

Essex Bus News

**No. 596
DECEMBER
2013**



Essex Bus Enthusiasts Group
www.essexbus.org.uk



Front Cover:

On Thursday 14 November, First BE30903 failed in The Street, Little Waltham whilst operating the 70 to Chelmsford. It was understood from the mechanics who failed to start the vehicle that the fuel injectors had failed. It was eventually towed away. This vehicle had been off the road previously!

John Salmon.



Top picture, this page: No, it's not an Essex bus and nor is it in the county. Nevertheless, it must have passed through on its way to Ipswich or back to London! **Fred Lawrance** spotted this "Borisbus" LT100 working in Ipswich on 29 November where it had been with Ipswich Buses from 25 to 29/11/2013. It is interesting that the vehicle was operating on route 38, a route the class can be found operating on in London. At the time of preparing this EBN, it is on London route 24 heading for Pimlico!

Bottom picture this page: **Paul Creighton** has submitted this long-delayed photo of the very rare Auwaerter-bodied left-hand-drive Atlantean with Route One of Westcliff-on-Sea. Beauty is in the eye of the beholder!!!

Essex Bus News; December 2013

Editors & Other Officers

First in Essex

Chris Stewart,
10, Crossways,
SHENFIELD CM15 8QX
shenfield252@gmail.com

Arriva Southend/Network Colchester/

Network Harlow/TGM Stansted

Peter Mansbridge petemans_1@hotmail.com

Ensignbus/Heddingham

Mark Lloyd,
448 Ipswich Road,
COLCHESTER CO4 4EY mark.lloyd@asgb.co.uk

Regal Busways/TWH/Amber

Adam Kelleher,
74 Park Road,
BRENTWOOD CM14 4TU adamxxxx4@yahoo.co.uk

Service Changes

Paul Harvey,
3 Orangewood Close, Gonerby Hill Foot,
GRANTHAM NG31 8QW
pw.harvey@ntlworld.com

Social Secretary; meetings, events, tours

Owen Woodliffe,
196 Sinclair Road,
CHINGFORD E4 8PT
pat_woodliffe@hotmail.com

Distribution Officer;

missing/defective EBN's

Owen Woodliffe as above

Publication Sales;

orders for publications to:

Owen Woodliffe as above;
he 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 PE12 0AR
theooldsoak@googlemail.com
Prints of specific EN and predecessor
vehicles can be supplied, email with needs

Independents

Roger A Smith,
67 The Street,
Little Waltham,
Chelmsford CM3 3NT

Magazine Editor

Maurice Austin,
Tindal Lodge, 11 Valletta Close,
CHELMSFORD CM1 2PT
maurice.austin@phonecoop.coop

Welcome to new member –

Philip Beeton, Colchester;
(1069)

Subscriptions

A calendar year subscription is £21,
renewable in January.

New members may join from any
month, but subscriptions will always
run to December, from whichever
month the member chooses.

Those joining from February to
December inclusive will pay a pro-rata
subscription calculated at £1.80 per
month. For example, a member joining
in March would pay 10 x £1.80, i.e.
£18.00.

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 Shoenbury Road,
SOUTHEND-ON-SEA,
SS1 3TT
richard@signal-training.com

Printed by DirectCDs Ltd,
Unit 9 Swaines Mill, Crane Mead,
WARE, Herts SG12 9PY
01920 465023
www.directcds.co.uk

Your reports and observations

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

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

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

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

©2013 Essex Bus Enthusiasts Group

EBN596p1

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

SOUTH ESSEX MEETINGS. The winter meetings are at Wickford Cricket Club, off Swan Lane, Wickford, five minutes walk from Wickford Railway Station and five minutes drive from A130 and A127. In Wickford Town Centre turn right into Swan Lane (pub on corner) and in 100 yards turn right, signed Wickford Tennis Club. This is a private road – but it is now surfaced! Doors open at 1930 for informal chat with main show from 2000 to 2145/2200. A cash bar is available. Members and guests welcome - £1.50 donation towards cost of room, please.

****Wednesday** December 18 2013.** Twenty Years Ago, Richard Delahoy plus Social.

Then for **2014**, to avoid clashes with other meetings, we are experimenting with meetings on **Wednesdays**, not Mondays, viz:

Wednesday 22 January, A Lodekka Evening! Chris Stewart will talk about the long-awaited book "Eastern National's Lodekkas" and we hope to have autographed copies available for sale, followed by a slide show by Richard Delahoy looking at Lodekkas across the UK (and a bit beyond).

Wed. 19 February, a talk by the new General Manager of Heddingham/Chambers, Jeff Clayton.

Wed. 19 March. AGM followed by slide show by Alan Osborne - 'South'. All above at Wickford.

The Spring session will move to **Freight House, Rochford** for meetings on

Wednesdays 16 April, 21 May, 18 June

There will be an outside visit on **Wednesday 16 July**, no meeting in August.

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

Friday 10 January. Trevor Brookes & Dave Arnold. 3rd International Old Timer Bus/Coach Rally.

Friday 14 February. Trevor Brookes. The Isle of Man Then and Now.

Friday 14 March. Michael Hunt (former Moore's driver). Moore's of Kelvedon.

Friday 11 April. Owen Woodliffe. Midlands, North-West and Scotland Bus Rallies.

Friday 9 May. Richard Delahoy. 20 years ago, part 2.

Other dates: **Fridays 9 May, 13 June, 11 July, 8 Aug, 12 Sept, 10 Oct, 14 Nov, 12 Dec.**



A Blast from the Past!

Eastern National 0204
Mercedes Benz C204 HJN
seen in Clacton on local
service during 1992.

Paul Harvey.

EBN596p2

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

GROUP TOUR.

Saturday 24 May 2014. Planning is well advanced for an exciting programme of visits to Cambridgeshire and Lincolnshire operators so make a note of the date!

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.



69430 has recently been acquired from First Eastern Counties, it has moved from Ipswich to Colchester. However, it has visited Essex before, it was in attendance at the Clacton Bus Rally on 5 June 2011 in an allover advert for Suffolk Police.

Adam Kelleher.

Membership renewals: by Richard Delahoy.

200 members had renewed by the end of November, many thanks to all of you for your continued support of EBEG; thanks also to the 2 members who had the courtesy to advise that they would not be renewing - that saves us sending out unnecessary reminders.

To avoid this being your last issue of the magazine, if you have not yet renewed for 2014, please do so now. The subscription is unchanged at £21 and brings you 12 issues of Essex Bus News and access to other Group activities. The form was enclosed with the October magazine; or simply send a cheque to the membership secretary (address on page 1) or pay by PayPal (instructions on page 32 of the October issue).

EBN596p3

Preservation Progress -

Can you help put ONO59 back on the road?

Steve Milner from the Lincolnshire Vintage Vehicle Society explains . . .

Many of you will be aware that the 1949 Bristol K5G, ONO 59, is in the hands of the Lincolnshire Vintage Vehicle Society, following its epic world tour in the late 1960's early 70's. It had been 4038, then 1327 and finally 2255 in EN's fleet.

It had been used as the Society's tender vehicle for rallying and towing but the last 20 years or so had seen it in undercover storage, being moved into the Museum yard twice a year on the occasion of the LVVS Open Days (under its own power of course!).

Now a decision has been made to restore the bus back to its former operating condition, so that visitors to the museum and elsewhere can enjoy a ride on the first double decker to travel around the world. The LVVS would like this to happen as soon as possible but this would entail a fair amount of professional help in addition to volunteer time to speed things up!



Earlier in 2013, work was taking place on ONO's radiator in the LVVS workshops.

Steve Milner/LVVS.



Photo:- In its early days as the LVVS runabout, **Richard Delahoy** photographed ONO59 posed next to another ex Eastern National K, AJN825, at a rally at Filton, near Bristol, on 9 June 9 1974, offering an interesting contrast in the pre and post-war ECW bodies.

A roll of 'Tilling' moquette has been acquired - a set of original spec seat frames coming from an Eastern Counties K. The seat frames have been repaired where necessary and will be painted shortly. Material for covering the interior panels has been donated by an enthusiast. But much work will be needed to renovate the exterior, especially the roof, lower deck panelling and some framework deterioration. New window rubbers will also be needed, together with a new set of tyres. Its mechanical condition is superb however, and a full service will follow soon.

The LVVS need to raise at least £30,000 for this new restoration project and would obviously love to hear from anyone who is able to assist. At the time of writing in excess of £10,000 is in the 'ONO' fund ready to go, but much more is needed. Please get in touch via the LVVS e-mail address info@lvvs.org.uk or by post at Whisby Road, North Hykeham, Lincoln, LN6 3QT.

As well as donations to help with the restoration, if anyone has a destination blind or two, or even knows of the whereabouts of the original front registration plate, it will be great to hear from you!

Can you help speed ONO's restoration to Tilling green/cream for another reunion with AJN?

More on the history of the bus is on the LVVS website www.lvvs.org.uk .

Editor's note; we will be seeing more of AJN825 in the coming months!

Service Changes by Paul Harvey.

Carters

2 Dec 13	93	M-S	Colchester to Ipswich: minor revisions to timetable.
	94	M-S	Hadleigh to Ipswich: revised timetable.

Ensign

2 Dec 13	22X	M-S	Lakeside to Purfleet via Aveley: new service providing one late evening journey until 23 December 2013.
----------	-----	-----	---

First Essex

1 Dec 13	SP&R	M-S	Sandon Park & Ride: introduction of Sunday service during December.
	CVP&R	M-S	Chelmer Valley Park & Ride: introduction of Sunday service during December.
5 Jan 14	561	Sch	Basildon to Chelmsford: revised route and timetable.

Florida Coaches

11 Nov 13	64	Sch	Halstead to Chelmsford: service withdrawn.
	223	Sch	Halstead to Sible Hedingham: service withdrawn.

SM Coaches

6 Dec 13	E18	Sch	Harlow to Bishop Stortford: school service withdrawn.
----------	-----	-----	---

Road Runner Buses/Roadrunner Coaches

4 Nov 13	250	M-S	Harlow to Waltham Cross: service renumbered 256.
----------	-----	-----	--

TGM (Network Colchester)

6 Jan 14	120/1	MDO	Colchester Bruff Close to Stadium: service withdrawn.
	122	MDO	Colchester to Stadium: service withdrawn.
	123	MDO	Colchester Lordswood Road to Stadium: service withdrawn.

Townlink Buses

20 Dec 13	19	M-S	Harlow to Epping: new service.
	524	M-S	Harlow to Hertford: new service.
	T15	M-S	Harlow Circular: new service.

Trustybus

6 Jan 14	C3	M-F	Harlow to Brookfield Centre: revised to operate from Hundred Acre Estate to Hammond Street only.
	C3A	M-S	Harlow to Hammond Street: revised to operate from Harlow to Brookfield Centre.

TWH

2 Jan 14	444	M-S	Loughton Circular via Waltham Abbey & Upshire: new service.
	555	M-S	Harlow to Waltham Abbey: revision to timetable.
20 Jan 14	555	M-S	Harlow to Waltham Abbey: revision to route and timetable.

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

Paul Harvey recommends:

Steven Knight Media (www.stevenknightmedia.com) has produced four full colour Fleet Handbooks for Stagecoach East Midlands, Stagecoach Midlands, Stagecoach East and East Yorkshire Motor Services. Each handbook contains many colour photographs, full fleet details, allocations, liveries, depots and route allocations. Each handbook costs £5.50 (East Yorkshire £5.25) plus £1.25 for post, packing and a donation to LEYTR. If ordering more than one book add 60p (P&P) for each extra book ordered.

Cheques and Postal Orders should be made payable to Lincolnshire & East Yorkshire Transport Review.

Orders should be sent to The Secretary Lincolnshire & East Yorkshire Transport Review 159 Clee Road Cleethorpes DN35 9HY.

ARRIVA and its mascot 'Alfie' join the festive fun with the chance to win prizes on Facebook!



I don't intend reproducing all of Arriva's press releases but thought you might be interested in this attempt to get bums on seats. Let us hope it works (and do have a go at the competitions!!!).

I would be interested to hear whether you have any better ideas for increasing patronage – I will pass them all on!

Editor.

Arriva is entering into the festive spirit in the Southend, Rochford, Rayleigh and Castle Point areas with the chance to win some great prizes by visiting its Facebook page.

The Christmas fun is running from 1 to 23 December and a prize winner will be chosen at random each day after liking and commenting on specific posts.

Some of the posts will relate to places that the company's mascot, Alfie the bus driver, has been to lately and people visiting the site will have to guess where he's had his photo taken. As it's Christmas time, Alfie dressed up as one of Santa's helpers to become 'Elfie' and went to Southend recently for a photo shoot at some well-known locations around the town.

On some of the days of the Christmas Countdown activity, Arriva will be giving away a week's free bus travel across the Southend, Rochford, Rayleigh and Basildon area, while on other days the prize will be a family day saver ticket that lets four people travelling together go anywhere they want and as many times as they like on Arriva's buses in the area.

Other prizes will be awarded on Mondays 9 and 16 December with the final two on Monday 23. These include four tickets to the pantomime at the Cliffs Pavilion, £100-worth of shopping vouchers, restaurant vouchers to the value of £100 and a voucher for the Odeon cinema worth £75.

Arriva's Regional Publicity Manager, **Richard Lewis**, said "Our Southend Facebook page is becoming more popular as time goes on and we want to engage our followers in a bit of light-hearted entertainment in the run-up to Christmas.

To take part in the Christmas Countdown prize draw you can find Arriva on Facebook at [/arrivasouthend](https://www.facebook.com/arrivasouthend).

EBN596p7

KNO596 for EBN596 by Lyn Watson.

KNO 596 was a Bristol K5G, with ECW L27/28R bodywork. It was one of a batch of 3 (KNO 596-8) delivered in 1946 fleet number 3893, it was renumbered 1279 in 1954. It's two sister vehicles were transferred to United Counties in the 1952 re-organisation.



It is recorded as passing to Essex County Cricket Club in March 1963 as a mobile toilet!! See below. Both pics from the **EBEG** collection.



Just a reminder that **Lyn Watson** "curates" the EBEG black & white print collection, see p1 of this EBN for details of how to fill those gaps in your collection!

Editor.

Contrasting conditions!



Despite the influx of the Volvo's from Eastern Counties, a small number of First Essex Northern Counties Olympians are still going. Colchester's 34304, now 20 years old and looking very tired, makes another trip to Wivenhoe. Photographed in Elmstead Road on Saturday 23 November.

Russell Young.



© John G. Lidstone Photography

Always a popular vehicle at First Hadleigh - so much so that it is affectionately known as "The Oracle" by staff is ex-First Devon & Cornwall Dennis Dart SLF/Plaxton Pointer 42439, P439 ORL. In immaculate condition with very smart seating, this early low-floor Dart is truly a credit to First Hadleigh depot staff. The bus is now due for withdrawal at any time, or by January or so at latest, when cascaded London Enviro Darts are expected.

John G. Lidstone.

Electronic destination displays by Russell Young.

It must have been during the summer of 2004, whilst I was still using my Canon T90 'heritage' film camera, when I photographed a Chambers Optare Vecta on route 84 with a newly fitted electronic destination display. A nice location in Great Horkesley, with the sun in the right place and no traffic, so no problem at all (or so I thought!).

In those days, Kodachrome slide film was having to be sent to Switzerland, as the long standing processing facility in Hemel Hempstead had been closed down, so a two week wait for return by post was the norm. When the box finally arrived and I started captioning the slides I noticed that what I saw when I took the photo, a bright orange display showing **84 COLCHESTER**, was just a jumble of random dots on the image; totally puzzling!

Discussions with other photographers soon revealed similar problems with these displays. After a bit of further digging, I discovered that a company called **Brightech** manufactured them somewhere on the south coast.

These were of course seen by operators as a good cost saving measure, with the rising cost of ink and raw materials to create traditional blinds or 'scrolls', coupled with frequent service changes and the manpower to change them. A single permanently fitted box that just needed reprogramming at a PC and plugging into the unit brought huge flexibility. So it was, without doubt, a "win-win" for operators.

Other companies then came into the arena. **Hanover Displays** developed a unit, as did the main supplier of traditional printed displays, **McKennas**, who used the name **Mobitec** for their offering. So with all that choice and a substantial cost saving, it was inevitable that the electronic display was to be the way forward, and so it was. Now of course they are very much the norm and there are even more unit manufacturers.

Returning to the photography of vehicles so fitted; the problems persist to this day, although in different ways. Units are often referred to as 'blinking', which is indeed what they do. Technically, they are set at different frequencies, so are captured differently when photographed.



Heddingham 399 fitted with a Brightech unit, which he suspects has come from a withdrawn Chambers Olympian.
Russell Young.

Of the main players, **Brightech** displays can only be fully captured when a 1/60th second on your camera or less is selected; moving shots are therefore out. With **Hanover** displays, no rules can really be applied, as they just capture, or they don't, regardless of the shutter speed set. **Mobitec** units are without doubt, my favourites, no problems whatsoever and always capture on any shutter speed.

Other suppliers' units react differently again, such as **Centrad** – only at speeds of 1/125th second or less, will be successful. It's all become very difficult for the photographer, compounded by the habit of many operators to use what is a number and destination information display as a marketing tool, with flashing or scrolling fares or promotional information. Other rather annoying and unhelpful practices are showing every single road served scrolling quickly round and round, which is barely readable on an approaching vehicle. It appears that if the technology is there, many operators feel they have to use it, regardless of passenger benefit.

Of our local operators, **First** use Hanover units and have got into the bad habit using scrolling via points!



First Essex new E20D 44542 passes under the Great Eastern Main Line at Chelmsford, its Hanover unit programmed with fast moving via points. **Russell Young.**

Hedingham appear to unfortunately reuse Brightech units from withdrawn Chambers Olympians in the newly acquired Brighton Tridents. Otherwise, they are a Hanover user.

Network Colchester throughout the independent TGM era has always used Mobitec units. However, since the purchase by Arriva, transfers in have been fitted with Hanover units. The majority of buses remain with Mobitec though. There was a brief period during 2012 when units were programmed with impossible to read fast moving scrolling via points, but recent changes have seen good practice with non-moving, clear, number, via point and destination displays.



There are numerous ways that you can get around all these issues and those solutions can be found in the **Bus Photography for the Digital Age** book by Mark Lyons published by Ian Allan.

These solutions can often be viewed as cheating and that could be the subject of a very different piece! EBN596p11

Reorganisation

It was reported in EBN 594 that First was restructuring its South East and Midlands Region with a new Midlands business unit consisting of Leicester, Wyvern and Potteries plus a new East England business unit consisting of Norfolk, Suffolk and Essex and that each unit would be under the leadership of a local Managing Director rather than a centralised Regional Board. However, it now transpires that there are to be three new business units with Essex and Eastern Counties being separate and each having their own Managing Directors, although the two will share a Commercial Director and all three units will share a Finance Director. Adrian Jones will be MD of the Essex business, based in the Westway office in Chelmsford. He joined *First* in 1997 and has previously been MD for *First London & Berkshire*, and more recently Transition Director for Tower Transit. The Group wishes him well in his new post.

Acquired Vehicles

32652	AU05 MUP	Vo B7TL	YV3S2G6255A106516	Ar 5401/2 H49/27F	8/05 FEC 32652
65532	R152 GSF	Sca	L113CRL 1830575	Wt Y369 B40F	1/98 Strathclyde SS52
69421	AU58 FFH	Vo B7RLE	YV3R6K6229A131319	Wt AC584 B44F	1/09 FEC 69421
69430	AU58 FFS	Vo B7RLE	YV3R6K6269A131386	Wt AC593 B44F	1/09 FEC 69430

All from *First Eastern Counties* at Ipswich. 65532 in old livery with dot matrix destination equipment, others in new livery with Ipswich fleet names and LEDs. 32652 was acquired on 2 Nov and was seen parked in Colchester Queen Street bus garage that day. It was first noted in service on route 62 on 20th. It joins 32651/4 at Colchester (as reported last month), but 32655/6 are now expected to move to Ipswich rather than Colchester. (The date of acquisition of 32651 was 29 Oct and 32654 was 23 Oct.) 65532 had been seen in use on the Ipswich to Saxmundham route on 4 Nov 4 and later that day moved from Ipswich to Clacton. It was seen on route 74 on 7th. 69430 was first noted on ECC contract 175 and evening 88 journeys on 25 Nov and 69421 was first seen in Colchester on 3 Dec. Incidentally, 69430 attended the Clacton Bus Rally on 5 June 2011 in a black based all over advert for Suffolk Police (see photo on page 3). Both it and 69421 were Park & Ride vehicles for Suffolk County Council in a pink based livery when new.



Taken on 28/09/2013, R147 GSF, 65527 - after withdrawal from Colchester, this Scania L113CRC Wright B40F, sister to 65532 mentioned above, was sent to Clacton for disposal, but later returned to the road and was still in service in mid-November. **Fred Lawrence.** EBN596p12

Re-Acquired Vehicle

65676 SN51 UYK Sca L94UB 1839982

Wt E192 B43F

11/01 First Edinburgh 537

From *First Eastern Counties* at Ipswich on 4 Nov. In old livery with LEDs at front. New as dealer stock and has a non-corporate interior. Originally acquired by *First Essex* from *First Edinburgh* in July 2002 before moving to Ipswich in the first week of April this year.

Vehicles on Loan

Norwich based driver trainer coaches 20122 (P732 NVG) and 20128 (P768 XHS) have been in use in Essex during November. 20122 was seen at Westway on 13th & 20th and in Brentwood High Street on 18th. This is in older coach livery (i.e. with mainly dark blue bottom half). 20128 was noted in Rayleigh on 19th, in Witham and Brentwood on 25th and in Great Baddow on 2 Dec. This coach is in "Barbie 2" bus livery.

Allocation Changes

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

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

The following traditional depot codes are used in EBN, although they no longer appear on the company's listings:

BN-Basildon; BE-Braintree; CF-Chelmsford; CN-Clacton; CR-Colchester; DT-Harwich; HH-Hadleigh; DS-Driving School; (D)-Disposal, RES=reserve; Sh=shuttle bus (non PCV)

Period 8 (27th October to 23rd November):

32651 FEC-CR; 32652 FEC-CR; 32809 DT-HH; 32810 DT-CN; 32849 DT-CN; 32850 CN-HH; 34013 CR-sold; 34056 CR-sold; 34305 CR-CF; 42937 DT-CN; 43436 BE-sold; 44516 DT-CN; 44517 DT-CN; 44518 DT-CN; 44519 DT-CN; 46158 CF-CF(out of use); 46827 CF(Sh)-sold; 53701 BE-CF; 60864 BN-sold; 65532 FEC-CN; 65534 CR-CN(store); 65554 CR-CN(store); 65556 BN-CN; 65565 CN-CR; 65569 DT-CR; 65570 DT-CR; 65627 DT-CR; 65676 FEC-CN; 68510 BE-CF; 68520 CF-BE.



5570/565 TPW - Recent transfers from First Northampton, taken on 28/09/2013 by **Fred Lawrance**.

EBN596p13

The above transfers leave 65574 and 65626 as the only two vehicles still officially allocated to Harwich. One of the two red President trainers has been at CF from BN during November, thought to be 32806 but awaiting confirmation of identity. 62407 and 68521 are both off the road with accident damage, the former incurred at Ardleigh whilst on route 104 and the latter near Epping whilst on a school route. 69430 and 69421 are replacements, directly for 62407 at CR and indirectly for 68521 by replacing 65671, which has moved back on loan from CR to CF. 65671 has a tachograph so can be used to substitute for a coach on X30 allowing the coach to replace 68521 on school work. 65671 was seen on X30 on 28 Nov and 42 the next day. Prior to the acquisition of 69421, BN66806 had been reported at CR to cover for 65671.

Repaint

65032 from Audi overall advert (except front) to new livery (first noted 26 Nov).

Disposals

To Alpha Recovery for scrap in November: 46827 (1st); 34013 (12th); 60864 (12th); 34056 (14th); 43436 (15th). 60864 was the A130 fire victim reported last month.

Corrections to EBN595: 42443 went to Alpha on 28 September, not in October; 60321 went there on 1 Nov not October. Former *First Essex* Tridents 32857/77/82/85, which had been sold to *First Midland West* in August and September last year and later moved on to Rotala, were sold to Ensign in October 2013. Former *First Essex* 52585 went to Alpha for scrap in October, ex *First Hampshire & Dorset* at Hilsea depot. Former Eastern National (and later Heddingham L101) Bristol FLF6G/ECW 2841 (MVX 878C) was sold by Dreadnought Coaches, Alnwick, to Ensign in October and has since been sold on to Julian Patterson, the Managing Director of Konectbus, King's Lynn and well-known bus preservationist.



The first of the ex Chelmsford Park & Ride Scania's has been repainted into the First refreshed livery. 65032 on route 71 in St Johns Street, Colchester on 30 November.

Russell Young.
EBN596p14

Other Vehicle News and Workings

General

Some MOTs for North Essex based vehicles are now carried out at HB Commercials, Ipswich.

BN42551 has been fitted with a front LED destination screen (ex dot matrix number, scroll destination blind).

The big storm on 28 Oct caused a number of travel problems, including noted in North Essex: power lines down on A120 at Marks Tey, 70 affected; scaffolding down in Rosemary Road, Clacton; sections of roof and wall down at Army & Navy, Chelmsford (problems persisted until 30th); tree down on A131 at High Garrett, routes 131/2 affected; trees down on A1124 at Wakes Colne and Bluebridge Hill, Halstead, 88 affected; tree down in Rectory Road, Wivenhoe, routes 62 and 74 affected. 133 trees were reported down across Tendring District. On 29th there was flooding in Gosfield, with routes 131/2 affected.

Olympians

CF34314 is off road. The last report of it in service was 4 Nov. However, CR34305 moved from Colchester to Chelmsford on 15 Nov, first seen at Westway on 22nd, then in service on 36X on 25th. It made a return visit to Colchester on 71/A on 29th. (Prior to being noted at Westway it had not been seen in service at CR during November.) As noted above, CR34013 and CR34056 have been sold for scrap. The latter had been on 75 on 4 Nov and 88 on 8th, then seen VOR at CR on 9th. The remaining four CR Olympians, 34014, 34018, 34304 and 34307 have continued in service during November on routes 61, 62, 63, 75/A and 88/C. Additionally, 34014 was on 104 on 19th Nov.

Dart Survivors

The end of an era occurred at the end of October when the last step entrance single decker, CF46158, was withdrawn from passenger service. This is reportedly due to a combination of chassis corrosion and tax expiring on 31st. Also, the last remaining step entrance Dart that was new to Eastern National, 46827, has gone for scrap. The final East Lincs Dart HH41011 was off road by 7 Nov with electrical problems but had returned to service by the 16th when it was seen on route 21A, also being noted on route 20 on 3 Dec.

Clacton (CN) and Harwich (DT)

Saturday 30 November was duly the last day of Harwich's status as a full depot, with it then becoming an outstation to Colchester. Robert Appleton spent a couple of hours at Harwich on the morning of 30th and observed the following:

65570, 65574, 65586, 65587, 65626 on 103/4. 65569 was up on jacks in the depot receiving maintenance. After a while it departed light, and later Robert saw it in Great Oakley running light to DT, so presumably it had been to CN for further maintenance. Also at DT was defective 65665 parked outside the depot. Services 3/4 Harwich-Clacton, 20/A Harwich-Parkeston circulars and 22A/B Harwich-Long Meadows circulars were interworked using four buses as follows:

44517 worked 0940 22B, 1010 20, 1040 DT-CN 3, 1140 CN-DT 3;
44519 worked 0940 20A, 1010 22A, 1040 20A, 1110 22A, 1140 20A;
44599 worked 0940 DT-CN 4, 1040 CN-DT 4, 1140 DT-CN 4;
61057 worked 0940 CN-DT 3, 1040 22B, 1110 20, 1140 22B.

The new 103/4 timetable started on 2 Dec. Apart from two morning school journeys which are extended to Colchester, Middleborough, all DT-CR journeys now terminate at Colchester Queen Street, stop Ja, i.e. one stop before the previous terminus at the "Bus Station". It is assumed that this is to allow the bus to turn into Colchester depot for refuelling, minor maintenance, etc.

Robert also observed the early DT workings on the morning of Monday 2 December:

65586 worked the first DT-CR 104 at 0600, 0715 CR-DT 104, 0850 DT-CR 104, 1005 CR-DT 103 and 1123 DT-CR 103. 65570 worked 0655 DT-CR 103, light to Mistley, 0900 Mistley-CR 103, 0935 CR-DT 104 & 1053 DT-CR 104.

65587 worked 0710 DT-CR 104, 0835 CR-DT 104, 0953 DT-CR 104, 1105 CR-DT 103 & 1223 DT-CR 103.

65569 worked DT-Manningtree school contract, light to Ramsey, 0900 Ramsey-DT 104, 0923 DT-CR 103, 1035 CR-DT 104 and 1153 DT-CR 104.

65677 worked 0755 Mistley-CR 103. Robert did not see the 0720 DT-CR 103 in Manningtree. Later at DT, 65574 left light at 0920, returned on service 103 at 1020, thus covering part of 0905 CR-DT 103. 65574 then worked 1023 DT-CR 104, 1135 CR-DT 104. The new timetable for 103/104 has peak hour departures from CR at 1655, 1715, 1735, 1800, 1830 and 1915 needing six buses, so presumably five from Harwich and one from Colchester. Additionally, 65626 was parked inside DT depot but 65665 (see above) had gone. CR32651 worked 0818 Ardleigh-East Bergholt 193. Later it arrived at DT running light at 1028 and then departed light a few minutes later driven by a fitter. The interworked 3/4, 20/A and 22A/B were being operated by Clacton's 44517, 44519, 44597 and 44599.

12 Nov DT44518 on 103/4;

19th CR65538 on 104;

22nd 44517 on 76;

26th CR65678 on 103/4

First Essex, cont by Chris Stewart and Adam Kelleher.

Colchester (CR)

13 Nov CR65576 on 71
w/e 16 CN65527 on 65 but back at CN the following week
18 CN61054 on 65
26 CR62410 on 71/A

Chelmsford (CF) and Braintree (BE)

The use of Enviro 200s on 71/A is becoming increasingly common, for example, 44550 on 9th and 21st Nov, 44547 on 11th and 27th and 44544 on 26th, therefore these will no longer be reported as unusual workings.

5 Nov BE30902 on Braintree driver shuttles
17 BE33080 and BE33186 on Broxbourne to Enfield Town RRP
18 BN33424 on evening peak hour Sandon P&R
19 BN33425 on evening peak hour Sandon P&R
24 BE33080, BE33087 and BE33196 on Broxbourne to Enfield Town RRP
28 Red Driver Trainer 32806 on Chelmsford driver shuttles, CF53112 on 42
4 Dec CF53701 on Chelmsford driver shuttles and on 51 the next day

Basildon (BN) and Hadleigh (HH)

13 Nov BN69915 on 21
16 BN66819 on 9
18 BN32818 and BN60865 on 9
3 Dec 32806 on Driver Training in Eastwood

Sources: Own observations, and with thanks to R Appleton, I Banks, S Barham, N Clark, T Clark, D Edwards, D Flatman, J Long, D Lund-Conlon, J Podgorski, D Pretty, I Ransom, G Toon, T Webb, R West, the Essex yahoo! group, Essex Buses Google group, www.buslistsontheweb.co.uk, Real Bus News, LOTS, PSV Circle and 'Terminus'.

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 those who do so.



Newly transferred in from FEC to First Essex at Colchester, another ex Park & Ride bus. This one from Ipswich. Displaced from P&R duties there upon a tender renewal awarded to Ipswich Buses, it was repainted into the refreshed livery with IPSWICH fleetnames, which it so far retains. 69430 on route 63 in Circular Road North, Colchester on 30 November. **Russell Young.**

EBN596p16

***go on, get on!* Arriva Southend;** by Peter Mansbridge.

Two further DAF Cadets to arrive are 3531/2 (LF02 PNL/N). These were most recently driver trainers with Arriva London and are B32F (the 51 reg Cadets at Southend are B30F).

A more unexpected arrival is 3756 (YJ08 DZF) VDL SB200 / Wright B44F from Gillingham.

These 3 vehicles are additional to the fleet, nothing has been withdrawn as the pvr has increased with the November service revisions.

Former Arriva Southend Olympians remain active at Tunbridge Wells (5935) and New Enterprise, Tonbridge (5934).

Arriva Kent & Surrey Dart SLFs 3208 (P208 LKJ) and trainer T097 (R297 CMV) have been moved to Southend for storage.

with thanks to Richard Delahoy, David Flatman, David Harman.



To bolster the allocation for Arriva Southend route 1 (every 12mins, from Nov 18 every 10mins) ex-Gillingham VDL SB200/Wright Pulsar DP44F 3756 (YJ08 DZF) has been reallocated - seen here on its first day in service, Nov 18 at London Road, Leigh.

John G. Lidstone.

TGM Essex - Network Harlow

Volvo / Wright 3874 (KE57 EPC) is a further vehicle to receive SX Connect livery.

Dart SLF/Plaxton 3223 (P223 MKL) has transferred to Arriva Kent & Surrey at Guildford.

Dart MPD 1631 (KE03 UKK) has transferred to Arriva Kent Thameside. This has been repainted back to Arriva livery from Network Harlow two-tone blue. *Network Colchester on next page.*

Network Colchester by Peter Mansbridge.

A fleet number change is due to be implemented shortly introducing 4 digit fleet numbers. Details by courtesy of Keith Sadler and Richard Delahoy.

Old fleet number	New fleet number	Registration number	Year	Type
103	1559	EU56 GVG	2006	Dennis Dart SLF / Plaxton
161	1558	KX56 HCP	2006	Dennis Dart SLF / Plaxton
282	3314	S312 JUA	1998	Dennis Dart SLF / Plaxton
284	3316	S314 JUA	1998	Dennis Dart SLF / Plaxton
286	3407	HX51 LRJ	2001	Dennis Dart SLF / Caetano
288	3406	HX51 LSN	2001	Dennis Dart SLF / Caetano
292	3312	S310 JUA	1998	Dennis Dart SLF / Plaxton
293	3313	S311 JUA	1998	Dennis Dart SLF / Plaxton
283	3315	S313 JUA	1998	Dennis Dart SLF / Plaxton
372	5372	AY55 DKA	2005	Scania Omnidecker / E Lancs
373	5373	YN06 TFZ	2006	Scania Omnidecker / E Lancs
395	3414	SN54 HXA	2004	ADL Dart SLF / ADL
397	3416	SN54 HXC	2004	ADL Dart SLF / ADL
399	3418	SN54 HXE	2004	ADL Dart SLF / ADL
400	3419	SN54 HXF	2004	ADL Dart SLF / ADL
402	3831	W907 UJM	2000	Volvo B10BLE/ Alexander
403	3830	W901 UJM	2000	Volvo B10BLE /Alexander
405	3829	W903 UJM	2000	Volvo B10BLE / Alexander
408	3408	HX51 LRK	2001	Dennis Dart SLF / Caetano
409	3409	HX51 LRL	2001	Dennis Dart SLF / Caetano
410	3410	HX51 LRN	2001	Dennis Dart SLF / Caetano
411	3411	HX51 LRO	2001	Dennis Dart SLF / Caetano
412	3412	SN54 HWZ	2004	ADL Dart SLF / ADL
414	3420	AY54 FRC	2004	ADL Dart SLF / ADL
450	5450	KN52 NDX	2003	Dennis Trident / Alexander
451	5451	KN52 NCD	2003	Dennis Trident / Alexander
452	5452	KN52 NEF	2003	Dennis Trident / Alexander
552	3311	S303 JUA	1998	Dennis Dart SLF / Plaxton
631	3817	GN07 AVD	2007	Volvo B7RLE / Wright
633	3819	GN07 AVF	2007	Volvo B7RLE / Wright
634	3825	GN07 AVO	2007	Volvo B7RLE / Wright
635	3826	GN07 AVP	2007	Volvo B7RLE / Wright
632	3818	GN07 AVE	2007	Volvo B7RLE / Wright
	3391	P261 FPK	1997	Dennis Dart SLF / Plaxton

with thanks to Richard Delahoy, David Harman, John Podgorski, Keith Sadler and HarlowRide.



A Merry Christmas to all Omnibologists – and don't forget to photograph the special Ensign services as well as those operating in the Stansted and Harlow areas – Ho! Ho!! Ho!!!

New vehicles.

Two further Scania N230/ADL Enviro 400 H75F deckers are due in December, 605/6 (expected to be EX63UZV and EX63UZW - to be confirmed next month).

**by Adam Kelleher.****Acquired Vehicles.**

Correction to EBN 593: 1403 T137CLO is of course ex Metroliner TP37 not TP33.

Workings and Observations.

It is reported that B10M/Excalibur coach SIL 2172 sustained bad rear accident damage on 16 October. In the Regal column in EBN 594 it was stated that TfL route 498 now used the bus stop at which Regal vehicles used to park in Brentwood High Street during the day on school days. However, this only lasted about a month and the 498 has reverted to its previous stop.

October

- 13 605, 608, 801, 1302 and 1401 on Billericay to Rayleigh Rail Replacement.
- 24 208 on First Data shuttle.
- 25 802 very unusual on 565.
- 29 1206 plus at least two of the ex-Metroliner Presidents (including 1401) were used on Braintree-Witham Rail Replacement. 613 was also parked at Witham in the morning alongside an ALX Trident.
- 30 607 on 3, 802 on 3B.
- 31 613 on 70 (and again on 1 Nov).

November

- 5 608 on First Data shuttle.
- 6 206 on 3.
- 7 PO2 on Braintree Freeport shuttle (and again on 13th).
- 6 206 on 3.
- 10 611 on 71/A.
- 15 802 on Braintree Freeport shuttle.
- 17 801, 1302, 1402 and MV 12 ODR on Broxbourne-Chingford Rail Replacement.
- 19 206 on 3B.
- 24 605, 801, 1302, 1402 and 1404 on Broxbourne to Chingford Rail Replacement. 701 on 71C.
- 26 206 on 565.
- 28 206 on First Data Shuttle.
- 29 1404 on 1 (no blinds, number in windscreen).

With thanks to Terry Clark and John Podgorski

Travel With Hunny by Adam Kelleher.

Acquired Vehicles. November 2013:

M458 JPA, Mercedes 709D, Alexander, B27F, new October 1994 as London & Country 458.
Seen on 555 on 30 November and on 848 on 4 December.

784 EYB Dennis Javelin / UVG Unistar (see EBN 594) has been re-registered (by the end of October) to M971 XOU (see also below). 784 EYB is now on Ensignbus 784 (ex HV52 WTJ).

Correction to EBNs 593 / 4: The acquired ex Stagecoach Super Pointer Dart is X954 VAP not X594 and its former Stagecoach number was 33054 not 33954.

Vehicle on Loan. L526 YDL, Volvo B10B, Alexander, B51F, new March 1994 as Solent Blue Line 511. In Wilts & Dorset livery (including W&D fleet names and number 5626). First seen on the 848 on 23 October 23 then in regular use on the route, replacing off road KU52 RYM. Fitted with one-piece "lazy" blind (see EBN 594 for more details of blind displays). Last noted on the 848 on 18 November (it may have operated later than this date but on 21st X954 VAP was on the 848) and had returned by the end of the month.

Disposal. M971 XOU (ex 784 EYB) sold to Barkerbus in November.

Services. Route 555 has been deregistered from the end of the year. However, the number 555 has been retained and will be used for a school journey, Debden Park School to Abridge, thus relieving the load on the 333 school bus. Currently, on Mondays to Fridays the first two journeys on the MB1 (1215 and 1530) are being subcontracted to Swallow Coaches.

With thanks to Peter Horrex, Ian Ransom and Chris Stewart

Independents/Smaller Operators. By Roger A Smith.

Enigma travel, Wivenhoe.

MB08143D, C29F, reg. T639JWB was formerly with **Jackson, Bicknacre**

Lodge, High Easter.

BX06OAU, a BMC C35F was previously with Kent Top Temps, Aylesford, Kent.

Webb, Highwood. This operator's licence has been surrendered and no vehicles are recorded.



A couple of
Panther Olympians
on hire to
Heddingham
Omnibuses. See
Heddingham report
for details.

Nick Field.

The Shape of Things to Come?

Last month we looked at the inside of a former Lisbon tram owned by Roger Harvey. We now see several more from Lisbon, including 614 (top). It is understood the bodies are British. The best is yet to come as we shall soon see the former Colchester tram that Roger has stored in Tendring.



Both
pictures by
**Ken
Coldwell**

EBN596p21

Hedingham and CHAMBERS by Mark Lloyd.

Management changes

Jeff Clayton and Nick Field are appointed General Manager and Deputy General Manager. They replace George Mutch and report to Julian Patterson who becomes Managing Director for Go-Ahead's East Anglia bus businesses: Konectbus, Anglianbus, Hedingham and Chambers.

Withdrawn Vehicles

L297	M832 CVG	Volvo B6/Plaxton Pointer	SY to Scrap
L391	V205 ENU	Optare Excel	TY to Scrap

L297's withdrawal spells the end of B6 operation.

Allocations

L335	PJ02 RHE	Dennis Dart SLF/Plaxton Pointer 2	CN to TY
L343	EU55 BWC	ADL Dart SLF/Pointer 2	CN to TY
L387	R835 FNG	Optare Excel	TY to CN
L388	S169 UAL	Optare Excel	TY to CN
L389	T789 XVO	Optare Excel	TY to CN
L390	V203 ENU	Optare Excel	TY to CN
L403	W339 VGX	Dennis Dart SLF/Plaxton MPD	CN to TY
L408	Y347 FJN	Dennis Dart SLF/Alexander ALX200	CN to TY
(VP6)	X157 FBB	Volvo B7TL/Plaxton President	Loan to CN
(VP3-5/7/8)	X152-4/8/9 FBB	Volvo B7TL/Plaxton President	Loan to TY

All four operational Optare Excels moved to Clacton by 14 November in exchange for four Dart SLFs; this swap enables the larger capacities in the Excels to be put to better use on commercial services in Colchester. L391 is now being scrapped at TY.

Fleet

Alexander-bodied Leyland Olympians BIG 7596 (*F639 LMJ*) and F640 LMJ were hired from Panther Travel in the week of 4 November, seeing use on schools services from Tollesbury, returning on the weekend of 9 November.

Dennis Dart SLF/Plaxton Pointer 2 L312 (W312 CJN) has returned from repair at Konect, Dereham; their Optare Solo 901 (VX51 RJZ) also saw service from Tollesbury in the week of 4 November and returned on 9 November.

X152-4/7-9 FBB (not as EBN 595) are H41/23D Plaxton President-bodied Volvo B7TLs, new in February 2000 as VP152-4/7-9. They were part of East Thames Buses formed to take over the services of the failed Harris Bus and in August 2002 were called onto the 185 Lewisham Station to Victoria service following the collapse of London Easylink, where these vehicles continued as VP3-8. In October 2009, East Thames Buses was sold by TfL to the Go-Ahead Group and became part of Go-Ahead London. Their use at Hedingham has been confined to schools services; VP6 being used at CN with "Not In Service 185" displayed in the destination, VP3/5/7 returned off loan on 23 November and the remainder were to follow shortly.

At Sudbury, Northern Counties-bodied Volvo Olympians P910 RYO and R552 LGH continued to see service into November with Chambers, though are due to transfer to Hedingham.

The Hedingham and Chambers fleet will be renumbered, to distinguish between types and sizes. It will be a regional system for East Anglia similar to the Go Ahead North East & South Coast fleets.

Subsequent operation

L241	N241 EWC	Dennis Dart/Plaxton Pointer	Xelabus, Eastleigh.
------	----------	-----------------------------	---------------------

with thanks to Jeff Clayton, Nick Field, Dave Arnold & Essex-Buses yahoo group.

EBN596p22

Hedingham Omnibuses –

Marking The End Of The Volvo B6 Story by Mark Lloyd.

Hedingham purchased L207 L207RNO and L208 L208RNO new in 1994 after initially choosing the Dennis Dart for their first “new” generation midi-bus saloon in 1993. However, they did stay loyal to the Alexander Dash bodywork. These were both B40F versions, which entered the fleet to assist with more contract bus services gained at the time, but additionally the buses were used on the Colchester Park & Ride contract which ran from Butt Road into Colchester town centre on Saturdays. The service was numbered C2 and special vinyls were used on their sides over the Hedingham fleet names and to their fronts to identify their Park & Ride duties. In 1999, L207 wore an all over advertisement for Nigel Grogen Volkswagen garages in Chelmsford & Colchester.

The next pair of B6’s acquired were ex-demonstrator models, essentially just under two years old when acquired. The first L243 M262KWK maintained the Alexander Dash bodywork combination but the second L258, M261KWK, had Plaxton Pointer B41F bodywork. L243 initially ran in an all white dealer livery until repainted into fleet livery.

The following pair acquired L283 L202HYE & L284 L203HYE, also had Plaxton Pointer bodywork but were totally different internally, both having a DP29F layout. Both vehicles had started life with Terminus at Crawley in 1994, liveried for BCP at Gatwick but arrived from Hallmark, Luton in 1998 and had been originally built for airport transfer work and had large luggage racks inside behind the driver and passenger door plus an absence of destination apertures. After a period of use with the extended luggage areas intact, by January 2000 they were rebuilt internally with the spare seats from L284 being used to up-seat L283 to DP36F and in which form it spent most of its operational life from Tollesbury. L284 was up-seated by using bus seats reportedly from older vehicles removed from the fleet, and as an odd-ball L284 became one of the first pair of B6s to be withdrawn from the Hedingham fleet in April 2002 where the bus passed from a dealer onto local operator Beestons, eventually to be re-registered EIG1355. February 2007 saw the B6 move on from Hadleigh for continued service with ECH Travel, Langar Notts. After use with Bellamy Coaches Nottingham until March 2011 the fate of this B6 is unknown.

The other early withdrawal L287 L833YDS was one of few Hedingham buses to be brought into the fleet, sold in April 2002, be re-acquired in February 2003 and operated for a second time before finally being sold again. L833YDS was an Alexander Dash bodied example and joined the fleet in May 1998, operated for a few years before passing to the same dealer as L284 (Taylor). Following a lack of sale, Hedingham changed course from B6 fleet disposal and re-acquired the bus from the dealer and operationally used again until withdrawal again and finally sold to Ensign in December 2009. (L106 & L107 Leopard/Plaxton coaches were similar having been operated after being acquired with C&R Coaches, leaving the fleet, to be acquired again with the purchase of Partridge Coaches, assuming their original fleet numbers).

L296 M441CVG & L297 M832CVG were acquired as a pair from Lamberts Coaches in 1999, which had purchased them for the 580 Diss – Gt. Yarmouth service awarded to them in 1994 by Suffolk County Council. (Now run by fellow Go-Ahead company Anglian). L297 later wore a dedicated livery for the 608 service Halstead – Colchester, when Hedingham faced competition from Howards Coaches on their 88 service. The Colchester Link livery depicted a low floor bus, true when compared against the rival Bedford YMT/Plaxton Supreme but not by today’s standards. Further fleet renewal in 1999, saw three ex Ambassador Norwich Park & Ride examples join the fleet ex 501/503/505. L303 L67UNG, L304 L69UNG and L308 L73UNG. These were B38F Alexander Dash examples. Of these examples L69UNG is now preserved having spent time with Guest Travel, Brijans Tours and APL Travel Crudwell in between leaving Hedingham and being preserved.

The final two B6 variants purchased in 2001 had different body styles to those already seen. L319 N326HUA was the only Alexander Dash II B6 operated, with an updated front dash profile and spent most of its operational life working from Hedingham depot. L320 TIL6881 was the final B6 acquired and was purchased when the well-respected independent operator Tillingbourne ceased in business, and was a Northern Counties Palatine II bodied version, re-registered from L103EPA. It had a very interesting stepped bodyline from front to back, with a slanted window/

Hedingham Omnibuses –

Marking The End Of The Volvo B6 Story, continued, by Mark Lloyd.

amidships to link the two window levels. It was also unusual to maintain its age defiant special registration throughout its life with Hedingham; covering up the age of vehicles was not something Hedingham usually undertook themselves. Hedingham operated a total of 14 Volvo B6's, with only L207 and L208 being purchased new. There were shrewd ex-demonstrator purchases such as L243 M262KWK and L258 M261KWK, plus others were picked up in ones and twos from independents. Bodywork styles were split 8 off Alexander Dash, 5 off Plaxton Pointer and the odd-ball was the Northern Counties Palatine II bodied version.

The first B6's to be withdrawn completely and disposed of was re-seated L284 L203HYE, passing via a dealer to Beestons, at the same time L287 L833YDS was disposed of to the same dealer. Non-standard L320 TIL6881 followed in 2007 believed after engine failure. August 2009 saw the withdrawal and sale of the second hand Alexander Dash variants L287/L303/L304/L319 plus the on-site scrapping of L308. L283 was withdrawn, dismantled and scrapped by April 2010. The disposal of Hedingham B6 fleet members in Go Ahead operation hastened, these were L207/243/296, withdrawn in 2012 with L297 passing to the Chambers operation in mid 2012. L258 was withdrawn in early 2013, L208 being last to be withdrawn week ending 15 February 2013. Chambers survivor L297, M832CVG has finally been withdrawn in November 2013, and was thus the last operational B6 in "Hedingham" ownership. This had its life extended by the Chambers repaint and new destination equipment fitted when transferred from Hedingham earlier this year but now an interesting fleet chapter has closed.

Fleet History

No	Reg	Body	Seats	History	Withdrawal to
L207	L207RNO	Alexander Dash	B40F	New 1994	M Nash dlr 2012
L208	L208RNO	Alexander Dash	B40F	New 1994	M Nash dlr 2/2013
L243	M262KWK	Alexander Dash	B40F	Ex Demo 1996	M Nash dlr 2012
L258	M261KWK	Plaxton Pointer	B41F	Ex Demo 1997	M Nash dlr 1/2013
L283	L202HYE	Plaxton Pointer	DP29F	Ex Terminus Crawley	Beestons 2002
L284	L203HYE	Plaxton Pointer	DP29F	Ex Terminus Crawley	Scrapped 2010
L287	L833YDS	Alexander Dash	B40F	Ex Henderson Travel	Jim Bell 2009
L296	M441CVG	Plaxton Pointer	B40F	Ex Lamberts C	M Nash dlr 2012
L297	M832CVG	Plaxton Pointer	B40F	Ex Lamberts C	Scrap Nov 13
L303	L67UNG	Alexander Dash	B38F	Ex Ambassador	Herts Charter 2009
L304	L69UNG	Alexander Dash	B38F	Ex Ambassador	Guest Travel 2009
L308	L73UNG	Alexander Dash	B38F	Ex Ambassador	Scrapped Jan 2009
L319	N326HUA	Alexander Dash II	B40F	Ex Yorkshire Rider	Jim Bell 2009
L320	TIL6881	Northern Counties	B40F	Ex Tillingbourne	Scrapped 2007



VP7 at Boreham Services on collection from Go Ahead London and returning to Tollesbury. See Hedingham report for details.

Dave Arnold

Ensign Fleet - November 2013

Vehicles Withdrawn

774 Y374FJN Dennis Dart SLF Alexander ALX200
Written off in RTA, scrapped.

Vehicles Re-registered

784 HV52WTJ re-registered 784EYB
104 864 DYE re-registered to V122 MEV

Heritage Vehicles

RCL2220, Metrobus KYV233X and Northern Routemaster FPT590C all sold to Stephensons of Essex.

with thanks to Ross Newman.



With his usual efficiency, our Chair **Chris Stewart** was out and about observing the Ensign running day on Saturday 7 December, just as we were going to press. A full report will appear in the next EBN but, in the meantime, here is a sample! Former Southend Transport 223 in Shenfield. Note the excellent loads! Also see the inside front cover.

Ensignbus Dealing Stock Movements. November 2013. By Mark Lloyd.

Vehicles In

Beestons	EIG1357	Mercedes 814 Plaxton Beaver 2
Dreadnought Buses	RML2732	
	RML2528	
	MXV878C	Bristol FLF ECW
	PRN761	Leyland PD2
	A146OFR	Leyland Olympian
	XSL228A	Bristol FS
Dublin Bus	00-D40020/1/71/83-4/88/97	
	00-D70104/131-4	B7TL's
Eastonways	V140MEV	Dennis Trident ALX400
Go Ahead NE	NA52AWM/N/O	Dennis Dart MPD ex 527/8/9
	S865ONL/R975FNW	DAF Prestige ex 4865/4985
Hanson's Buses	BX58BEY/BFA	Enviro 200s ex 2580/1
Mike Fuller	RML2350	
Peterborough Council	MX08MZD/E	Optare Solo
Premiere Buses	FJ09NZK/PXO	MAN Wright ex 3304/5
Stagecoach E Scotland	R138/40EVX	Volvo Olympian Alexander ex 16138/40
Stagecoach Highlands	TSV778/780/1	Neoplan Skyliner N122/3 ex 50142/4/7127/8ASV
	CSU920	Volvo B10MA Plaxton Premiere ex 51099/71/98
		(These plates retained by Stagecoach)
	S808BTT/S662JSE	Volvo B10M Joncheere ex 52638/12
Stagecoach North E	R831/5OVN	Volvo Olympian Alexander ex 16831/5
Stagecoach South	P834FVU	Volvo B10M Alexander PS ex 20834

Vehicles Out

Aimees Travel, Leek	AE54HYW	Dart Caetano ex Dial-A-Bus
City Sprinter, Glasgow	LG02FGZ/U/C/FFM	Dennis Dart SLF ex London United (DPS)
DJ Thomas C, Neath	SK02XGV	Dart SLF ex DPS626
Evergreen C, Birmingham	Y167/8/76/238NLK	Volvo B7TL Plaxton President ex VPL167 etc
Galleon Travel, Harlow	X649LLX	Volvo B7TL Plaxton President ex VPL149
	EIG1357	Mercedes 814 Plaxton Beaver 2 ex Beestons
Golden Tours, London	Y366/7NHNK	Trident ALX400 ex 17366/7
Hawkes C, Derby	R843MFR	Volvo Olympian EL ex GASC 4843
Holloway C, Scunthorpe	X657LLX	Volvo B7TL Plaxton President ex VPL157
Lewis Travel, Greenwich	X48CNY	Volvo B10M Plax Paragon ex Rennies 52535
New Adventure, Cardiff	X342/57NNO	Trident Alexander ALX400 ex 17342/57
Pikes Coaches, Hants	P834FVU	Volvo B10M Alex PS ex 20834
Reading Buses	LG02FGA/FFK	Dart SLF ex London United (DPS)
Redline Buses, Aylesbury	SK52MPU	Volvo B7TL Alexander ALX400 ex VA295
Ridleys Coaches, Kenilworth	X576EGK	Volvo B7TL Plaxton President ex PVL176
St Ives Bus Company	SH51MHU	Optare Solo
Swallow Coaches, Rainham	YX60BZU	Volvo B7R Plaxton Profile ex Kent TT
	BU08ACV	Plaxton Primo ex Carters 218 Capel St Mary
Tower Transit	LG02FFP/FGO/FFR	Dennis Dart SLF ex London United (DPS)
Uno Buses	SK52MKV	Volvo B7TL Alexander ALX400 ex VA293
Watts Coaches, Wales	AE54HYX	Dart Caetano ex Dial-A-Bus
Xelabus, Eastleigh	X953VAP	Dart SLF ex Stagecoach 33053
	N241EWC	Dart Pointer ex L241 Heddingham Omnibuses
Z & S, Aylesbury	LN51KYH	Trident Plax President ex Metroliner TPL252

Ensignbus Dealing Stock Movements, cont. Nov 2013. By Mark Lloyd.

Other Movements

GX04AZA Dart MPD ex Countryliner DP32 to Wexford Bus Company, Eire.

R138/40EVX & R831/5OVN to Drew Wilson Coach Sales, Glasgow.

YN05XZK/XZS to Dawson Rentals, Milton Keynes.

R650LSO Volvo B10M Alex PS ex Stagecoach 20150 to Geoff Ripley, Barnsley.

MX878C to Julian Patterson, Norfolk.

with thanks to Ross Newman.

New Horizon now run their Colchester - Brightlingsea service on Saturdays. Ex - Metroliner Y668 NLO on route 78A, within the grounds of the University of Essex on Saturday 23 November.

Russell Young.



First T806LLC still in TFL livery taken in Duke Street, Chelmsford on the same morning of 28 November 2013.

Dave Arnold.

EBN596p27

Sixty Years in Basildon - More on Bull Road, Vange, part 4; by Alan Osborne.

A further expansion of the town service network saw WMS town service W44 making its appearance on 14 February 1954, running from Pitsea Station to Whitmore Way (Quendon Road) via Gale's Corner and Timberlog Lane which was to become the Basildon "main line" service. Why the number W44 was chosen for the service is uncertain, although this was probably in anticipation of the impending renumbering of all ENOC services. Again this was a service licensed to WMS, but operated by ENOC vehicles from an ENOC garage.

The ENOC, WMS and Hicks fleets were consolidated and renumbered into a common scheme on Sunday 18 July 1954, following which vehicles allocated to Basildon garage, as Bull Road was then known, were identified by a yellow circle, being part of the Southend-on-Sea Engineering District. Control of WMS passed to ENOC on 2 January 1955. A comprehensive renumbering of all services was brought into effect during 1955. In the Basildon area the changes were implemented on 21 August using service numbers in the 240 series, when W44 became 244 whilst W84 became 248. Returning to the "main line" town service, this was extended along Whitmore Way as the house building progressed, first as W44 to the Fremnells (27 March 1955), then as 244 to the Upway (26 August 1956) further to Metersgate (10 March 1957) before eventually reaching the Town Centre on 4 May 1958. Fortunately a rare photograph is available to record these events. This shows ENOC Bedford OB with Beadle B30F bus bodywork, 189 (LPU 618), (shown on this page.) formerly 3928, at Pitsea Station working service /



This view is the only one available of a vehicle working the early Basildon "main line" town service 44 to Whitmore Way. Bedford OB/Beadle B30F 189 (LPU618) is seen at Pitsea Station.

Alan Osborne collection.

44 to Basildon (Whitmore Way) complete with yellow circle garage code. The photographer is unknown, and the view undated. However, this must be from the period July 1954 (after fleet renumbering) to August 1955 (before service renumbering). Thus during the early 1950s when the Essex fleets were coming together many interesting workings took place. For the subsequent history of Bull Road whilst under sole ENOC control, the reader is referred to the excellent coverage in the article by Chris Stewart.

Alan Osborne, with most grateful thanks to Peter Clark, Bob Palmer, John Rugg, Chris Stewart, John Taylor and Martin Weyell, and also to the PSV Circle and the Essex Record Office.



In the expanded yard at Bull Road garage can be seen a collection of ECW bodied Bristol L saloons all displaying yellow circle garage codes. LL5G 330 (ONO997) is working on a service 221, inherited from Campbells of Pitsea, whilst L5G 281 (KNO608) is on 254, a former City Coach Company service. Pre-war L5G 266 (GPU412) is seen in the background.

EBEG collection.

Terry Challis writes:

"I enjoyed reading Sixty years in Basildon by Alan Osborne in EBN No. 595.

With regard to Service 84 (Grays to Basildon via Stanford-le-Hope and Pitsea), I think that it is true to say that Hadleigh Garage worked a few journeys on this route. My late brother Ken was a driver at Hadleigh garage in the early 1950's and I can remember him telling me that on one shift he and his conductor worked on the 84 with an ex-Benfleet and District Daimler CW. I think that the railway bridge at Vange was high enough for highbridge buses then, for example in Alan Osborne's book on Westcliff, there is a picture of three highbridge CWA6s and a lowbridge K5G at the Bata Shoe Factory at East Tilbury, which would presumably have got there passing under the bridge. [Today it is signed at 13' 9" and full height buses are banned from going that way, which is why services such as the 28 - successor to the traditional 2 - are single decked].

As a teenager, one of my circuits for my Sunday afternoon cycle rides from Hadleigh was Basildon (this was in the 1950's). My abiding memory of Bull Road garage in those days is of a place running with mud. I was full of pity for anyone who had to operate buses from such a place."

EBN596p29

Sixty Years in Basildon – Yet More on Bull Road, Vange, part 4; by Alan Osborne.



This action shot shows a stylish Bristol L5G with an ECW dual-purpose body getting a wash as it proceeds along the appropriately named Wash Road on service 258 in February 1959. Did the watchers get a soaking?

John Rugg.



Newly acquired from First Eastern Counties, Volvo 32654 making a guest appearance on route 65 on Saturday 23 November. Photographed in Eastwood Drive, Highwoods, Colchester.

Russell Young.

EBN596p30

The Blind Spot by R. J. Williamson.

Why is it that blinds have such a fascination? Do you recall the first time you changed a blind and where you authorised or being naughty? This is part of R J Williamson's splendid collection and resumes an occasional series after a very long gap.

PRIVATE HIRE
SERVICE

RELIEF
EXCURSION

WEELEY 19
ELMSTEAD
THORPE-LE-SOKEN 105

GREAT TOTHAM 19
TIPTREE
COLCHESTER 19

COLCHESTER 19
MALDON
DANBURY 19

DANBURY 19
RAYLEIGH 19
COLCHESTER 19A

MALDON
COLD NORTON 19A
MANNINGTREE 51

COLCHESTER
CHELMSFORD 51
WIVENHOE 53

COLCHESTER
CHELMSFORD 53
KELVEDON 53

WITHAM
CHELMSFORD 53
LAINDON 53

GRAYS 53
EAST GATES
GREENSTEAD 53

WIVENHOE 53
ST. OSYTH
GT. BENTLEY 77

ABBERTON 75
PELDON
ABBERTON 75A

ABBERTON 75
BLACK HEATH
MIDDLEWICK 75

RECREATION GROUND 76
OLD HEATH
ROWHEDGE 76

ROWHEDGE 76
FINGRINGHOE 76
EAST ROAD 76

BLUE ROW 76
ELMSTEAD HEATH
THORRINGTON CROSS 77

WIVENHOE
THORRINGTON CROSS 78
ELMSTEAD HEATH

FORDHAM 82
EIGHT ASH GREEN
CHAPPEL 83

NAYLAND
GT. HORKESLEY 85
MILE END

NORTH STATION 85
NORTH STATION 86
WEST BERGHOLT 86

BURES 86
SUDBURY
LONG MELFORD 86

GT. CORNARD CHURCH
PARSONS HEATH
ARDLEIGH 87

DEDHAM
COALES OAK CNR. 87
ARDLEIGH 87A

MANNINGTREE
BRADFELD 51

EARLS COLNE 88
ALDHAM
COLNE ENGAINE 88B
EIGHT ASH GREEN 88
LEXDEN
HOSPITAL
SERVICE

OLD HEATH
TOWN CENTRE 76
NORTH STATION

SER-76 SECTION ABOVE
TO WHITE BLANK BY E.N.

Eastern
National,
Colchester

Passing
Points
blind.

Printed by
"Norco"
48" x 11"
undated
but
probably
mid-
1950's.

see
picture
overleaf.

© R. J. Williamson
35 Albury Road
STUDLEY
Warwickshire B80 7LW

EBN596p31



Is this the blind pictured on the previous page? Eastern National Colchester based 1340 ONO76 Bristol K5G with ECW L27/28R bodywork new in 1950. Later renumbered 2268. This picture was probably taken in 1960.

EBEG collection.

Target dates for EBN597 (January 2014).

By	...	4 January 2014	...	Reports to Sub-Editors.
By	...	11 January 2014	...	Sub-Editor drafts to Editor.
By	...	20 January 2014	...	Dispatch by Printers.

Back Cover Photos.

Inside Top The Ensign running day produced some stunning vehicles and **Chris Stewart** was the first to provide some equally stunning shots. East Lancs-bodied Leyland Titans were a common combination in the Lancaster City Transport fleet, KTJ 204C was one of three PD2/37s of this combination new in 1965. It has been in the Ensign Vintage Fleet for several years, and is seen in Shenfield on Saturday 7 December working the first journey on the X81 to Lakeside and Grays.

Inside Bottom FFN 451 is a Leyland Royal Tiger PSU1/13 with Park Royal C37C bodywork, one of a batch of six similar coaches which were new to the East Kent Road Car Company in 1951 and were the operator's first underfloor engined vehicles. Recently repainted in East Kent livery at Marden's in Benfleet, it was one of four superb Ensignbus single deckers to operate tours from Lakeside during the day, three of which (including FFN) were out in public for the first time. **Chris Stewart.**

Outside Top Talisman have repainted their ex Stagecoach Megabus Plaxton Panther into their livery seen here in Duke Street, Chelmsford on Thursday 28 November on a Private hire to Peterborough. **David Arnold.**

Outside Bottom First Hadleigh looks after its buses - largely due to (now retired) Engineering Manager John Wren, and continues in the care his colleague Gareth Norris. Hadleigh hasn't had a single new bus since 1997 (43721, R721 DJN, Dennis Dart) so staff have commendably accepted 'cascades' and made them tidy and smart. These two buses perfectly show Hadleigh's high standards, of which staff can be justifiably proud. Hadleigh is a good depot with a great spirit and strong identity.

The last remaining East Lancs Spryte-bodied Dennis Dart SLF is now 41011, R711 VLA, after gradual withdrawals of the type for many months. This batch started in allover yellow with Capital Citybus, and has probably never looked better than in this livery. In exemplary condition, typical of First Hadleigh is this commendably smart vehicle in Leigh-on-Sea on November 16. The bus is due for withdrawal over the next 2 months or so. **John G. Lidstone.**

EBN596p32





© John G. Lidstone Photography

www.essexbus.org