

Essex Bus News

**No. 621
January
2016**



Essex Bus Enthusiasts Group
www.essexbus.org.uk

£4
where sold



left:
With the MAX
Volvos now
regularly on
route 5, it didn't
take long for
one to stray -
here on the
evening of 4
Jan,
B7RLE/Wright
Eclipse Urban
3824 (GN07
AVM) managed
an appearance
on a short
working service
1 to Hadleigh
(the journey
terminates at
the Church and
returns to depot
out of service).

**John G.
Lidstone.**



above: Trustybus Scania YN53 RXH at Epping Station on 7 January - Chris did see one on the 410 on 5th – it must have been fun getting that around Rye House!
Owen Woodliffe.

Front Cover Picture.

This is how to present buses for service. Smart, clean, undamaged, friendly driver, neat wheels, nice wheel trims and black wheels (not drab aluminium paint) with trims (or full trims). Full marks to Fords Coaches of Althorne for excellence on Wickford-Southminster rail replacements on 28 December 2015. **John G. Lidstone.**

EBN621ffc

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*Owen also stocks a wide range of colour photos;
Send SAE with your requirements*

Black & White Photo Sales

Robin Jenkinson, 23 Wheatfields, Rickinghall, DISS, IP22 1EN,
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Welcome to new members:

Timothy Wood, Fareham -1096
Matthew Coates, Witham - 1097

Subscriptions

Held for yet another year

A calendar year subscription is £21. New members may join from any month, but subscriptions will always run to December, from whichever month the member chooses.

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

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Reports and observations

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

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

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

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

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

MID-ESSEX MEETINGS by Maurice Austin. NEW YEAR, NEW VENUE.

Will be held at the Quaker Meeting House, corner of Parkway and Rainsford Road, Chelmsford, less than 10 minutes walk from the Bus and Rail stations; continue along Duke Street past Civic Centre and cross to far side of Parkway. There is a small car park on site, other public ones nearby. We have booked the main hall and use of the kitchen for non-alcoholic refreshments. For those who need other refreshment, there are plenty of excellent pubs and eating establishments nearby. Members and guests welcome.

£2.00 donation towards cost of room hire, please.

Doors open at 1915 for an informal chat and often impromptu slide show, with the main talk or show from 1945 to 2145.

Thursday 28 January,
Thursday 25 February
Thursday 24 March

Julian Elliot, Network Manager, First Essex and Alvin Parker, Deputy General Manager, First Essex,
Alan Osborne, "It's All About Today!" and
tba.

If members like the venue, we will book for the remainder of the year. The format will be more or less the same as now; we will attempt to get a few "new" presenters (not an easy task!) but we will not ignore old favourites!

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 informal chat, and often an impromptu slide show, with the main talk or show from 1945 to 2145.

£2.00 donation towards room hire, please. Slides/digital photos are preferred, but prints can also be shown. Members and guests welcome.

Friday 12 February. Owen Woodliffe. Home and Away.
Friday 11 March. tba.
Friday 8 April. AGM followed by Alan Osborne.
Other 2016 dates.

13 May, 10 June, 8 July, 12 August, 9 September, 14 October, 11 November, 9 December.

A Blast From The Past.



Southend
Transport
256
Leyland
Olympian
ECW A110
FDL ex
Southend
Vectis
seen in
Central
Bus
Station
Southend
during
1993.

**Paul
Harvey.**

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

EVENTS

Sunday 24 January 2016

Vintage running day for last day of Hemel Hempstead Bus Station.

Saturday 2 April 2016

South East Bus Festival at Detling

Sunday 10 July 2016

Basildon Bus Rally at Barleylands, Billericay.

www.basildonbusrally.com

GROUP TOURS

Saturday 28 May 2016

THE SUFFOLK PANTHER

Departing Colchester Bus Station at 0830 and using Panther Travel's ex Leyland Olympian commuter coach, we shall be visiting a selection of interesting Suffolk operators, both large and small.

Highlights of the trip will be visits to Ipswich Buses, Beestons, Borderbus, Bucklands and Venuturer Coachways. Lunch stop will be taken in Woodbridge. Return to Colchester approx 1830.

Fare is £20. To book, please send cheque payable to E.B.E.G together with S.A.E. to Keith Woods, 34 Normandie Way, Bures, Suffolk CO8 5BE

Tuesday 21 June 2016

TALISMAN EVENING TOUR

Details to follow.

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



Picture:

Bristol RELL3/ECW series 2 body now with Gardener 6HLX-6HLXB engine, ERG53, (UFM 53F) used at the funeral service of Paul Dipper as reported in EBN620p4 & p5.
Terry Wiffen.

The bus was blinded 348 as this was the first Commercial route Paul planned.

Terry wishes to thank Group members Chris Sampson, Fred Lawrance and Dave Arnold for arranging for this RE to be made available for the funeral.

Paul travelled on eight vehicles like this (including this one) at the Isle of Wight Beer and Buses weekend shortly before he passed away. REs were his favourite type of vehicle and he enjoyed travelling on them whenever he could. They are Terry's favourite as well.

The Editor apologises for attributing the photos used last time to Richard Delahoy who wrote the text. The photographers were **Ian Dann** (p4) and **Dean Sullivan** (p5).

Tebbit's Tales. The first of an occasional series by Alan R. Tebbit, BEM.

Jim Holt, Mobile Inspector.

In his article in EBN620, Chris Stewart refers to his meeting with Jim Holt. "Jungle Jim" was the most feared employee at Eastern National at that time. The whispered warning "Holty's about" would strike fear into the heart of even the most honest of conductors; but I recall an evening in 1967 when we got one over on him.

It was one of the very rare occasions that the crew was Tebbit R. and Tebbit A. I didn't often work with my Dad. We were operating the 2000 hours service 32 Ongar to Chelmsford via the main road. This was normally a KSW or LD road (open backs) but we had a fluff (FLF with front doors) for some reason.

It was dark and, from the brightly lit interior, I had little idea what was outside. I was aware that we were waiting for time at Cooksmill Green, half way on the Fox and Hounds car park, and I noted the lights of an LD pulling up opposite us. This would have been the 2005 ex Chelmsford. From the darkness of his cab, Dad noticed a figure drop off the LDs platform and scuttle across the road. Obviously, his intention was to jump onto the rear platform of our bus, but, of course, we didn't have one! It being time to go, we set off.

The first I knew that something was up was when the doors flew open. Holty had used the outside button and was now running as fast as he could. When he judged that he had matched the speed of the bus, he leapt sideways intending to land on the moving platform (so that's why we called them "Jumpers"!). As his feet left the ground, Dad hit the brakes for a fleeting moment. Jim looked like a ballet dancer jetting through the air, but then, in a scene reminiscent of a Tom & Jerry cartoon, he splattered into the stationary bulkhead, his hat and glasses scattering in different directions.

"Good evening, Inspector" I said, "Welcome aboard" and received a very unpleasant reply. Surprisingly, we heard no more about it but, for some time after, we treated J. Holt, Esq. with kid gloves!



Eastern National LD5G 2425 (884 CEV) of 1955 waits at Ongar (Two Brewers) before returning to Chelmsford on the 32. Behind the Thames Trader on the right are three coaches, some or all probably belonging to Ongar Coaches. 2425 was withdrawn in 1972.

With thanks to Chris Stewart.

Photo: **EBEG collection.**

County Bus G621 YMG for EBN621 by Chris Stewart.



County Bus & Coach DAF SB220/Optare Delta G621 YMG, new to West's of Woodford Green as G259 EHD, loads in Brentwood High Street for Harlow on the 501 on 7 December 1999. **Chris Stewart.**



And a treat for Terry Challis (see his letter in EBN621p31). ONO 289 was a Daimler CVD6/Strachans new to Rose Bros (Primrose) of Chelmsford in 1949, but exchanged with City Coach Company the following year for Leyland PS1/Duple LHK 412. Numbered D7 after City's Roberts-bodied D1-6, it passed to Westcliff with the rest of the City fleet in 1952 and lasted (as EN 1222) until 1963. It is seen here at King's Cross on 7 April 1950, with EN 3622 (DEV 458) alongside. This was a 1936 J05G with ECW DP31F bodywork, withdrawn in 1953. With thanks to Chris Stewart. **Alan B Cross.**

EBN621p5

Service Changes by Paul Harvey.

Amber Coaches

15 Dec 15	14	TThF	Basildon to Corringham: new contract service.
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Arriva Kent Thameside

25 Jan 16	1	M-S	Harlow Town Service: minor revision to timetable.
27 March 16	901	Sch	Harlow to Passmore Academy: school service withdrawn.

Carters Coaches

5 Jan 16	193	Sch	Dedham to East Bergholt: revision to route and timetable.
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Carters L456 JCK Volvo B10L 1994 Saffle B43F in New Road, Mistley, on 4 Sept 2014, working 0818 Ardleigh - East Bergholt 193. Carters acquired L456 JCK from Seaford & District, it retained their livery. It was originally a Volvo demonstrator; Saffle was a Volvo subsidiary. An early low floor bus, it worked for Lothian Buses and Sheffield Mainline, amongst others, and it was originally dual dorway. Difficult to believe it was 20 years old!

Robert Appleton.

Chelmsford Community Transport

31 Jan 16	CCT2	M-F	Wickford/Chelmsford/Braintree DRT: service withdrawn.
	CCT3	M-F	Chelmsford/Maldon DRT: service withdrawn.

De Vere

18 Jan 16	333	M-F	Great Yeldham to Sudbury: revision to route and timetable.
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Ensign Bus

4 Jan 16	33	M-S	Grays to Lakeside: additional journey 1946 Chafford Hundred to Grays introduced Monday to Friday.
23 Jan 16	C2C	SSu	Canvey to Pitsea: special rail replacement service to operate on Sat 23 & Sun 24 Jan only.

First			
4 Jan 16	61	D	Highwoods to Wivenhoe: revision to route due to closure of Colchester Road Wivenhoe until 31 March 16.
	62/A	D	Colchester to Wivenhoe: revision to route due to closure of Colchester Road Wivenhoe until 3 March 16.
	74/B	D	Colchester to Clacton: revision to route due to closure of Colchester Road Wivenhoe until 3 March 16.
10 Jan 16	64/A	D	Greenstead to St Michaels: Sunday daytime journeys towards Greenstead will commence at Head Street. 0726 journey from Colchester to Greenstead on Saturdays will start at St Michaels at 0704.
11 Jan 16	2/A	M-S	Harwich Town Service: revision to route and timings of the 1605 from Harwich which will not serve Vine Way Estate and operate as service 2A.
	72	M-S	Chelmsford to Witham: two additional journeys Mon to Fri introduced from Springfield to Chelmsford early morning plus additional Mon to Fri evening journey at 2010 from Chelmsford to Springfield.



picture: First Essex ADL Dart 42933 (ex Braintree) taken on 7 December in New London Road, Chelmsford.

John Salmon.

Go Ahead (Hedingham)

4 Jan 16	87/A	D	Colchester to Brightlingsea: revision to route due to closure of Colchester Road Wivenhoe until 3 March 16.
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Go Ride

4 Jan 16	72	MWF	Clacton to Colchester: route and timetable change.
	73	MF	Clacton to Colchester: revision to timetable.
	78A	M-F	Brightlingsea Circular: revision to timetable.
	79	M-F	Clacton to Brightlingsea: revision to timetable.

Service Changes, continued; by Paul Harvey.

National Express

4 Jan 16	737	D	Oxford to Stansted Airport: revision to route and timetable additional stop introduced at High Wycombe M40 Coachway (updated information).
15 Jan 16	350	D	Liverpool to Southend: new terminal in Liverpool and no longer serves Huntingdon.

New Horizon

4 Jan 16	78	Sch	Colchester to Brightlingsea: revision to route due to the closure of Colchester Road Wivenhoe until 3 March 16.
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picture:
New Horizon Volvo B6BLE/Wright (X981 CNO) in Osborne Street, Colchester on 17 December 2014 on service 78 to Brightlingsea.
Ken Coldwell.

Panther Travel

4 Jan 16	103	Sch	Harwich to Ramsey: revision to route and timetable.
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Regal Busways

30 Nov 15	380-2/4	M-S	Harlow to Ongar/Toot Hill: minor revision to route and timetable.
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Richmond Coaches

4 Jan 16	386	M-S	Stevenage to Bishop Stortford: minor timetable change to morning journey from Buntingford.
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Stagecoach East (Cambridge)

3 Jan 16 7 M-S Cambridge to Saffron Walden: revised timetable.

Stephensons of Essex

1 Feb 16	21	M-S	Braintree to Black Notley: retiming of mid/late afternoon journeys and minor change to last journeys..
	38/A	M-S	Witham to Halstead: section of route Bocking to Halstead increased to half hourly and minor changes to first and last journeys.



picture left:
Stephensons AD Enviro 200 464
(EU62 FDF) on service 21 to Black
Notley at Braintree Bus Park on 11
December.

Ken Coldwell.

Service Revisions

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

Owen Woodliffe Pops in for a Pint!

Wetherspoons are well known for research of local history for their pubs and this item is in the recent conversion of The Star, Hoddesdon. Taken in 1975, WNO 479 was transporting the Hoddesdon Town FC team on the occasion of being the first winners of the FA Challenge Vase (formerly the FA Amateur Cup). Picture below by **Owen Woodliffe**.
Research notes (right) by **Chris Stewart**.



Hoddesdon Town FC is the third oldest football club in Hertfordshire, having been founded in 1879 (five years after Bishop's Stortford). This photo almost certainly dates from 1971, the club having had an unprecedented triple success in the 1970/71 season by winning the Spartan League Champions' Cup, the Spartan League Challenge Cup and the Hertfordshire Charity Shield. Eastern National has provided KSW5G 2383 (WNO 479) for their victory parade, probably sending the Southend-based bus first to Bishop's Stortford depot. The Club went on to be the first ever winner of the FA Challenge Vase in April 1975, but it's not known whether they again hired an open top bus to celebrate. Meanwhile from the batch of 10 KSW open tops converted in 1965/66 just two remained with the company well after the others had all been disposed of, and of these 2383 was eventually sold by First in 2010 to preservationist John Day as part of the Yeldham Transport Museum collection.

Panther Travel

by Ian Ransom.

Acquired

Alexander Dennis Dart YX61 BXI from Mid Wales, Penrhyncoch, this should be the regular bus on service 77 (Colchester - Aingers Green/ St Osyth), seats 29 and is named Daniel (see picture on the outer rear cover.

A further Dart from the same source is longer, 39 seat, YX62 FVV

Volvo Olympian/Alexander H45/29F N592 BRH has been acquired from Lodge, High Easter

Former Hedingham Dennis Dart SLF/Plaxton W339VGX has been put into fleet colours and has now been re-registered BIG 9248

Purchased for the Heritage fleet is Leyland PD3/Northern Counties convertible open top BUF426C from a Private owner.

Disposals

Volvo B6-50/Plaxton BIG 9248 has been re-registered to M832 CVG and has now been sold to Turners of Essex

Volvo B10M/Van Hool VLT 177 has now been re-registered P521 PRL and has since been sold to Eagle Coaches, Norfolk.

Loans & Hires

BIG 8796 (P653 ORV) a Dennis Javelin/UVG is currently on hire to Turners of Essex (since 11/15).

Registration News

D511 PPU has remained with its current registration plate with plans to re-register it put on hold, with roof now painted blue.

Vehicle News

Dennis Lance/Wright BIG 7793 (M211 MHJ) and Dennis Dart SLF/Plaxton BIG 9856 (X346 YGU) are now PSVAR compliant.



Panther Travel Optare Solo (BIG 7006) laying over in Braintree Bus Park on 11 December 2015.

Ken Coldwell.

A Note of Explanation!

Several members have asked why I referred to Somerset based member Dave Grimmett as "The Hairy Busman".

He has the most magnificent set of sideburns I have ever seen. I will try to get a picture of him, his bus and his whiskers!

Publicity News by Ian Ransom.

First	leaflets for 24/A dated 4.10.15; 66/A dated 30.8.15; 70 dated 1.11.15; 71/B/C/X/72/73 dated 1.11.15 (73 from 16.11.15); 100/200 undated, but with changes from 1.11.15
Stephensons	Leaflets for 21 dated 19.10.15; Interim 38A (Braintree to Stubbs Lane) dated 19.10.15 to 31.10.15 and for 38/A dated 2.11.15
ECC/First	Photocopied sheet for 14/15/15A (Chelmsford - Wickford) dated 14.10.15; 47 (Chelmsford - Broomfield Hospital) not dated, but for revision from 2.11.15
Ensign	Booklet for Christmas & New Year 2015/16

Trustybus (Galleon Travel 2009, Roydon, Essex bus operations) by Adam Kelleher.

Acquired Vehicles

YN53 RXY, Scania N94UB / Scania, B37D, new to Metrobus (529) 11/03

From Go Ahead London, via Ensign, December 2015. This joins those listed in EBNs 619 & 620. "Numbered" TB RXY. Repainted into fleet livery at Mardens (from all over red, roof remains in TfL specified white). Retains dual doors. Recorded as B32D with tip up seats removed. All round LED blinds have been fitted.

LX04 FXJ, Trident / ALX400, H45/23D, new to Stagecoach East London (18221) 5/04

LX04 FXL, Trident / ALX400, H45/23D, new to Stagecoach East London (18223) 5/04

LX04 FXP, Trident / ALX400, H45/23D, new to Stagecoach East London (18225) 5/04

From Tower Transit, fleet numbers TAL 33200/1/2, via Ensign, December 2015. They retain overall red livery, front LED blinds have been fitted. These join LX04 FXV reported last month.

YU02 GHJ, Scania N94UB / East Lancs, B32D, new to Durham Travel (SE 07) 7/02

YR52 VFN, Scania N94UB / East Lancs, B32D, new to East Thames Buses (ELS 14) 12/02

From Go Ahead London, via Ensign, December 2015. Although new to Durham Travel, YU02 was purchased for Transport for London services. It moved to East Thames Buses and was renumbered ELS 3. Both buses retained their ELS fleet numbers when East Thames Buses was sold to Go Ahead. Both were regular on TfL route 42, ELS 3 was seen still in service on this route on 9 December 2015. ELS 3 is red with a dark grey skirt and yellow pinstripe, ELS 14 is all red. ELS 3 was seen at Hertford Bus Station on 6 January on route 351 to Bishops Stortford, still in as acquired livery with Go Ahead fleet names on the side, with the route number on a piece of paper in the windscreen. ELS 14 had also been seen in Hertford Bus Station the previous day.

Vehicle on Loan

Further to EBN620, LK53 FDP was back at Ensign by 5 December.

Disposals

8.9m Enviro 200s BX58 BEY, BX58 BFA and YX09 FNG to Ensign, December 2015.

The latest photos on Flickr of FXZ 2162 (Dart / Alexander, ex R821 HCD) and RHZ 2264 (Dart / Plaxton, ex S93 EGG) were taken in July and June 2014 respectively and it is likely that these vehicles are no longer in the fleet. Also, the following pre 2001 vehicles do not meet PSVAR standards (please see First Essex article for more information on these) and have either been disposed of or are likely to be soon: Mini Pointer Dart SHZ 2691 (ex T313 SMV); Dart / Alexander Y239/43/53/329 FJN; Dart / Caetano Y364/6/74 HMY; Optare Solo V679 FEL. (Note, Y329 FJN is the ex Ensignbus Dart still in City brown and white livery.)

Unusual Workings

During December TP 431 (LK03 GFX) on 10th, TP 462 (LK03 GJZ) on 11th, LX04 FXP on 12th and TP 461 (LK03 GIY) on 16th were on route 505, almost certainly the first time double deckers have operated this route.

With thanks to John Card, Michael Gay, Ross Newman, Dave Stewart, Owen Woodliffe, Flickr and Bus Lists on the Web.

New Vehicles

63335	SK65 PXS	SA9DSRXXX15141217	Wt AM505	B41F	11/15
63336	SM65 EEU	SA9DSRXXX15141240	Wt AM588	B41F	11/15
63337	SM65 EEV	SA9DSRXXX15141241	Wt AM589	B41F	11/15
63342	SM65 EFA	SA9DSRXXX15141246	Wt AM594	B41F	11/15
63343	SM65 EFB	SA9DSRXXX15141247	Wt AM595	B41F	12/15
63344	SM65 EFC	SA9DSRXXX15141248	Wt AM596	B41F	12/15

StreetLite DF Max 11.5m Micro-Hybrid. This concludes the order for 17 StreetLites for Colchester, 63328-63344 (see EBN620 for details for 63328-34/38-41). The body numbers for 63340/1 are Wt AM592/3.

63336 and 63337 were seen at Heysham Docks on 28 November, 63343 was seen there on 13 December and 63344 was seen there on 8 December. Early sightings in service were (all December): 63335 on route 61 (7th); 63336 on 66A (5th) & 65 (7th); 63337 on 61 (5th) & 71C (10th); 63339 on 66 (24th - this bus was late entering service due to a fault); 63340 on 66A on 5th with "First" on the destination display with route number in windscreen and on 63 on 7th with "Streetlite" on the destination display, route number in windscreen and front nearside window - by 10th, on route 61, LED blinds had been programmed; 63341 on 65 (17th); 63442 was seen on A14 eastbound on 7th being driven on trade plates then on route 65 on 14th; 63342 on 65 (14th & 19th) & 61 (21st); 63343 on 66 (19th) & 71C (22nd); 63344 arrived at CR on 14th but as of 8 January there had been no reports of it entering service.

Acquired Vehicle

42557 WX05 UAO Ds Dt SLF SFD1BACR44GW18184 Ar 4227/6 B31F 03/05

From First West of England at Bath, December 2015, it had been new to First Somerset & Avon (same fleet number). 9.4m length, LED blinds, Barbie livery. This joins 42555/6/61, which were acquired from the same source in September 2015 (see EBNs618/9).

Allocation Changes

BN-Basildon; CF-Chelmsford; CN-Clacton; CR-Colchester; HH-Hadleigh; CF(DS)-Driving School (based at Chelmsford); Sh-Driver Shuttle; BE(out of service)-withdrawn vehicles stored at Baintree; FG-to / from another First Group company (involving change of legal ownership)

Period 9 (22 November - 26 December)

30903 CN-CR, 32806 CF(DS)-sold, 42557 FG-CN, 42934 BN-CF, 43356 CF(out of service)-sold, 43483 CN(out of service)-CR(Sh), 43679 CN(out of service)-sold, 43731 CF-BE(out of service), 43734 CF(out of service)-sold, 43854 CN-FG, 53008 CR(Sh)-CF(Sh), 60135 CF(DS)-BE(out of service), 62139 CN(out of service)-CF(DS), 63333 New-CR, 63334 New-CR, 63335 New-CR, 63336 New-CR, 63337 New-CR, 63338 New-CR, 63339 New-CR, 63340 New-CR, 63341 New-CR, 63342 New-CR, 63343 New-CR, 63344 New-CR, 65565 CR-donated, 65574 CR-BE(out of service), 65586 CR-BE(out of service), 65626 CR-sold, 65650 CR-BE(out of service), 66177 CR-CN(out of s'vce), 69434 CR-CF. 69421 and 69431 were on loan from CR to CF for part of December. The former was noted on route 71 on 7 & 8 December, 42 on 8th, 31X on 11th and 42A on 16th but was back at CR on route 75 on 28th. The latter was on route 42 on 11 & 16 December but was back at CR on route 75 on 30th.

30903 spent eight months at Clacton but there are no reports of it ever being used in service there. It was seen on route 70 (a Colchester working) on 22 December.

43483 is being used as a driver shuttle at Colchester on a Class 5 licence. It has replaced 53008, which has moved to Chelmsford.

62139 was seen at Westway on 10 December, for now it remains in heritage Aberdeen livery. It was noted on driver training duties in Chelmsford on 29 December, it has had a trainer's seat fitted (see also Clarifications & Corrections below).



Seen here in revenue earning service in Colchester after a period at Baintree. Aberdeen 'heritage' liveried 62139, on route 65 in Mill Road on 19 Oct 2015.

Russell Young.

Disposals *Note: official company disposal information was not available for December.*

December 2015

65565 donated to Bothwick Special School in Braintree (without seats) for use as a play bus

43854 assumed to First Kernow

32806, 43356, 43679, 43734 and 65626 assumed to Alpha Recovery for scrap.

Repaints

To Urban livery.

HH42489, seen on 26 on 21 December

CF53116, seen at Chelmsford Bus Station on 29 December

CF53124, seen at Chelmsford Bus Station on 29 December

CF53126, seen on 351 on 11 December

CF53129 seen on 51 on 29 December

CF53134, seen in Chelmsford on 19 December

CF53138, seen on 14/15/A on 7 December

CF65029, seen at Chelmsford Bus Station on 7 December

All the above have small "First Essex" names with f symbol above entrance door and driver's cab, depot stickers both sides and main "Essex" fleet names on lower panels both sides (except 53124/6/34 do not have offside depot stickers and 53116/29 do not have depot stickers either side). 42489 has been fitted with all round LED blinds (at HH).

Update to EBN620 re Colchester hybrid vinyls: 66801, 66803 and 66809 had received these by 7 December (but 66801 has not got the "Greener Colchester" wording on either side and 66803 has got this wording on the nearside only); 66816 did not have these on 5 December but did by 7th. (66801 has still only got a main Essex fleet name on the nearside cove panels, not on the offside.)



Optare Solo 53116 "caught" on 7 December 2015 as it leaves the "multi-story bus station" preparing to move into Victoria Road, just days before the repaint reported by Adam. **John Salmon.**

Other Vehicle News and Workings

Clarifications & Corrections to EBN620

p13: 62139 may have had some seats removed, but not all. As noted above, it has now been fitted with a driver trainer's seat.

p15: the sighting of a Volvo / ALX400 on route 351 on 23 November may have been a duplicate operating whilst there were problems on the Greater Anglia rail line.

P16: the new Park & Ride service operates between the Chelmer **Valley** Park & Ride site, not Chelmer Village, and Broomfield Hospital.

General

BN32087 has had all round LED blinds fitted, replacing flip dots. CN30887 has had front (only) LED blind fitted (since 24 December), also replacing flip dots. Further to EBN 620, CF66817 and CF69532 have also had their super rear adverts for Essex Fire Service removed, so no vehicles now have these. CF53128 has had its seats re-upholstered in e leather (presumably done when repaired and repainted in October 2015).

The Public Service Vehicles Accessibility Regulations 2000

(Note: this is a brief summary, much greater detail is available through searching this topic online.)

The PSVAR were issued as a Statutory Instrument by the Secretary of State following consultations with the Disabled Persons Transport Advisory Committee and other representative organisations using powers conferred on him by the 1995 Disability Discrimination Act. They came into force on 30 August 2000. Single deck buses (weighing more than 7.5 tonnes) and double deck buses in use on stage carriage services on or after 31 December 2000 require a PSVAR certificate, except if they were first used before that date, or they were manufactured before 1 October 2000, in which cases they do not require a certificate until 1 January 2016 (single deck) and 1 January 2017 (double deck). (Slightly different rules apply to single deckers weighing 7.5 tonnes and less.) So basically, all new buses entering service from 1 January 2001 and used on stage carriage services are required to be built to specifications laid down in the regulations and be granted a PSVAR certificate. These regulations do not just include being low floor and having a wheelchair space, but also include things such as the size of the wheelchair space, ramp angle, positioning of handrails, contrast between handrails and surrounding surfaces and provision of destination displays. Compliance is enforced by the Driver and Vehicle Standards Agency, which can refer operators using buses without a certificate of compliance to the Traffic Commissioners. Buses in service before 1 January 2001 can remain in service after 31 December 2015 (single deckers over 7.5 tonnes) and 31 December 2016 (double deckers) if suitably modified to enable a PSVAR certificate to be granted, but as they would be a minimum of 15 to 16 years old, in most cases it is not economically worthwhile to make such modifications. However, the X reg ex First London Marshall bodied Darts at Hadleigh, 41730/2/5-7, which were new in September 2000, have received the necessary modifications, and all except 41737 remain in service (as does 41761 which was new in January 2001).

During 2015 First Essex disposed of the following pre 2001 single deckers:

Dennis Dart / Plaxton Pointer: 42439, 43448 (both of the remaining examples of this type)

Dennis Dart / Plaxton Pointer 2: 42447, 43474, 43712/4-5/7/9/21/32-6

Mini Pointer Dart: 43356-7/9

Dennis Dart / Marshall: 43679

Optare Solo 850: 40008

Scania L113CRL / Wright Access-ultralow: 61054/7, 65527/38/51/4/6 (all of the remaining examples of this type, although ex Driver Trainer 60135 remains in stock)

Scania L94UB / Wright Access Foline: 65565/9-70/3/6/89, 65626/51-3

Volvo B10BLE / Wright Renown: 60767/810/1, 66168/9

Further, during the year, Optare Solo 850 53008 (the last of this length), Dart 43483 and MPD 43360 became permanent driver shuttle vehicles and B10BLE / Renown 62139 became a permanent driver trainer. Darts 43485/731, L94UB / Folinelines 65574/86/650 and B10BLE / Renowns 62195/7 & 66165/77 were still in stock but were all out of service by the end of Period 9. This left the following:

Dennis Dart / Plaxton Pointer 2: 43480

Scania L94UB / Wright Access Foline: 60206, 65566/87/627/30-1/54

Volvo B10BLE / Wright Renown: 66179.

From reports in the first few days of 2016, none of these have been seen in service since the start of the New Year.

Some sightings during December were as follows: 43480 on route 72 (7th), on 42A (11th), and in Chelmsford Bus Station (22nd); 65566 on 62 (3rd); 65574 seen in service at Colchester on 15th; 65586 on 75 (3rd & 18th); 65587 on 71C (7th); 65627 on 70 (15th); 65630 on 103 (23rd); 65650 on 65 (8th & 9th); 65654 on 66A (7th) and on 88 (12th); 66179 on 61 (4th). Also seen in service in early December, but exact dates and routes not known, were 60206, 65565 and 65631.

Braintree Depot Closure

First Essex finally vacated the 2011 Braintree depot on 17 December. However, it was then broken into that evening by Travellers who occupied it for the next couple of days before moving to the adjacent car park, and, in order to prevent a repeat of the break in, some withdrawn First Essex buses were subsequently parked across the gates of the depot. 43731 (at the entrance) and 65574 & 65650 (side by side at the exit) were seen thus on 26th. Meanwhile, out of service 60135 and 65586 are stored at Braintree outstation; this is also a security measure to make the yard appear to be occupied after service buses have left in the morning.

Route 100 / Chelmsford Park & Ride

In the timetable for route 100 introduced on Monday 30 November, there were three School Day Only duplicate journeys from Chelmsford (to Basildon only) at 1515, 1715 and 1745. The 1515 and 1745 arrived at Chelmsford as SDO duplicates from Basildon (departing there at 1408 and 1627 respectively) but the 1715 journey worked off school route 512. Because the 512 is scheduled to be worked by a BN double decker, the 1715 duplicate commenced at Chelmsford Cathedral, not the Bus Station, due to BN deckers not being able to fit under the Duke Street low bridge. The bus off the 512 had previously worked the 1710 Sandon Park & Ride duplicate, but as CF now has its own supply of double deckers one of these could be used instead. (This change coincided with the introduction of the Chelmer Valley to Broomfield Hospital P&R on the 30th.) Sightings during December were: 1710 Sandon P&R duplicate - CF32481 (7th), CF66797 (11th), CF32480 (14th) and CF32485 (16th); 1715 100 duplicate - BN32642 (7th), BN47653 (11th) and BN66825 (16th). Note: even when the 1715 100 duplicate was single deck operated it still commenced from the Cathedral. However, these arrangements did not last long, and from Monday 3 January the duplicate 100 workings were deleted from the timetable and the 1710 P&R extra reverted to being operated by the bus off the 512.

Colchester and Clacton

The separate working of routes 2 and 30A outlined in EBN620 continued during December, even when the latter was operated by a single decker, which does not have the problem of low overhanging trees when working the 2. A 43 or 44 seat Scania has sufficient capacity for the 30A, and noted in use on the 1515 from Manningtree High School to Harwich have been (all CN): 65691 (30 November & 1 December), 65669 (14 December) and 65676 (18th, last day of term), plus double decker 30902 on 16th. Observations of route 76 during December (all CN): 30887 & 30902 (2nd, 18th & 19th), 30887 & 65691 (23rd) and 30902 & 65691 (31st). Since the withdrawal of 43855-7 (see EBN620), routes 10/11/12 continue to be operated mainly by a mixture of different length Darts, observations during December (again all CN): 42555, 42556, 42927 & 43854 (18th); 42555, 42556, 42922 & 42927 (19th); 42555, 42556, 42918 & 42922 (23rd) and 42555, 42556, 42923 & 42927 (31st). The 18th was 43854's (the last of the four ex Jersey short / narrow Darts) last day in service with First Essex. The next day it was seen heading for the M25. Double deckers (all Tridents) seen on routes 103/4 during December (all CR): 33915 (1st), 33001 (3rd & 16th), 33002 (9th), 33186 (16th), 33080 (18th) and 33190 (22nd).

11 Dec	CR33002 on 6512	CR63328 on 50 / 92	17	CR33087 on 15	
18	CR63334 on 71C	21	CR63332 on 71C	22	CR63331 on 1/A
23	CR63341 on 71	27	CR65680 on 64A		
29	CR33002 & CR33196 on driver shuttle, the latter displaying "Staff Shuttle Bus" on blind				
30	CR63329 on 1A, CR69433 on 71		5 Jan	CR63328 on 71	



33080
(LN51 GNP)
in Colchester
Road,
Lawford on
18 December
2015 working
1300 Harwich
- Colchester
104.
**Robert
Appleton.**

Chelmsford (including Braintree Outstation)

Buses seen on route X30 (all CF): 44542 & 44550 (Boxing Day, the X30 was the only First Essex route operating that day); 44550 again (27th); 65032 (31 December). Sightings on new Broomfield Hospital Park & Ride in December (all CF): 69515 (2nd); 69517 & 69518 (3rd); 69518 (4th); 69519 (16th) - displaying "Broomfield Hospital and Chelmer Valley" on the front blind and a scrolling version of this on the rear. Further to the report of 69434 on Sandon P&R on 4 December in EBN620, this is confirmed as a transfer from CR to CF. Other sightings of it during December were again on Sandon P&R on 16th, Chelmer Valley P&R on 23rd & 71 on 29th.

2 Dec	CF53125 on 71
7	CF53117 on 71B, CF69533 on 56A
11	CF53117 & CF66837 on 71B
16	CF44541 on Chelmsford-Maldon 73, CF53115 & CF65032 on 71B, CF(DS)60135 seen in Brentwood (but by 23rd was out of service at BE), CF66808 on 542
17	CF53131 on 71
26	CF32480, CF32482, CF32484, CF32652 and CF66808 parked at Braintree outstation
27	CF43485 on 352
28	CF53008 on driver shuttles, still with the piece of paper with a handwritten "Not In Service" stuck to the nearside of the blind (see 1 Nov Colchester entry in EBN620)

Basildon and Hadleigh

Non-Hybrids seen on route 100 (both BN): 47656 (1 December), 47655 (10th & 22nd)

7 Dec	BN32087 on 9
27	BN47651 on 140



69517 on 7 December 2015 just past Ash Tree Corner, Little Waltham, heading toward the hospital. **John Salmon.**
[note the missing panel vinyl, the other side proclaimed "... and Ride"! A question of Park & Hide? Ed.]

Fleet & Allocation Summary January 2016

The information below is up to date to the end of Period 9 (26 December 2015). The fleet list is summarised under main types. Figures / letters in brackets are registration periods.

Changes during 2015

Plus: 32068/87, 42555-7/61, 47643-58, 63328-44, 65670, 69433

Minus: 20501, 32806/18/59/83, 34305, 40008, 41762, 42439/47, 43356-7/9/448/74/679/712/4-5/7/9/21/32-6/854-7, 53701, 60304/5/767/810-1, 61054/7, 65527/38/51/4/6/65/9-70/3/6/89/626/51-3, 66168-9/805/20, 68521/34/52/5

From service to driver trainer: 20463, 62139

From service to driver shuttle: 43360/483, 53008

A new variant introduced during the year were 9.4m Pointer Darts (42555-7/61). Types that left the fleet in the last year were: Volvo Olympian / Northern Counties Palatine (34305); Volvo B10B / Wright Endurance (60304-5, these were dedicated driver trainers); Darts with original low floor Pointer bodywork (42439 & 43448); narrow mini Caetano Darts (43854-7) and Optare Solo M780 (narrow) (53701). Further, the following types are no longer in passenger service: Optare Solo M850 (40008 has left the fleet and 53008 is now a permanent driver shuttle); Volvo B10M / Plaxton Premiere (20463 has been converted to a permanent driver trainer) and Scania L113CRL / Wright Access-ultralows (61054/7, 65527/38/51/4/6 have left the fleet, although driver trainer 60135 remains in stock, albeit out of use).

Fleet List

Volvo B10M / Plaxton Premiere: 20463(X) *This is a permanent driver trainer*

Volvo B12M / Plaxton Paragon: 20500(02)

Volvo B9R / Plaxton Panther: 20801-5(08)

Scania / Irizar Century: 23019-20(54)

Volvo B7TL / ALX400: 30887/902-3(W), 32068/87(51), 32475-8/80-85(53), 32651-2/4(05)

The W and 51 regs have Alexander bodywork, the 53s Transbus bodywork and the 05s Alexander Dennis bodywork

Volvo B7TL / Wrightbus Eclipse Gemini: 32628/31/40-2(54)

Dennis Trident / Plaxton President: 32801/4/9-10/47/49-50(T), 32855-6/63(V), 32864(T), 32887(V), 32905(W), 33001-2/44-5/7/72-4/7-8/80-1/86-8/90/5/8(51), 33132-4/6/78/84(02), 33186/8-92/4-6/229/32(52)

The T, V, W and 52 reg are 9.9m, as are 33044-5/7 and 33178/84, the rest are 10.5m. The T and V reg have centre staircases, the rest front ones. 33229/32 have gasket glazing, the rest bonded.

Transbus Trident / Transbus ALX 400: 33373/6/83-5(53)

Alexander Dennis Trident 2 / Enviro 400: 33424/5(59)

Transbus Dart / Caetano: 41513/23-5(03), 41527/38-9/41-4(53), 42519(03)

Dennis Dart / Marshall Capital: 41730/2/5-7/61(X)

Dart / Pointer: 42482-7(03), 42488-9(53), 42918/22-3/7-8/30-7(05), 43480/3/5(R), 43731(S)

Dart / Pointer 9.4m: 42555-7/61

Mini Pointer Dart: 43360(V), 43801-2(02), 43845-8(55)

The Pointer Darts are a mixture of Dennis, Plaxton, Transbus and Alexander Dennis build, but all to the same basic Pointer 2 design

Alexander Dennis Enviro 200: 44001-6(57), 44076-81(58), 44537-51(13), 44596(60), 44597(58), 44598(57), 44599(08), 44900(08)

The 57, 08 & 58 reg are Enviro 200 Dart chassis, the rest are E20Ds. 44900 is a "mini".

StreetLite DF / Wrightbus: 47521-30(64), 47643-58(15), 63161-70(64), 63328-44(65) *The 63 series are StreetLite DF Max*

Optare Solo: 53008(W), 53112-7/21/25-37(02), 53138/9(54)

53008 is type M850, 53138/9 are M950, the rest are M920

Scania L113CRL / Wright Access-ultralow: 60135(R) *This was a permanent driver trainer but is now out of use*

Scania L94UB / Wright Access Flioline: 60206(Y), 65566/74(S), 65586-7/627/30-1(V), 65650/4(T)

Scania L94UB / Wrightbus Solar: 62406-10(03), 65665-77(51), 65678(02), 65679-85(52), 65686-92(03)

Scania OmniCity CN94UB / Scania: 65028-32(06)

Volvo B10BLE / Wright Renown: 62139/95/7(X), 66165/77/9(W) *62139 is a permanent driver trainer*

Volvo B7RLE / Wrightbus Eclipse Urban: 66794-804/6-19/21-30/7(05), 69421/9-34(58), 69512-20(11), 69532-3(05) *69512-20 are Eclipse Urban 2 and are dedicated Park & Ride vehicles in ECC all black livery*

Alexander Dennis E35H / Enviro 350: 67901-4(13)

BMC1100FE Schoolbus: 68508-10/20/31-2(54), 68535/51(05) *All yellow livery*

Volvo 7900 Hybrid / Volvo: 69901-19(13)

Allocations

Basildon: 32068/87, 32628/31/40-2, 32801/4/9-10/47/9-50/5-6/63-4/87/905, 33047/77/178/88/92/4, 33424-5, 41513/23-5/7/38-9/41-4, 42519, 47650-8, 66806/13/9/21-7, 69901-19

Chelmsford (including Braintree outstation): 20500/801-5, 23020, 32480-5/651-2/4, 42483-7/930-6, 43480/801-2/45-8, 44537-51/900, 53112-7/21/5-39, 65028-32, 66794-7/9/802/8/11-2/4-5/7-8/29-30/7, 67901-4, 68508-10/20/31-2/5/51, 69434/512-20/32-3

Clacton: 30887/902, 42555-7/61/918/22-3/27-8/37, 44596-9, 65665-71/6/90-2

Colchester: 30903, 32475-8, 33001-2/44-5/78/80/6-8/184/6/90/5-6, 60206, 62407-10, 63328-44, 65566/87/627/30-1/54/72-5/7-89, 66179/798/800-1/3-4/7/9-10/6/28, 69421/9-33

Hadleigh: 33072-4/81/90/5/8/132-4/6/89/91/229/32/373/6/83-5, 41730/2/5-6/61, 42482/8-9, 44001-6/76-81, 47521-30/643-9, 63161-70

Driver Trainers (at Chelmsford): 20463, 62139

Driver Shuttles: 53008 (at Chelmsford), 43360/483 (at Colchester)

Out of Service / Stored: 23019, 41737, 43485/731, 60135, 62195/7/406, 65574/86, 65650, 66165/77

Total **389** vehicles

including driver trainers / shuttles, school buses and vehicles unlikely to see further service.



Alexander Dennis 350H hybrids 67903 and 67902 on 42 route at Bus station. The 12-minute frequency seems to be in difficulties! Taken 7 December 2015. **John Salmon.** [This was one of the days that problems on the A12 caused gridlock in much of Chelmsford, Ed.]

Sources: own observations, and with thanks to R Appleton, S Barham, N Clark, T Clark, L Cornwell, J Cush, S Gill, I Hardie, S Hughes, A Liddle, D Lund-Conlon, J Mulley, R Newman, R Northcott, J Podgorski, P Sack, J Salmon, S Simister, M Skinner, D Smith, K Smith, D Stebbing, C Stewart, G Toon, D Walton, D Warren, R West, A Whitehead, the Essex yahoo! group, Essex Buses Google group, Bus Lists on the Web, Flickr, Route One, First Essex and Terminus.

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

The Group records its thanks to Adam for the marathon amount of work involved in producing an annual First Essex fleetlist. If any member would like an electronic copy, please email the Editor. For those who still prefer "snail mail", your Editor will happily send a hard copy, and sae would be appreciated. See EBN621p1 for contact details.

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

At **Colchester**, DAF / Wright Cadet 3521 (LJ03 MYG) entered service early December allowing non-PSVAR compliant Dart SLF / Caetano 3411 (HX51 LRO) to be withdrawn. The remaining non-PSVAR compliant single decks were withdrawn after service on 31 Dec comprising Dart SLF / Plaxton 3228 (P228 MKL) & 3277 (T277 JKM), and Dart SLF / Caetano 3406/7/9/10. Replacements have arrived in the form of DAF / Wright Cadets 3516 (LF52 USZ) & 3520 (LJ03 MZL) from Guildford and a trio of Dart SLF / Plaxton from Harlow 3327-9 (X519/471/521 GGO) which have been converted to PSVAR spec.

Dart SLF 3421 (AY54 FPZ) is the first repaint for Network Colchester out of TGM livery and into full Arriva livery.

At **Southend**, the single deck PSVAR deadline has seen DAF SB220 / Plaxton 3914/6 and Dart SLFs/ Plaxton 3281, 3289 and 3322/4 withdrawn. 3916 was withdrawn on Christmas Eve after sustaining accident damage. Replacements are provided by the 7 ex Fastrack Volvo B7RLEs outlined in last month's EBN. There are now no Dennis Darts in the Southend fleet for the first time since 1997. At one time Darts accounted for 2/3rds of the entire fleet.

Loan Solo YJ61 JHV, at Southend in the autumn (see EBN617), worked briefly from Harlow after its stay at Southend. It has now moved to Maidstone.

At **Harlow**, Dart SLF 3415 (SN54 HXB) has received aquamarine colours and Arriva logo to the front but retains TGM livery elsewhere.



As 3415 has a short remaining life in Arriva service, it has had its front painted blue leaving the rest still in TGM colours so as to be different from the white of competitors. It is in Harlow on 11 December 2015. **Owen Woodliffe.**

STOP PRESS

Presumably consequent upon a severe penalty by the Traffic Commissioner, HarlowRide reports "We have reason to believe that Townlink Buses will no longer operate, meaning that services 19/20/21, 524/524A and T15 will not run on Monday 11 January 2016."

Owen Woodliffe reports that the decision of the Traffic Commissioner is:

Olympus Bus and Coach t/a Olympian: Licence revoked w.e.f 26.2.16 plus financial penalty of £4800

Townlink Buses Ltd: Licence Revoked w.e.f. 26.2.16 plus financial penalty of £14250

Road Runner Buses Ltd: Licence revoked w.e.f.26.2.16 plus financial penalty of £6000.

Eastern National at Harwich: Part Ten: A day in the life of Harwich buses. Robert Appleton.

By November 2001 the Harwich allocation was:

Mercedes 709D/Plaxton Beaver B23F 2655/2656 (L655/656 MEV), 2669 (M669 VIN) 2681/2682 (P681/682 HPU)

Leyland Olympian/ECW DPH42/30F 4008/4009/4013 (C408/409/413 HJN)

Volvo Olympian/Northern Counties H47/29F 4308/4310/4311/4314, L308/310/311/314 PWR).

Total 5 minibuses (4 for service 1 spare) and 7 double-deckers (6 for service, 1 spare).

So let us look at a Monday to Friday schoolday in 2002, and see how Harwich buses operated. The buses were refuelled the night before as they finished their day's work. The depot had a maintenance bay and pit on the right hand side, and a bus wash on the left hand side. The depot building was not large enough to garage all twelve buses overnight, so half were parked outside on the depot forecourt. During the day buses could be changed over for cleaning or maintenance. Between journeys buses normally parked up on the forecourt or on Station Approach rather than in the depot, which was good for bus photography!

The first minibus was out on 0540 Harwich - Clacton Village Link 3, followed by the second minibus on 0620 Harwich - Clacton Village Link 3.

Two minibuses stayed on Village Link services 3 & 4 all day until the last journeys at 1827 Harwich - Clacton 3, light back to Harwich, and 1814 Clacton - Harwich 3.

The third minibus operated the first service 104 journeys at 0610 Harwich - Colchester 0715 and 0720 Colchester - Harwich 0832. This was because two Olympians were needed for two school contracts to Manningtree High School, one operating via Ramsey and Bradfield, the other via Little Oakley, Great Oakley and Wix, see below. The minibus then worked services 22A/22B Harwich - Dovercourt Long Meadows Circulars, starting with the 0840 ex Harwich and finishing with 1710 ex Harwich.

The fourth minibus started on 0700 Harwich - Parkeston 20A, and continued on services 20A/20B all day until the last journey on 1920 Parkston - Harwich 20A.

Meanwhile, the Olympians were busy, on peak hour journeys to Colchester and schools work, note how five of the six duties then provided the off peak 103/104 service:

- | | | | | | | |
|----|------|-----------------------------------|----------------|---------------------------|------|-----|
| 1) | 0710 | Harwich - Colchester | 0820 103, | dead to Mistley | | |
| | 0854 | Mistley - Colchester | 0925 103, | 0930 Colchester - Harwich | 1040 | 104 |
| | 1050 | Harwich - Colchester | 1200 104, | 1205 Colchester - Harwich | 1310 | 103 |
| | 1320 | Harwich - Colchester | 1425 103, | 1445 Colchester - Harwich | 1555 | 104 |
| | 1620 | Harwich - Colchester | 1725 103, | 1735 Colchester - Harwich | 1845 | 104 |
| 2) | 0710 | Harwich - Colchester | 0820 104, | 0830 Colchester - Harwich | 0940 | 104 |
| | 0950 | Harwich - Colchester | 1100 104, | 1105 Colchester - Harwich | 1210 | 103 |
| | 1220 | Harwich - Colchester | 1325 103, | 1330 Colchester - Harwich | 1440 | 104 |
| | 1455 | Harwich - Colchester | 1607 104, | 1615 Colchester - Harwich | 1720 | 103 |
| | 1750 | Harwich - Colchester | 1900 104, | 1905 Colchester - Harwich | 2015 | 104 |
| 3) | 0730 | Harwich - Colchester | 0835 103, | 0905 Colchester - Harwich | 1010 | 103 |
| | 1020 | Harwich - Colchester | 1125 103, | 1130 Colchester - Harwich | 1240 | 104 |
| | 1250 | Harwich - Colchester | 1400 104, | 1405 Colchester - Harwich | 1510 | 103 |
| | 1520 | Harwich - Colchester | 1625 103, | 1635 Colchester - Harwich | 1745 | 104 |
| 4) | 0730 | Harwich - Manningtree High School | 0813 contract, | dead to Harwich | | |
| | 0850 | Harwich - Colchester | 1000 104, | 1005 Colchester - Harwich | 1110 | 103 |
| | 1120 | Harwich - Colchester | 1225 103, | 1230 Colchester - Harwich | 1340 | 104 |
| | 1350 | Harwich - Colchester | 1500 104, | 1505 Colchester - Harwich | 1610 | 103 |
| | 1650 | Harwich - Colchester | 1800 104, | 1805 Colchester - Harwich | 1915 | 104 |
| 5) | 0800 | Harwich - Ramsey | 0828 103, | 0830 Ramsey - Harwich | 0858 | 103 |
| | 0920 | Harwich - Colchester | 1025 103, | 1030 Colchester - Harwich | 1140 | 104 |
| | 1150 | Harwich - Colchester | 1300 104, | 1305 Colchester - Harwich | 1410 | 103 |
| | | dead to Ramsey, | | 1515 Ramsey - Harwich | 1543 | 103 |
| | 1555 | Harwich - Colchester | 1705 104, | 1710 Colchester - Harwich | 1815 | 103 |

The sixth double-deck duty started with the second 0730 Harwich - Manningtree High School contract. At Manningtree High School the school contract buses stopped on the pavement adjoining the school, so schoolchildren did not have to cross the road, but this meant the Olympian was pointing towards Harwich, the wrong direction, because the next journey started at Ardeleigh. So leaving the school empty, it was a sharp right hand turn in to Waldegrave Way. Then negotiating all the parked cars in that road, at the end of Waldegrave Way, a sharp left turn in to Colchester Road, but now heading towards Ardeleigh. Then a right hand turn and the Olympian gained the A137 road to head towards Colchester. In Ardeleigh the Olympian had to turn round, but not practical on the busy A137 in the peak hour. So a left hand turn in to a residential road opposite Ardeleigh Primary School allowed the Olympian to turn round, then head back towards Manningtree on 0828 Ardeleigh - East Bergholt High School service 193. This picked up schoolchildren in Ardeleigh, Lawford, Mistley New Road, and Manningtree. Then the driver had to hope there were no long delays at Manningtree level crossing. After this, over the River Stour in to Suffolk, picking up more schoolchildren at Cattawade and Brantham, then via East End and Straight Road to reach East Bergholt High School at 0855. Then after dropping off the schoolchildren, it was empty back to Harwich for a well-earned rest!



picture: DT4008 C408HJN at Manningtree High School on 10 April 2003. DT4008 is working the sixth double-deck duty as described above. It has worked the second 0730 Harwich - Manningtree High School contract and is about to depart empty to Ardeleigh to work 0828 Ardeleigh - East Bergholt High School service 193. **Robert Appleton.**

The afternoon duty was easier: 1420 Harwich - Manningtree 1459 103, then dead up Colchester Road, left in to Waldegrave Way, right back in to Colchester Road, to pull up outside Manningtree High School pointing towards Harwich. Then the Olympian worked 1515 Manningtree High School - Harwich school contract. There was only one afternoon school contract. The schoolchildren from Wix, Great Oakley, and Little Oakley went home on 1445 Colchester - Harwich 1555 104, the departure time from Colchester was retarded from 1430 to 1445 to allow for this. Colchester depot operated the afternoon 193 journey at 1550 East Bergholt High School - Ardeleigh.

The Harwich - Ramsey and return short workings were Essex County Council contracts for Ramsey schoolchildren. Harwich depot also worked evening journeys under contract to Essex County Council:

1940 Harwich - Colchester 2050 104, 2055 Colchester - Harwich 2200 104

2205 Harwich - Colchester 2310 104, 2315 Colchester - Harwich 0020 104

On Saturdays there were duties for five Olympians, similar to above, but without the schools variations. On Sundays Harwich had the Essex County Council contract for service 102 Harwich - Colchester, operating every two hours. This was the service 104 route, but also serving Parkeston and Dedham, this Sunday service was worked by two Olympians. To be continued.

Ensignbus Dealing Stock Movements - December 2015.

Vehicles In

Arriva London	LJ03 MVG/LJ04LFB/LFD LJ53 NGU LJ04 LDY/ LDZ/LEF/ LEU/LFA LDV/LGF/LGG/LGK/LGL LJ05 BMV/BMY/BMZ/BNA/BNB BND/BNE/BNF/BNK/BNL/GKX GKY/GKZ/GLF/GLK/GLV LJ54 BCZ/BDU/BCY/BDF/ BDY/BBZ LJ54 BFE (for scrap) LJ03 MHZ/MJU/UOU/UOV	DAF's Volvo B7TL's
Galleon Travel	YX09 FNG BX58 BEY BX58 BFA	Enviro 200's
Go-Ahead London	YN06 JYF/YN06JYH AE09 DHO W334 VGX SN03 YCF/YCE/YCD/YBY/YBX W415 WGH	Scania's MAN Darts Volvo B7TL
London United	YX60 BZB-G	Enviro 200's
Metroline	LK03 NLJ/L/M LK53 FDE/G/N LN51 KZC LK03 GGA LK03 CDJ LK03 GHJ	Darts Tridents
Rubicon Travel	E305 MSG	Olympian
Sanders Coaches	YJ03 PKZ/YJ03PKX	DAF SB120

Vehicles Out

Abellio London	BX54 DKE	Dart
Bear Buses, Feltham, Middx	LK03 GHJ	Trident
Belle Vue, Manchester	PN03 UMA/UMH	Tridents
Cambridge Bus and Coach, Swavesey, Cambs	T812 CBW	Volvo B10BLE
Country Lion, Northampton	LJ03 MGY	Volvo B7TL
DA Coaches, Coatbridge	YX60 BZB/BZC	Enviro 200's
Discount Travel , Smethwick	NA52 AWZ/YT51DZZ	Darts
Edward Thomas, West Ewell	YN03 WRP	Scania
Faresaver, Chippenham	LG52 DDF	Volvo B7TL
Finesse Coaches, Birmingham	MX54 BLU	Dart
Galleon Travel, Roydon, Essex	YN53 RXU/RXZ/RXY LX04FXL/FXP/FXI	Scania's Tridents
Grant Palmer, Dunstable	YX11 HPU	Enviro 200
Hams Travel, Flimwell	BX54 DKJ/DKD	Darts
Johnsons Coaches, Hopthorpe	YN06 JYH/JYF	Scania's
McGills Buses, Glasgow	LJ05 BMV/Y/Z/ BNA/B/D/E/L/GKX/Y/Z/GLK	DAF DB250's
Mullaney's Coaches, Watford	YJ03 PKZ/PKX	DAF's
Regal Busways, Chelmsford	X263 NNO	Trident
Redline, Aylesbury	LJ03 MJF	Volvo B7TL

**Mark Lloyd with
thanks to Ross
Newman.**

Sanders Coaches, Holt	LJ53 NHP/NHN	DAF DB250's
Sleafordian, Sleaford, Lincs	YV03 RCY	Scania
Stagecarriage, Redcar	YN03 DFC	Scania
Swallow Coaches, Rainham, Essex	LK03 NLL/LK53FDE	Darts
The Big Lemon, Brighton	R846 PRG	Volvo B10BLE
Westbus, Hounslow	YV03 PZE/PZG/RAU	Scania's

Other Movements

Dart NA52 AXM / Volvo B7TL's W415 WGH / LJ54 BFE : MC Tractors, Ely for scrap.
Olympian E305 MSG : FM Agrieszka Szwerthalter, Imieln, Poland.
Dart W334 VGX : Centaur, Crayford. (Preservation).
MAN AE09 DHO : Associated Coach Sales, New Zealand.
DAF DB250 LJ03 MVG Volvo B10M P172 KBD : Mike Lawrenson, Preston.
Spectra S404 NVP : Wilts Lodge School, Rutland.

Ambus (Amber Coaches' bus operations) by Adam Kelleher.

With thanks to Colin Humphrey and LOTS

Disposals LOTS reports that Dart / Caetano Number 3 (KM51 BFU) and Leyland Olympian G723 XDL have been withdrawn, but no details of when, or where they have gone to, are known. Dart / Plaxton N210 NNJ was seen in a withdrawn state at Amber's depot in September 2015. This bus does not meet PSVAR standards (please see First Essex article for more information on these) so is likely to be / has been disposed of.

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

With thanks to Ross Newman, Flickr and Bus Lists on the Web

Acquired Vehicles

LK03 NLL, Transbus Dennis Dart / Caetano, B29D, new to First London (DHL 507) 4/03
LK53 FDE, Transbus Dennis Dart / Caetano, B29D, new to First London (DMC 41528) 8/03
From Metroline, via Ensign, December 2015. LK03 had been renumbered DMC 41507 in First's Sema scheme and was DC 1544 with Metroline. LK53 was DC 1550 with Metroline. (They had moved from First to Metroline when the latter took over Uxbridge garage, vehicles and services from the former in 2013.) Repainted into EOS livery at Mardens. Dual doors retained. (Incidentally, 41527, LK53 FDD, is in service with First Essex at Basildon.)



Swallow Coaches/EOS 102 VolvoB7 Plaxton President X159 FBB on service 66A arriving at Harlow Bus Station during April last year. This vehicle was originally VP8 with London Central.**Paul Harvey.**

The photo of Swallow Coaches Toyota on EBN620p28 should have been attributed to **Owen Woodliffe**. The Editor apologises for this omission.

A further new Enviro 200 B38F, 476, is due next month for Braintree depot.

Dart T593 CGT was used briefly but is now withdrawn (EBN618 refers).

Olympian 828 (N828 FKK, ex Dublin) is withdrawn and sold to Ramsey Breakers, Ramsey, Huntingdon.

Olympian 863 (J563 HAT) remains withdrawn but has not yet been scrapped.

Ex London Dart 9033 (LK03 NLG) is now used purely as a driver training bus and has been re-registered A17 SOE.

Scania 903 (YN53 CFV, ex Nottingham) has gained a black livery with advertising for Great Baddow High School and is normally dedicated to "closed" services 602/3/5.

Volvo B10M/Alexander PS 233 (M233 TBV) remains in stock but is now restricted to "closed" services and contracts as it is not PSVAR-compliant.

The operational fleet currently stands at **100** vehicles plus 1 on order, 4 in reserve, 1 heritage bus and 1 trainer.



Stephensons Scania/East Lancs 642 (YN55 NKC) at Braintree Bus Park on 11 December on the 38A to Witham Allectus Way. **Ken Coldwell.**



Picture left:

Stephensons 457
Dennis Dart SLF
Pointer GU52 HIJ

John Salmon.

Acquired Vehicle

Further to EBN620, former Stagecoach London and Quintin Kynaston Community Academy Dennis Trident / Alexander ALX400 X263 NNO, which had been on loan, has now been acquired from Ensign.

Repair & Repaint

Further to EBN616, MAN / Wrightbus 801 has been repaired and repainted from old livery to new at Mardens.

Sold Vehicle

J734 CWT did not stay long with Panther Travel (see EBN617), it has now moved on to SMS, Towcester.

Workings and Observations All dates December 2015

Greater Anglia & TfL Rail Replacement

Ingatestone to Newbury Park: 802 & P 03, plus 207 on Ingatestone cross platform shuttle (27th); 702, plus 209 on Ingatestone cross platform shuttle (28th)

Shenfield to Ilford: 1404 (27th)

1404, P 03 and X263 NNO all seen on Rail Replacement at Romford on 28th

Colchester to Witham: 702, 802 & MX10 DFK (29th); 702, 802, P 02 & YJ03 PGZ (30th)

Solos 206 on 1 (16th); 208 on 31A (11th); 209 on 1 (29th); 210 on 3 (31st); 211 on 88 (20th)

Darts 601 on First Data Shuttle (23rd); 611 on 565 (4th & 5th); 613 on 0060 (1st & 2nd); 615 on 3B (11th)

Enviro 200s 651 on 565 (16th & 29th); 652 on 0060 (3rd & 4th), 75 (24th), 52 (29th)

MANs 702 on 565 (11th); 802 on Braintree Freeport Shuttle (5th), 71C (13th), 3 (16th)

Tempos P 02 on 71C (20th); P 03 on 3/A (1st), 1A (16th), 565 (19th)



Regal Busways MAN/Wright 802 (WX08 DFN) laying over at Chelmsford Bus Station on 11 December. Note the smart new second entrance to the railway station. **Ken Coldwell.**

Mark Lloyd with thanks to David Arnold, Paul Clarke, Jon Podgorski & Essex Buses Yahoo Group.

Fleet Withdrawals

480 S376 MVP Volvo B10BLE Alexander ALX300 Withdrawn at end of December 2015.

Other Fleet news

480 S376 MVP the Alexander ALX 300 bodied Volvo B10BLE has been withdrawn. This vehicle was the first ex Hedingham vehicle to receive the new Hedingham style livery, entering service on the 88 route on 22 December 2014, lasting a year until accessibility compliance necessitated withdrawal. The replacement will be an as yet unidentified ex Anglianbus Optare Solo.

Correction to previous notes; 1520 is of course registered YN06 JYE. In the run up to Christmas holidays, 1520 was allocated to the 137 Clacton circular service.



Left: the refurbished top deck showing the neat and clean finish achieved with the Hants & Dorset Trim shop work. Hand rails are painted silver. The seat material is bright blue with yellow seat top handles. Most wall formica and flooring has been renewed and the top decks are monitored by CCTV with colour screen fitted near the drivers rear view mirror. Lighting has been refreshed and the result is a clean, light and pleasing travel experience.

Service news

On 16/12/15 service 88/B was affected by a 3 vehicle collision at Lexden Rd/Beverley Rd, Colchester between 1630 and 1745. The outbound 88/B was diverted via Balkeine Hill, Westway and Cymbeline Way.

Personnel News

Jeff Clayton departed Hedingham/Chambers at the end of November 2015, with Gavin Hunter as Managing Director and the appointment of Shaun Daw as the new Business Manager. Shaun had been Depot Manager/Transport Manager at Hedingham and prior to that was Operations Manager at First Eastern Counties. I would like to thank Jeff for all of his work in providing monthly information for this column and I would also like to take this opportunity in welcoming Shaun to his new position and wishing him well in his new duties, which will hopefully include continuation of information to the magazine.

Mark Lloyd.



Southend Corporation Transport 270

Bob Williamson sent in this shot of SCT 270, sister vehicle to 263, which is featured in this EBN, to "go with" the blind on the next page. It is likely this very blind was used on 263. Your Editor is amused at the stances taken by the crew who obviously rather like their photos being taken!

Thanks to Maurice Doggitt who has sent a detailed history of 263, this will be reviewed in EBN622.

The Blind Spot R J Williamson.

ROOTS HALL
HIGHLANDS BVD.
25^A VIA SOUTHCHURCH VICTORIA CIR LEIGH STATION
THORPE BAY
25^A VIA LEIGH STATION VICTORIA CIR SOUTHCHURCH
HIGHLANDS BVD.
25^B VIA LIFSTAN WAY VICTORIA CIR LEIGH STATION
THORPE BAY
25^B VIA LEIGH STATION VICTORIA CIR LIFSTAN WAY
LEIGH STATION
25^A VIA SOUTHCHURCH VICTORIA CIR LEIGH ROAD
LEIGH STATION
25^B VIA LIFSTAN WAY VICTORIA CIR LEIGH ROAD
LEIGH CHURCH
25^A VIA SOUTHCHURCH VICTORIA CIR LEIGH ROAD
THORPE BAY
25^A VIA CHALKWELL SCH VICTORIA CIR SOUTHCHURCH
LEIGH CHURCH
25^B VIA LIFSTAN WAY VICTORIA CIR LEIGH ROAD
THORPE BAY
25^B VIA CHALKWELL SCH VICTORIA CIR LIFSTAN WAY
LEIGH CHURCH
25^A VIA PLOUGH CHALKWELL SCH LEIGH ROAD

VICTORIA CIRCUS
25^A VIA LEIGH ROAD CHALKWELL SCH PLOUGH
SOUTHEND LMS
25^D VIA WOODGRANGE DR YORK RD
LIFSTAN WAY
25^D VIA YORK RD WOODGRANGE DR
LIFSTAN WAY
25^C VIA CHALKWELL SCH VICTORIA CIR YORK RD
VICTORIA CIRCUS
LEIGH CHURCH
25^C VIA YORK RD VICTORIA CIR LEIGH ROAD
SHOEBURY (CAMDEN HOTEL)
5^A VIA PIER HILL KURSAAL THORPE BAY
SOUTHEND LNER
5^A VIA THORPE BAY KURSAAL PIER HILL
SHOEBURY COMM.
5^B VIA KURSAAL SEA FRONT THORPE BAY
SOUTHEND LMS
5^B VIA SEA FRONT KURSAAL HIGH ST
SUTTON CEMTY.
61^A VIA SOUTHCHURCH RD BOURNEMOUTH PK RD
SOUTHEND LMS
61^A VIA BOURNEMOUTH PK RD SOUTHCHURCH RD VICTORIA CIR

PRIORY CREST
61^A VIA EXCO WORKS SOUTHCHURCH RD BOURNEMOUTH PK RD
EASTERN AV.
61^B VIA SOUTHCHURCH RD BOURNEMOUTH PK RD
CUCKOO CNR.
61^C VIA EXCO WORKS SOUTHCHURCH RD BOURNEMOUTH PK RD
PLOUGH
62^A VIA SUTTON RD PRITTLEWELL CH WEST ROAD
SOUTHEND LMS
62^A VIA WEST ROAD PRITTLEWELL CH SUTTON RD
FOOTBALL GROUND
EKCO WORKS
VICTORIA CIRCUS
RESERVED
SPECIAL SCHOOLS SPECIAL

PRIVATE
WEST CIRCULAR
28^A VIA LONDON RD CHALKWELL SCH FAIRFAX DR VICTORIA CIR.
WEST CIRCULAR
28^B VIA FAIRFAX DR CHALKWELL SCH LONDON RD VICTORIA CIR.
EAST CIRCULAR
63^A VIA NORTH AVENUE HAMSTEL ROAD WHITE HORSE VICTORIA CIR.
EAST CIRCULAR
63^B VIA WHITE HORSE HAMSTEL ROAD NORTH AVENUE VICTORIA CIR.
PRIORY PK.
28^C VIA EXCO WORKS VICTORIA CIR VICTORIA AVE
WARRIOR SQ.
28^C VIA VICTORIA AVE VICTORIA CIR.
KURSAAL
51^A VIA SOUTHCHURCH RD SOUTHCHURCH AVE
VICTORIA CIRCUS
51^A VIA SOUTHCHURCH AVE SOUTHCHURCH RD
THORPE BAY
51^A VIA SOUTHCHURCH AVE KURSAAL SEA FRONT
VICTORIA CIRCUS
51^A VIA SEA FRONT KURSAAL SOUTHCHURCH AVE
KURSAAL
52^A VIA HIGH ST SEAWAY

VICTORIA CIRCUS
52^A VIA SEAWAY HIGH ST
THORPE BAY
52^A VIA SEAWAY KURSAAL SEA FRONT
VICTORIA CIRCUS
52^A VIA SEA FRONT KURSAAL SEAWAY
SOUTHCHURCH
63^A VIA WHITE HORSE SOUTHCHURCH RD
VICTORIA CIRCUS

• ADDED BY S.C.T. TO WHITE BLANK

The Lucky Survivor – Southend 263 Richard Delahoy with additional material by Chris Stewart

Unveiled at the Ensign running day on 5 December was a miraculous survivor of a significant batch of Southend Corporation buses.

SCT had chosen AEC for their motorbuses in the 1930s (Regents and Regals), but were then allocated AEC-engined Daimler CWA6 buses during the Second World War, taking no fewer than 18 in 1943-5, followed by 3 more CWA6 in 1948 and 6 (Daimler-engined) CVD6 in 1949, before reverting to AEC in 1950. No further buses joined the fleet until 1954, when the abandonment of the trolleybus system, in anticipation of the 1955 co-ordination scheme with Eastern National and Westcliff, meant that a large influx of motorbuses was required. Buying all brand new buses was not financially viable, but there were large numbers of Utility (and 'relaxed Utility') buses on the second-hand market and Southend had plenty of experience with the CWA6 model. As is well known, the problem with Utility buses was the condition of the body frames due to the use of unseasoned timber, yet the chassis were sturdy and capable of many more years' service.

MB 263
 REG No. GLX913 YEAR 1944
 LICENCED SCT 1/6/54 IN SERVICE SCT. 1/6/54
 FIRST LICENCED 1/10/1944.
 CHASSIS NO 11845 DAIMLER, TYPE CWA6
 SEATS 27
 4/2 NIGHT 2/12/0
 BODY REBUILT 25/3/54 BY MASSEY BROS.
 SOLD TO POUNCE DEPT 5/6/62
 515487
 XAPT B

left:
 263's record card from the SCT works.
Richard Delahoy collection.

below: By chance, **Philip Wallis'** camera caught the highest-numbered Regent (262), the now-preserved 263 and sister 265 together outside Southend's Victoria railway station in August 1960, enabling comparison between the body styles – note that the curved side windows of the Regents have given way to rectangular ones on the Daimlers. 265 was withdrawn in 1964 and 262 in 1966



London Transport had amassed a fleet of 281 Daimlers between 1944 and 1946 (with bodies by Duple, Brush and Park Royal), which were used at Merton, Sutton or Romford (Green Line) garages. They were disposed of en masse in 1953/54 as RT deliveries enabled their withdrawal. Most of them found new homes via W North Ltd (dealers) of Sherburn-in-Elmet, 89 going to Ceylon and 100 to Belfast where they were re-bodied by Harkness and lasted until 1969/70. Southend duly gained approval to buy 18, to be rebodied by Massey. On inspection, however, only 13 chassis were deemed suitable and 5 new Leyland PD2/20 chassis – the first Titans in the fleet, and the first vehicles with 'tin fronts' - were instead ordered for the balance of the Massey bodies. In addition, 6 similar PD2s were ordered with lightweight Weymann bodies, giving 24 buses for the final stages of the trolleybus rundown.

The 13 Daimlers were numbered 263-275 by Southend in a somewhat haphazard order, presumably in order of delivery (but not in order of body, chassis or registration numbers!). 263 (GLX 913) had been LT's D27 and had passed to North's in March 1953. Southend removed most of the original Duple body in the autumn of 1953 and sent it to Massey's Wigan factory on 4th January 1954. It duly returned with its new lowbridge body – 7' 9" wide on the 7' 6" chassis – entering service on 1st June 1954. The heavily-curved lowbridge bodies followed much the same design as those on the preceding Regent IIIs (257-262) and this style was perpetuated on later Leyland PD2 & PD3 chassis.

The Daimlers had a relatively short life with SCT, most being withdrawn for scrap in 1963-65. 263, however, was taken out of service earlier in June 1962 after running 291,032 miles for SCT, to be converted to a mobile road safety unit for the Borough's Police force. The interior was modified and platform doors fitted, following which it emerged in a rather dowdy grey and Metropolitan Police blue livery. I almost certainly encountered it in this role as it would have visited my school, Earls Hall Juniors, for road safety lessons! It then passed to Essex Police in 1969 when Southend's force was merged into the county one, but was withdrawn by 1974 and passed to an unidentified dealer. By October 1974 it was in the hands of Geoff Newman of the Eastern National Preservation Group and I renewed my acquaintance with it as a member of ENPG, this time at Eastern National's Canvey depot, where the ENPG were based alongside the operational fleet there.

I'm rather hazy then about its next 20 years in preservation and changes of ownership but at some stage it had been restored to bus condition and was being rallied up to 1995 in SCT blue/cream. Then in 1996 it was painted into Derby Corporation green/cream for use in a TV series *The Hello Girls* and made further rally appearances in that guise, but by 1999 had gained Police colours again. It was acquired by Ensign Bus in November 2011 and has since been the subject of a most thorough and painstaking restoration, which was only completed immediately before its debut on 5 December, to universal praise. Ensign are to be highly congratulated on investing so much time, effort and hard cash in this magnificent restoration!



Shortly after being acquired for preservation, 263 is seen in the yard at the rear of Canvey depot on 19 November 1974, framed by three Bristols – former Southern Vectis LL5G HDL 280 which passed to Derek Priddle, ex EN L6B stores lorry EBD 238 (later scrapped), /cont. below

L6B coach PTW 110 (recently been fully restored again by Craig Mara and Ian Mahoney) and the radiator of KSW5G VNO 868, the former 2373 which is believed to be still stored at Winkleigh.

Richard Delahoy.

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

Bourne & Cantwell, Basildon

F401 UAD, a Volvo B10M with Plaxton C57F bodywork has gone from here.

Greenfield, Great Baddow

This operator's licence has been revoked and no vehicles are recorded.

Lodge, High Easter

Recently acquired for the "heritage" fleet is HDL 255E, a Duple bodied Bedford VAM C45F, previously with Grange, Cowes, Isle of Wight.

Merriday (Fourways), Highwood

P167 BTV, a Volvo H77F has gone from here.

Phillips, South Woodham Ferrers

Volvo B10M with Van Hool C50F body has gone to Birchnall, Dundas & Hawkins of Besthorpe, Norfolk.

Talisman, Great Bromley

A Van Hool CH53/22FT has been acquired from Xidias Coaches, of Larnica, Cyprus. It was imported still carrying the Cypriot registration of TVF 229. It is understood that Talisman hope to re-register this vehicle as FUH 933, if still available, the registration it bore prior to leaving the UK for Cyprus. Its original UK reg. was MSU 589Y.



Taking part in the Abellio Greater Anglia Newbury Park - Ingatestone rail replacement on 28 December 2015, Keane Travel of Linford ex Metroline VPL219, which was acquired from the Ensignbus dealership in September 2015. Photographed crossing the A12 in Roman Road, Ingatestone.

Russell Young.

DVD Review: "Buses in Essex"

Roger A. Smith.

This DVD was filmed between 2011 and 2015 and covers a good selection of buses, operators and locations. Operators include First, Arriva, Ensign, Regal, Stephenson's, Hedingham and others and locations range from Harlow to Colchester and include Chelmsford, Southend, Grays, Lakeside and many others. There is no commentary but a "Running List" is included and the film contains the various street sounds and so on. With a running time of almost two hours, this DVD is good value at £14.95 inclusive of postage.

Copies can be obtained from:

Colin Hall, Top Floor, Charford Manor, Breamore, Fordingbridge, Hants SP6 2DS or online at www.colin-hall-publishing.co.uk

EBN621p30

The Letters Page.

Terry Challis from Blackpool.

Slap on the wrist for the Editor, gearboxes and Hadleigh termini.

Thank you for EBN 620 and a belated Happy New Year! May I make three points?

First, with regard to the caption for the photo of the Stansted Citylink Mercedes Tourismo on page 6, the number of passengers using Stansted Airport in 2015 was nothing like 50 million. My son who works for Manchester Airport says that it is less than the 23 million that Manchester Airport achieved last year, which was 23 million. It was probably between 21 and 22 million. Incidentally, Stansted Airport is owned by the Manchester Airport Group.

[I can't find my source for the 50M but all the websites confirm your figures. Perhaps I misread, misheard or mistyped! Ed.]

Second, with reference to Doug Brown's comments on page 31 about the first FLFs, I was always under the impression that only the very first ENOC FLF(80 TVX/2700) had a four speed gear box. However I am happy to bow to his superior knowledge!

[I don't know about the gearboxes but presume someone else will confirm who is correct. Will it be a case of gearsticks at dawn? Ed.]

Third, as someone who was brought up in Hadleigh and who first learnt recognise the different kinds of buses by watching them in London Road, I was very interested to see the Dart on the inside rear cover showing 'Hadleigh Waggon and Horses' as it's destination. I always remember buses terminating at Hadleigh Church or Victoria House Corner, which is just past the First Essex Garage. Those terminating at Victoria House used to turn by reversing into the first road on the right down Rayleigh Road (Arcadian Gardens??). They then laid-over at the end of that road until their departure time.

Ted Miles from The Emerald Isle.

Overloading on the X10.

In June 1966, I was a conductor on the Eastern National X10 with driver Brian O'Connell. We were operating the 10am departure from Kings Cross to Southend. All was OK arriving at Leyton, Bakers Arms with about 20 passengers on board. However there was a large queue here which we had to clear, so we ended up with 10 standing, 1 sitting on the stairs, 1 on the conductors seat, 2 on each of the wheel arches and 2 sitting in the luggage compartment.

From London, the first setting down point was Laindon, Fortune of War, which was not often requested. However, on this day, 2 passengers wanted this stop, they got off and lo and behold 2 police officers checked and counted the standing numbers; there were 8 as two had just got off. They didn't seem to see what and where else passengers were and said "OK" and off we went. This was a warning to all of us as we quite frequently loaded over the top. At busy times we were operating 70-seat normal FLFs and not the normal coach ones. On this day in question we had 2006, a good motor, BVX 668B, Bread and Cheese Hill no problem.

At Basildon, we had 2601 186 XN0, this was a very sluggish motor which did not like hills, it also very heavy steering. I could write a book on the X10 experiences we had in the early days. We had quite a few incidents due to the tight running times. I was on the schedules committee and we managed to get increased running times which lead to a reduction in accidents at both Basildon and Southend depots.

If you want more X10 notes, let me know.

[Well, what do members think, shall we take up Ted's offer? Ed.]

Andrew Colebourne

More on the Sokens

I have been meaning to comment on Alan R Tebbit's correction to PU Postscript PS in EBN617.

Alan says he remembers Bristol VRT3000 arriving at Clacton for route 111. I think the bus concerned was actually 3003 CPU982G; there are a number of photographs of that vehicle in Tilling green bus livery on Clacton services but none that I know of showing 3000 at Clacton when new. However the Group's photograph archive does have a colour picture of 3000 after repainting in cream/green express livery in Clacton Bus Station on a route 453 duty from BN.

Ted Miles (EBN620 letters) says that he only knows of Thorpe and Kirby le Soken: I would add that the parish of Walton is called Walton le Soken.

Regarding the Kirby Memorial timing point; I think that the name was misleading and was changed to Halstead Villas some time during the 1950's, which is what it is called today. I believe that through journeys on routes serving Kirby le Soken always ran via Halstead Road to and from Kirby Cross. Kirby Memorial is in The Street and through buses would not actually pass it.

Buses terminating at Kirby le Soken did go past the Memorial; those that have a copy of Halcyon Days of Buses (J.F. Parke and A.J. Francis, Ian Allan 1983) will find on page 76 a picture of Bristol G05G open topper N9057 standing outside the Red Lion in Kirby le Soken on route 103A, destination Walton Naze. The via points shown are WALTON RLY STN/FRINTON RLY STN. This version of route 103A seems to be missing from the route diagrams in the "The Years Between" book and I'd be interested to know when it ran and the routing.

Perhaps Ted or another member could supply more information?



Mercedes minibus DK58 LKU operated by "The Hawthorns" retirement complex. Dropping residents off at the bank and tearooms in the centre of Braintree on 11 December! This vehicle is in a smart silver-grey livery. **John Salmon.**

Target dates for EBN622 (February 2016).

By Saturday 30 January 2016	Reports to Sub-Editors.
By Saturday 6 February 2016	Sub-Editor drafts to Editor.
By Monday 15 February 2016	Dispatch by Printers.

Notes from the Editor

1 Please do try to support the new Mid-Essex meetings to be held in Chelmsford; details on EBN621p2. If any member would like to volunteer to show his or her pictures, please do contact Maurice on 01245 492328. Even if you haven't got enough for a full session, these could be combined with those of other members.

2 The rest of Chris Stewart's super article "Summer 1975" has been delayed by congestion created by SCT263! Hopefully, no-one minds too much and also that we can conclude the piece next issue.

Back Cover Photos.

Outer Top

Even our better photographers have had difficulty getting first class shots during the trying weather conditions we have been having recently. Russell has had a number of attempts before getting one of this bus which he thinks worthy of our attention. He just had to wait for a nice sunny morning!

Panther Travel's DC61 PAN in Highburch Road, St. Osyth on 31 Dec 2015.

Russell Young.

Outer Lower

The Boxing Day 2015 special Ensignbus X10 (Lakeside - Southend) saw 15-plate Gemini 2 Volvo B9TLs appear for the first time. Here we see Director Ross Newman nobly doing his bit with 131 in London Road, Leigh.



The Lucky Survivor.

We don't usually like to show more than one or two pictures of a particular vehicle in each EBN but as described inside, SCT 263 is rather special!

Top picture:
as the last Ensignbus running day bus on 5 Dec ran in to Purfleet depot from the running day, John took a panorama-type view of the Vintage Fleet - full marks to Ensign for this investment in heritage buses we can all enjoy and for presenting them so well.

John G. Lidstone.



Middle picture:
SCT 1944 Daimler CWA6 / Massey (1954 rebody) 263 (GLX 913) had a chassis new as London Transport D27. Here we see it back in London, being passed by London Scania-MCW Metropolitan MD60 (KID 260P), demonstrating the breadth of Ensignbus' Vintage Fleet.

John G. Lidstone

Bottom picture:
Southend Corporation Transport 263 Daimler CWA6 Massey body GLX 913 seen at Lakeside on special service X55 to Gravesend as part of Ensign's Vintage Running Day. Of interest the Group Secretary Alan Osborne can be seen seated behind the driver.

Paul Harvey.



www.essexbus.org.uk