodies on Fleetlines and Atlanteans to come from Park Royal or MCW. Another route which passed through Selly Oak on its way around the outskirts of Birmingham was the famous Outer Circle 11. This was still operated by former Birmingham City Transport rear entrance double-deckers.

At Crowther Hall, I met and married my second wife, June. I have been blessed with two patient and long-suffering wives who have accepted and tolerated my love of buses with grace and, for the most part, understanding. On our visits to Birmingham City Centre, June used to comment that it was strange being with a man who paid great attention to the buses and not other women!

During the last term at Selly Oak it was decided that June and I should go to Kenya where I would be Bishop's Chaplain and Administrative Secretary in the Diocese of Maseno South which was situated around Lake Victoria. We would be living at Kisumu, the main Kenyan port on the lake and the provincial centre of Nyanza Province. Thus a new life, a new kind of work and a completely new bus scene came into view.

*Edited by Richard Delahoy
who supplied the pictures.*

REar cover ...

From Monkwick to Alnwick: **Dreadnought Coaches'** former Colchester RE SWC 24K.

Keith Lee

The first Alton Classic Bus and Country Pub Running Day on 17th July, featured nine preserved Bristol REs on four quite lengthy routes linking a number of pubs featured in the CAMRA Good Beer Guide. Essex-based vehicles 1516 (FWC 439H) and ERG53 (UFM 53F) were in use alongside examples from Cheltenham District, United, Southern Vectis, Hants & Dorset and Ulsterbus/Citybus. 1516 is seen laying over in the company of **Cheltenham District 1003** (KHW 309E). Apart from the non-BTC standard maroon livery, 1003 sports several features that EN never specified, including the shallow windscreen + "T" destination screen, two-door layout and side OMO panel. *Chris Stewart*



DP contrasts: MW5G 'luxury' 490 (217 MHK) and LH6L 1103 (UVX 7S) (in a copy of the original MW dual purpose livery) at the North Weald rally in June.

photo by Keith Woods, courtesy of Chris Stewart

With the current changeover from Arriva to TGM at Harlow, here is a reminder of NBC days when Eastern National vehicles laid over at London Country's garage (as indeed they did at Grays). The oldest LS in the fleet at the time, 1224 (570CTW), is seen in April 1976 displaying NBC fleetnames on Tilling green livery.

photo by Tony Wilson, courtesy of Chris Stewart



