

ESSEX BUS NEWS

No. 582
October 2012



ESSEX BUS ENTHUSIASTS GROUP
www.essexbus.org.uk



Hedingham having recently aquired the former TGM Essex CC supported services have now aggressively moved against the current daytime commercial operator Cedric's 78x service by running their 87 service just ahead. This has produced an unprecedented concentration of vehicles

Brightlingsea Bus Wars



at the Station Road layover with as many as four vehicles noted at one time.

top: Laying over in Station Road, Brightlingsea on 12th September are Cedric's Olympian (H552 GKX) and Trident/President (T97 KLD) together with Hedingham L350 Dart/Plaxton (EU56 FLN).

Ken Coldwell



centre: Hedingham Dart L350 (EU56 FLN) on new service 87 in Capon Road, Colchester, on 28th August.

Russell Young

left: Hedingham Dart/Plaxton L348 (EU56 FLR) entering Victoria Place, Brightlingsea from Station Road on service 87 from Colchester on 12th September.

Ken Coldwell

Essex Bus News

Magazine Editor

Eastern National Enthusiasts Guild :

David Harman, 24 Frankfield Rise
Tunbridge Wells, TN2 5LF
essexbusnews@casuarina.org.uk

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 / Travel with Hunny :

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

Service Changes :

Pau Harvey, 3 Orangewood Close
Gonerby Hill Foot, Grantham, Lincs,
NG31 8QW
pwo.harvey@ntlworld.com

Social Secretary: meetings, events, tours :

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

Your reports and observations

Members reports, quality photos (prints, slides or JPGs to about 5" x 4" 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.

© 2012 Essex Bus Enthusiasts Group

Printed by DirectCDs Ltd,

Unit 9 Swains Mill, Crane Mead,
Ware, Herts. SG12 9PY
01920 465023 www.directcds.co.uk/

Dates for your diary

■ EBN PRESS DATES

<i>EBN dated</i>	<i>reports to Editors by</i>
November	3 November
December	1 December

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

■ SOUTH ESSEX MEETINGS

- ▶ Meetings return for the winter to Wickford Cricket Club, off Swan Lane, Wickford - five minutes walk from Wickford Station and five minutes drive from A130 and A127. In

Cover

BRIGHTLINGSEA BUS WARS

Cedric's Dennis Trident/Plaxton President T97 KLD, one of three recently acquired from Ensign in response to the Heddingham competition, laying over in Station Road Brightlingsea on 12th September before returning to Colchester on service 78x.

Ken Coldwell

Wickford Town Centre, turn right into Swan Lane from Runwell Road (pub is on corner) then turn right - marked Wickford Tennis Club. This is an unmade road so beware of potholes. Go straight ahead towards tennis courts and left at end. The cricket club is in front of you. Doors open at 19.30 for informal chat with main talk or show from 20.00 to 21.45/22.00. A cash bar is available. Members and guests are welcome - £1.50 donation towards cost of room, please. *Richard Delahoy*

- ▶ **Monday October 29 - An Olympian Summer.** Slide show depicting some of the bus and coach operations of the Olympics with a London/Essex theme.
- ▶ **Monday November 26 - Harris Coaches.** Dave Arnold and Fred Lawrance
- ▶ **Tuesday December 18 - Xmas Social.** 20 Years ago by Richard Delahoy.

■ NORTH ESSEX MEETINGS

Venue: downstairs room at the Friends Meeting House, Church Street, Colchester, just south of "Jumbo" (the water tower) and behind the Mercury Theatre. Town centre bus stops and parking are nearby. Doors open at 19.15 for an informal chat, with the main talk or show from 19.45 to 21.45. £1.50 donation towards room hire, please. Slides/digital photos are preferred, but prints can also be shown. Members and guests welcome. *Dave Arnold*

2012 programme ~ slide shows

- ▶ **Friday November 9** - Steven Maskell
- ▶ **Friday December 14** - Dave Arnold and Gary Sharpe

■ EVENTS

- ▶ **Saturday October 27 - Reunion** for former **Grey Green** staff at Knights Templar, Chancery Lane EC3. Details from Owen Woodliffe (see Group Directory)
- ▶ **Sunday November 4 - Ipswich Transport Museum.** The Winter Warmer 13.00 to 19.00hrs. (www.ipswichtransportmuseum.co.uk)
- ▶ **Sunday November 4 - Lincoln Transport Museum.** Running Day. (www.lvvs.org.uk)
- ▶ **Saturday December 1 - EnsignBus Vintage Bus Christmas Special** (X55 Upminster - Lakeside and X81 Shenfield-Brentwood-Lakeside-Bluewater).
- ▶ **Thursday December 27. Medway Jubilee Bus Day.** Rochester Coach Park. (www.nu-venture.co.uk/page15.html)

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.

Membership Renewals for 2013

The Committee recently reviewed the costs of producing and distributing Essex Bus News. Over the whole of 2012 the magazine will just about have broken even, but costs have risen significantly during the year, not least postage, and further increases can be expected for 2013. However, we also recognise that many members' incomes are not rising, yet the cost of living rises inexorably.

As a result, we have decided to increase the subscriptions for next year by £1 only, even if this results in the magazine making a loss in 2013 - any such loss will be met from the profits from sales activities or from our accumulated reserves.

We hope that you continue to enjoy the mix of news, photos, current and historical features that are presented in EBN and will want to renew. Subscriptions run for a calendar year and all those who are due to renew from the January issue will find a green renewal slip loose with this issue; please return the form with your payment for 2013 as soon as possible.

If you wish to pay by PayPal, simply send a payment of £21 to our account - to do this, log into your PayPal account, click on the 'Send Money' tab and say you want to make a payment to our address, admin@signal-training.com. Complete the fields as requested, we suggest you use the 'Personal' tab and the 'Other' option and in the comments box say 'EBEG renewal sub'.

For our overseas members, the 2013 rates will be: Europe £35, Rest of World £47 (air mail postage) - these are not shown on the form. For life members (you know who you are!), we invite you to pay £9 towards distribution costs.

Richard Delahoy, Membership Secretary and Treasurer

Welcome to New Members

We extend a warm welcome to the following new members this month:

David Barker, Alfreton - 1058

Dominic Lund-Conlon, Clacton - 1059

Richard Delahoy, Membership Secretary and Treasurer

EBN

David Harman has edited EBN since January 2004, overseeing its transformation in both content and style as well as the introduction of colour photographs. He is stepping aside after the December issue and his place will be taken by Maurice Austin, who lives in Chelmsford and has kindly volunteered for the position based on his experience in both publishing and the bus industry locally. The present mix of news and historical articles will continue, and although there will undoubtedly be changes these will be through 'evolution rather than revolution'. We will publish revised arrangements for contributors in due course, and would again remind members that articles (long and short), news and photographs are welcomed on any Essex bus-related topic. In the meantime, we must thank David for the very considerable amount of time he has spent making sure EBN arrives on your doormats every month.

Chris Stewart, Chairman

Group Directory

SUBSCRIPTIONS

A calendar year subscription is £20, renewable in January.

New members may join from any month during the year, but subscriptions will always run to December, from whichever month the member chooses. Those joining from February to December inclusive will pay a pro-rata subscription calculated at £1.70 per month. E.g., a member joining in March would pay 10 x £1.70; i.e. £17.

Data Protection Act: Members' details are held on computer for the purpose of

administration. If you object to your information being held in this way, please write to:

Richard Delahoy, 272 Shoebury Road
Southend-on-Sea SS1 3TT
richard@signal-training.com

MISSING / DEFECTIVE EBNs

For replacements, contact the Distribution Officer:

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

PUBLICATION SALES

Send orders for publications to:

Owen Woodliffe, 196 Sinclair Road,
Chingford, London E4 8PT

Owen also stocks a wide range of colour
photos - send SAE with your requirements.

BLACK & WHITE PHOTO SALES

Lyn Watson

Willow Tree Cottage, 11 Roman Bank,
Gedney Dyke, Lincolnshire, PE12 0AR

Prints of specific EN (and predecessor)
vehicles can be supplied; email with
requirements:

lynw@barrons-bds.com

Publicity News

New, unreported or updated items reported this month:

Ensignbus - Thurrock Area booklet: Issue No 15; 3 September 2012.

X1 Lakeside-Basildon; 3 September 2012.

First - Brentwood Area bus guide 26 page booklet; 26.08.12; Clacton Area bus guide 44
page booklet; 26.08.12.

Corporate style leaflets for 31/B/C/D; August 2012; 70/X; 26.08.12; 75/B; 26.08.12;
100/200; 26.08.12; 102/3/4; 26.08.12.

National Express - Coaches between Ipswich, Colchester and London; July 2012.

TWH - E20 Harlow-Stratford; 1 October 2012.

Essex County Council - leaflets in the new style, colour as shown.

1 - Henham - 28 August 2012 - grey.

The Hylands Bus - 14 May 2012 - purple.

Zip1 - Harlow - 1 August 2010 - purple*.

D1, D2, D4, D6 - Dengie - 27 August 2012 - red.

3/4 - Clacton - 29 August 2010 - grey.

3/3A/3B - Chelmsford Southend - 2 July 2012 - red.

5 - Saffron Walden - 28 August 2010 - red (no mention of Village link on any of these)*

7, 7A - Elsenham - 24 February 2012 - grey.

7, 7A - Elsenham - 26 August 2012 - grey.

9 - Frinton - 29 August 2006 - grey.

9/10 - Braintree - 1 April 2012 - purple.

11 - Colchester - 26 August 2012 - purple*.

11A - Sundays Chelmsford Southend - 8 January 2012 - red*.

11/12/13 - Halsted - 28 August 2010 - purple*.

14 - Foulness Island - 7 November 2005 - very light grey.

14/15/15A - Chelmsford Wickford - 26 August 2012 - grey.

15 - Colchester - 26 August 2012 - purple.

16 - Chelmsford - 26 August 2012 - red*.

17 - Saffron Walden - 1 September 2009 - red.

21 - Basildon - 01 September 2008 - red.

31A/5 - Chelmsford - 1 May 2011 - grey.

32 - Chelmsford Ongar - 7 February 2011 - grey.

34/34A - Braintree - 26 August 2012 - red*.

37 - South Woodham Circular - 26 August 2012 - grey.

46/46A - Chelmsford Ongar - 07 February 2011 - purple*.

47/146/147 - Harlow - 3 April 2012 - grey.

50, 50A, 50B, 50C, 92 - Colchester - 28 August 2011 - grey.

71/72 - Brentwood - 26 August 2012 - purple.

73 - Chelmsford - 12 April 2010 - purple.

78/78X - Colchester - 1 September 2008 - grey - replaced by the 87?

80A/80C - Brentwood - 4 October 2009 - grey.

83/83A – Colchester – 26 August 2012 – red.
 87 – Colchester – 26 August 2012 – purple (see 78!).
 89/89B – Braintree Haverhill – 23 August 2011 – purple.
 101 – Basildon – 29 August 2010 – purple.
 105, 107, 109 – Colchester Walton – 29 August 2010 – grey; eight folds with map – rear change text reads “New 109 express journey from Walton to Colchester at 0920”.
 105, 107, 109 – Colchester Walton – 29 August 2010 – red* six fols without map – rear change text reads “Revised route and timetable.”
 118 – Great Yeldham – Saffron Walden – 08 November 2010 – purple
 132 – Cambridge Saffron Walden Sundays 20 May 2007 – red.
 140 – Basildon Chelmsford Sundays – 6 February 2011 – red*.
 174 Crouch Village Link – 1 February 2011 – red*.
 211, 212 – Breach Barns WX – 4 April 2011 – red*.
 213 – Epping WX – 2 April 2012 – grey.
 221 – The Wick Wickford – 13 December 2010 – purple.
 222 – Billericay – 13 December 2010 – grey.
 228 The Doddinghurst and Herongate Sunday Service – 6 May 2012 – grey.
 236, 237 – South Woodham Basildon – 5 March 2012 – purple*.
 247 – Colchester – 1 May 2011 – red*.
 261 – Brentwood – 26 August 2012 – red*.
 268, 269 – Grays – 26 August 2012 – grey.
 301, 302 – Saffron Walden – 29 August 2010 – red.
 312, 313 – Saffron Walden – 27 May 2003 – red.
 314 – Braintree – 29 August 2010 – purple.
 315 – Great Dunmow – 29 August 2010 – grey.
 318 – Bishop’s Stortford – 7 March 2011 – purple.
 322 – Newport Saffron Walden – 5 September 2011 – grey.
 327, 329 – Halstead – 18 June 2010 – red*.
 345 – Braintree – 4 July 2011 – grey.
 443, 444, 445 – Barley Saffron Walden – 1 September 2011 – purple*.
 501 – Epping Harlow – 07 February 2011 – grey.
 552, 553 – Basildon – 30 April 2012 – red*.
 541 – Abridge Theydon Bois – 1 October 2011 – purple.
 565 – Brentwood – 4 April 2012 – grey.
 898 The Queens Shoppers Bus – Brentwood Romford – 28 November 2011.
 SB05 – Ongar Epping – 1 May 2012 – grey.
 SB06 – Epping – 1 May 2012 – grey.
 SB13 Saffron Walden Shoppers Service – Littlebury – 3 August 2012.
 SB27 The Salings Community Bus – 2 February 2012 – grey.
 SB28 The Stisted Shopper Bus – 1 August 2012 – red*.
 SB71 The Hadleigh Shippers Bus – 1 May 2012 – grey.

Richard Delahoy, Ian Ransom, Suzy Scott, Owen Woodliffe

Service changes

Carters Coaches

2 Sept 12 96/A M-S Mistley to Ipswich: minor timetable change.

Colchester CVS

10 Sept 12 SB34 MO Wormingford/Fordham to Colchester: new service.

Ensign Bus

3 Sept 12 99 M-S Tilbury Station to Tilbury Ferry: new service revised

17 Sept 12	22	M-S	To operate from Tilbury Asda (updated information). Aveley to Stifford Clays: minor revision to morning journey from Aveley to Grays which is extended to Palmers College on College days.
	23	Coll	Belhus to Palmers College: to operate via Ockendon Station with new afternoon journey introduced.
	33	M-S	Grays to Lakeside: minor revision to morning journey between Grays and Lakeside.
24 Sept 12	99	M-S	Tilbury Asda to Tilbury Ferry: revision to timetable.
First			
17 Sept 12	200	M-S	Basildon to Grays: the 0740 ex Basildon will operate Schooldays as well as non Schooldays.
5 Nov 12	508	Sch	Great Dunmow to Colchester: revised route and timetable.
	509	Sch	Braintree to Colchester: revised route and timetable.
	524	Sch	Braintree College to Colchester: revised route and timetable
	525	Sch	Chelmsford to Colchester: revised route and timetable.
	125	M-S	Braintree to Springwood: new service.
Fourways Coaches			
1 Oct 12	04	Sch	Maldon to Brentwood: new schoolday service.
	431	Sch	Blackmore to Shenfield: new schoolday service.
	432	Sch	Doddinghurst to Shenfield: new schoolday service.
	484	Sch	Ongar to Hutton: new schoolday service.



The 99 shuttle service between Tilbury Town and Tilbury Riverside is now with Ensignbus. Ex Stagecoach London ALX200 Dart 649 has been repainted and suitably branded. St Andrews Avenue, Tilbury on 22nd September. *Russell Young*



First London Dart/Marshall Capital DML41428 in West Horndon on Thurrock tender 564 (West Horndon - Grays), worked in between TfL school service duties. *Russell Young*

London Bus Company

20 Oct 12	339	SSu	Epping to Ongar: service to operate winter weekends and a few selected dates with revised timetable.
-----------	-----	-----	--

Regal Busways

26 Oct 12	3	M-S	Oxney Green to Southend: revisions to timetable.
-----------	---	-----	--

Stephenson's of Essex

8 Oct 12	807	Sch	Foulness/Landwick to Rochford: minor timing changes.
	815	Sch	Rochford to Westcliff Schools: minor timing changes.
	816	Sch	Golden Cross to Westcliff Schools: minor timing changes.
5 Nov 12	38	M-S	Witham Town Service: revisions to timetable withdrawing early and late journeys with revised frequency.
	39	M-S	Witham Town Service: revisions to timetable withdrawing early and late journeys.
	200	TFSch	Southminster to South Woodham: service to operate Fridays only during school term.
	201	TSch	South Woodham to Southend: service withdrawn.
	220	TFSch	Burnham to Basildon: revision to timetable.
	707	Sch	Silver End to Colchester: service withdrawn but will continue as a private contract service.

Wyvern Community Transport

4 Oct 12	SB71	M-Th	Hadleigh to Ormond Avenue: service reduced to Monday and Thursday only with two return journeys.
----------	------	------	--

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



On Saturday 15th September 2012 buses that normally travel eastbound along Eastwood Road in Rayleigh (9 and 25) were diverted down Bull Lane due to an incident in the early hours of the morning just opposite the large Co-Op store. A man was attacked and seriously injured. A Wave 9 Versa is pictured coming down Bull Lane. Buses going westbound were not affected. *Philip Mansbridge*

The first bus stop in Sutton Road from the Southend end has been moved further along from a street corner. The siting of the stop was satisfactory for rear entrance buses on the old 62 route to Westcliff Plough, but front entrance buses stopping on the corner is dangerous. For the moment however, the seat remains in the old position, so passengers can sit and contemplate the scenery before making a sprint down the road to the stop when the bus appears! *Ian Banks*



■ FIRST ESSEX BUSES LTD

Acquired vehicles

33090	LN51 GMX	Dennis Trident SFD336BR21GX21871	Plaxton 7631	1/02
33095	LN51 NRL	Dennis Trident SFD336BR21GX21884	Plaxton 7636	1/02
43460	R460 BNG	Dennis Dart SFD612BR1XGW13901	Plaxton 9710.7HLB7631	11/99
43471	R471 CAH	Dennis Dart SFD322BR1VGW11798	Plaxton 9810.7HLB8123	2/98
43473	R473 CAH	Dennis Dart SFD322BR1VGW11831	Plaxton 9810.7HLB8125	2/98
43474	R474 CAH	Dennis Dart SFD322BR1VGW11832	Plaxton 9810.7HLB8126	2/98
68509	KX54 AHY	BMC 1100FE NMC111TKCRD200004	B60F	9/04
68510	KX54 ANR	BMC 1100FE NMC111TKCRD200008	B60F	9/04

33090/5 ex First Centrewest Ltd (Sept and Aug respectively). These and the other recent cascaded Tridents have been altered and refurbished by Thornton Bros Ltd (www.thornton-t180.co.uk) of Ashington, Northumberland. They are now believed to be H42/23F ex H42/21D but confirmation would be appreciated. All of these latest cascades are in new Group livery and some have begun to acquire 'Essex' local identities.

43471/3/4 were ex First Eastern Counties Ltd at Norwich in August 2012 (new to ECOC Ltd). 43460 was ex First Eastern Counties Ltd at Ipswich in Sept 2012 (also new to ECOC Ltd). 68509/10 were ex First Northampton Ltd in Sept 2012 for service 509 and new 514

Ex First London ALX400s are now appearing at Hadleigh. Refurbished and repainted in the new livery, 33383 is seen passing the site of the former Southend Eastern National garage in London Road on 22nd September. The 'local' fleetname has also made an appearance, although it's not exactly local. But, a flash of inspiration: how about "Eastern National" instead? *Russell Young*



In mid-September, Transbus ALX400 bodied Tridents 33373/6/83-5 (LK53EYR/V, EZC/D/E) arrived at Hadleigh from First Centrewest Ltd having been used on Olympic Games shuttles again in new livery. Originally intended for First Glasgow, they are to remain with First Essex but did not appear on the official company list for Period 6.

Mercedes Citaro demonstrator BN12CLO has been allocated fleet number 12000 with First.

Allocation changes (Period 6 ending 28th September)

These are, and always have been, taken from the Company's allocation sheet although these have been in several different formats over the last few months, hence changes in terminology. For operational reasons there may sometimes be discrepancies with the actual situation on the ground.

FG=to/from another First Group company (change of legal ownership);

RES=reserve; Sh=shuttle bus (non PCV)

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; (D)-Disposal

32857 HH-FG; 32862 HH-FG; 32863 HH-BN; 32881 HH-FG; 32883 HH-FG; 32884 HH-BN; 32885 HH-FG; 32894 HH-FG; 33090 FG-HH; 33095 FG-HH; 34286 CF-FG; 34309 (D)-sold; 34310 CF-BN; 34610 FG-CN(RES); 40778 (D)-sold; 41644 CN-HH; 42852 BE-RES; 43460 FG-BE; 43471 FG-BE; 43473 FG-BE; 43474 FG-BE; 53122 CF-FG; 60102 (D)-sold; 60103 (D)-sold; 60104 (D)-sold; 65626 CF-BN; 65676 CR-BN; 67001 (D)-sold; 67002 (D)-sold; 67006 (D)-sold; 67007 (D)-sold; 67010 (D)-sold; 67011 (D)-sold; 67012 (D)-sold; 67013 (D)-sold; 68509 FG-BE; 68510 FG-BE

Vehicles listed as in 'reserve' this Period are as follows:

BN: 31462, 34012*, 41651, 60766 (all mechanical issues), 65629 (fire damage sustained July 2012)

BE: 42483/6, 42852/5 (all mechanical or MOT)

CF: 20500, 42443 (mechanical), 20801 (accident damage)

CN: 34610 (surplus), 60206, 60321 (mechanical)

CR: 65534 (mechanical). 67241

HH: 33090 (undergoing preparation)

*moved from BN to CN under tow on 24th September

Shuttle vehicles: 46158 (see CF notes below), 46183 (BE), 46827 (BN), 68000 (BE)

Disposals

34309, 40778, 60102-4, 67001/2/6/7/10-3 to Alpha Recovery, Dudley, Cramlington, Northumberland (for scrap)

32857/62/81/2/5/94 to First Midland Red Buses Ltd at Redditch

34286 to First Potteries Ltd at Newcastle-under-Lyme

53122 to First Eastern Counties Ltd at Norwich

Repaints

42489 and 42918 now have all-over rear adverts for London Southend Airport

Area News - workings and sightings

Route branding indicated [thus]

Rail replacement

Sept

22nd at Chelmsford: BE30888, BE30901

23rd at Billericay: BE30902

24th at Billericay: BN34011 & CF34284

30th BE30902, BN34310

Oct

3rd: CF34284 on 23.25 Shenfield-Chelmsford

6th (Witham-Chelmsford): BE30888, BE30902/3, HH33072, CF34284, HH43718, BN66823

7th (presumed Shenfield-Ingatstone shuttle): CF53116

Clacton (CN) & Harwich (DT)

Sept

2nd CN43449 on 74A

19th CR32485 on loan to DT, working 06.55 ser 103 to Colchester. Dart DT42937 on 07.15 CR-DT

23rd DT44519 on CN74

Colchester (CR)

Sept

2nd CR32483 [61/62] on 64B

6th CR34018 on 65

7th CR34014 on 65.

10th CR32475 [61/62] on 75, CR32476 [61/62] on 68

12th CR32476 [61/62] on 68, CR32478 [61/62] on 88

14th CR32480 on 75

17th CR32475 or 6 on 75B; CR34304 on 66; CR65682 on 61

18th CR32476 on 88

21st CR34018 on 65

24th CR32475 [61/62] on 64, CR32476 [61/62] on 88, CR32477 [61/62] on 65, CR34018 on 65, CR34308 on 65

26th CR32478 [61/62] on 75, CR32481 [61/62] on 68

Chelmsford (CF) and Braintree (BE)

Mercedes demonstrator 12000 (BN12 CLO) remains in regular use on the 351.

Step Dart 46158 has been reported in use on the following occasions:

Sept 6th, 21st & 25th (45), 11th (36), 17th (51), 18th (42), 20th (56), 28th (42A) and Oct 1st (45)

Sept

1st CF34310 on 36 (09.10 South Woodham Ferrers - Chelmsford)

2nd BN65671 on X30 Sunday (08.00 Southend - Stansted) [also X30 on 4th]

4th CF34310 on 36X (07.27 SW-CD) and later on 42 [vehicle moved to BN on 6th]

5th CF65031 on 36 (07.35 SW-CD)

6th 20501 on 525 (and 12th)

7th CF34284 on 525

10th CF34284 on 36 (18.43 SW-CD)

11th CF65030 on 36 (14.39 SW-CD), CF43460 on 54 (first sighting), BN65671 on 42

14th BN65671 on X30 (10.00 SD-STN)

18th CF34284 on 36X (07.27 SW-CD), CF65032 on 36 (07.35 SW-CD), CF65031 on 36 (09.19 SW-CD and 17.15 SW-CD), CF66796 (on 42) - after fire damage repairs at Volvo Truck & Bus this developed electrical faults delaying its re-entry to service

20th CF34284 on 36, CF43460 on 36 (17.15 SW-CD), CF53132 on 36 (17.44 SW-CD)

21st BN65665 running dead southbound on A130 near Rettendon Turnpike, CF66815 on 71/A

22nd BE42857 and BE43471 on 132 (latter with slipboard)

27th CF34284 on 36 (07.35 SW-CD), BN65671 on X30 and CF66837 on 70

Oct

- 1st CF66837 on 70 (and again 2nd & 4th)
- 2nd CF65032 on 36 (16.10 SW-CD), BN65671 and CF65029 on 42
- 4th CF53121 on 36 (16.45 SW-CD)
- 5th 20501 on X30 (10.00 SD-STN)

Basildon (BN) & Hadleigh (HH)

Sept

- 11th HH33074 on 20, BN65676 on 100
- 13th HH33095 on 20
- 17th BN43845 on 5
- 19th Ser 21: 33073, 32887, 32903, 33376/84/5
Ser 27: 33001/2/72/95, 33373 and (unconfirmed) 33383
- 20th BN34315 on 100

Oct

- 2nd BN31456 on 200
- 5th BN32859 on 200

Other News

First Essex converted to Almex Optima BL ticket machines (with pass readers) in time for 1st October (Colchester/Harwich/Clacton) and 7th October (Chelmsford/Basildon/Hadleigh).

Sources: Own observations, with many thanks to First Essex and to R Appleton, S Austin, A Bird, N Clark, T Clark, J Collins, D Edwards, D Flatman, F406LTW, A Kelleher, J Long, J Podgorski, D Pretty, I Ransom, J Salmon, C Sigston, S Simister, 'Solo', A Toms, R West, the Essex, East Anglia and British Buses in North America yahoo! groups, 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 who do so.

Chris Stewart

Arriva

■ ARRIVA SOUTHEND LTD

Dennis Dart SLFs 3205 (P205 LKJ), 3426/7 (P426/7 HVX) have been withdrawn. 3423 is the only one of the P/HVX batch still in use.

It is reported that former Arriva Southend Volvo Olympians 5934 (P934 MKL) & 5935 (P935 MKL) are now working out of Tunbridge Wells.

Peter Mansbridge with thanks to Richard Delahoy and Essex Bus y-group

TGM Group

■ NETWORK COLCHESTER

Volvo B10BLE/Alexander 905 (W905 UJM) has transferred to Classic Coaches.

With the exception of the 'Airport by Bus' Omnities, Dart SLF 367 (branded for service 1) is the last remaining vehicle to carry route branding.

A correction to EBN580 - The fleetnumber for Scania N113 / East Lancs N161 VVO is 231. It remains in store at Colchester.



After a spell with Arriva Guildford & West Surrey, Olympian/Northern Counties P934 MKL, new to Maidstone & District, but subsequently with Arriva Southend, has gravitated back to its ancestral home as **Arriva Kent & Sussex 5934**, where it is based, like sister, P935 MKL (5935) at Tunbridge Wells. Seen in Calverley Road, bound for Maidstone on 17th September. *David Harman*

■ NETWORK HARLOW

Optare Solos 2465 (KE55 KTJ), 2467 (KE55 KTC) and 2474 (YJ56 ATZ) have received Network Harlow livery thus completing the repainting of the Harlow based Optare Solo fleet.

Further to EBN578, Dart Caetano RX07 KPJ has also had red Network Harlow roundels applied to its all white livery.

TGM Stansted MAN / MCV AE56 MDV (BAA Livery) was seen working Harlow town service 2 (Staple Tye) on 14th September.

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

Hedingham

Acquired vehicles

L408 Y347 FJN Dennis Dart SLF Alexander ALX200 B34F ex Stagecoach 34240
Originally new 9/2001 to Selkent as SLD240 via Ensign, initially at CN then to HD.
L399 W821 NNJ Dennis Trident 2 East Lancs Lolyne H47/31F ex Brighton & Hove 821

Delivered 18th September via Blue Triangle to HD. Of the sisters 822/3 originally intended

for Hedingham, 822 has been diverted to Konect.

Vehicles arrived or due to arrive early to mid October:-

R216 HCD	Volvo B10BLE	Wright Renown	B46F	ex B&H 216
R231 HCD	Volvo B10BLE	Wright Renown	B46F	ex B&H 231
R232 HCD	Volvo B10BLE	Wright Renown	B46F	ex B&H 232
R233 HCD	Volvo B10BLE	Wright Renown	B46F	ex B&H 233
W791 VMV	Dennis Dart	Plaxton MPD	B29F	ex B&H 240
W792 VMV	Dennis Dart	Plaxton MPD	B29F	ex B&H 241
W799 VMV	Dennis Dart	Plaxton MPD	B29F	ex B&H 244
W339 VGX	Dennis Dart	Plaxton MPD	B29F	ex B&H 245
T814 RFG	Dennis Trident 2	East Lancs Lolyne	H47/31F	ex B&H 814
T817 RFG	Dennis Trident 2	East Lancs Lolyne	H47/31F	ex B&H 817

240-245 were originally new to Metrobus as 791/792/799 and 339 respectively in 2000.

Withdrawn Vehicles

L211	M212 WHJ	Dennis Lance	Wright	B40F	Sackers, scrapped.
L244	M988 NAA	Volvo B10M	Plaxton	Premiere	C53F to Ensign
L299	P395 AAA	Volvo B10M	Plaxton	Premiere	C53F to Ensign

L211 was withdrawn and scrapped on 2nd October after suffering damage in a road accident the previous day. Taken by tow to Sackers for scrap.

Subsequent Owners

L244 Fowlers of Holbeach Drove, on schools in full HO livery including fleetnames 19th September.

L299 Nippy Bus, Martock, Somerset.

Allocations

L198	KN-HD
L208	KN-CN
L282	KN-CN
L312	Did not move to CN, still at TY.
L334	HD-KN

Service Changes

16 & 34/A Saturday duties transferred from HD to KN.

80 CN duty transferred to TY.

83 Weekdays transferred from TY to HD from 16/9/12. Saturday still TY duty.

General

L396 (EU04 BVF) ex Blue Triangle Dart SLF entered service in Clacton and Colchester with a partial repaint only, as illustrated last month.

The Trident/East Lancs Lolyne from Brighton & Hove have not all materialised as planned which has involved some renumbering in place of temporary fleet numbers given initially.

Thus the first batch of Tridents are officially numbered as follows:

L397/8	T801/2 RFG
L399/400/1	W821/8/9 NNJ
L402	W83 NNJ

T801 RFG and T802 RFG appeared on the 17 West Bergholt - Stanway School service in B&H livery with front and side Brighton & Hove vinyls removed, a red Hedingham vinyl applied on the front dash but interestingly the merits of the Brighton Marina and shopping complex



Lo & behold **L404**, as it then was, now renumbered **L400** (W828 NNJ), an ex-Brighton Trident/East Lancs Lolyne in Jackson Road, Clacton on 21st September. *Jonathan Bale*

were still firmly on T801 RFG's rear end, inviting Colchester's drivers to visit the city's marina for experiences such as shopping, boat hire, diving etc. The vinyls included reference to the frequency of buses per minute but cunningly this number of minutes within this crucial information had been removed. Certainly selective de-branding in operation. T802 RFG after being numbered and fleetnamed, worked into Braintree Bus Station one day on the 89 service. W828 NNJ has also worked the 137 Clacton Town Service in the similar style, but initially had a hand written L404 applied and still wears the B&H Lo & Behold livery vinyls. W829 NNJ similarly originally carried L405.

L341 (R273 LGH) and L366 (S127 RLE), now with Chambers, have both received full width tree guards to the top deck. They also have small LED destination screens installed. The Hedingham livery has been retained including fleet numbers and depot codes, but the destination surround glass has been changed to Chambers colour and Chambers fleetnames added to front and sides between decks. The wheels were repainted silver.

L207 (L207 RNO) attended HD for engine repairs in September and returned to service during the first week in October. L407 (X509 WRG) worked the 34 service in Braintree in early September in acquired GNE lime livery with gold Hedingham vinyl on the front dash and a gold fleetnumber on the offside (see inside back cover). It was sent for repaint at Dons of Dunmow in mid-September.

L335 (PJ02 RHE) has had an LED destination display fitted instead of roller blind. L408 is also to have LED destination equipment fitted before entering service. The last Excel from Konect, L390 (V203 ENU) left the paint shop at HD and arrived at TY on 10th October. All Excels in service have received small gold fleet numbers, they had previously worn very small black numbers. Volvo L392 (R227 HCD) is now fully repainted.

On 14th September, Mercedes Benz Vito RO06 TUU, a half bus, half van crew transfer vehicle was collected from Brighton & Hove via Blue Triangle for use from Kelvedon. Vauxhall Corsa van GV57 LUD was transferred from Blue Triangle to KN depot. A391 NVX, the wrecker previously at Sudbury has relocated to KN.

Duxford Showbus: L84, L241, L355 and L356 attended.

Management changes

Recruitment advertisements have appeared for a new Managing Director after it was announced that Mr Robert MacGregor was to retire by the end of the year following a transition period with his successor. The Go Ahead press release dated 12 September 2012, gave details: *Hedingham's Robert MacGregor has decided step down from his role as Managing Director by the end of the year. Mr MacGregor oversaw the successful transition of Hedingham from an established family-run business to ownership by The Go-Ahead Group. Mr MacGregor will remain in post until a successor is appointed. He said: "I have been involved in running Hedingham for 30 years and recently saw the company enter a new era as part of Go-Ahead. I am now looking forward to helping my successor become familiar with the business before taking a break from being at the sharp end of bus operations."*

Mark Lloyd with thanks to Dave Arnold, Paul Clarke and Essex-Buses yahoo group

Ensignbus

DEALER STOCK MOVEMENTS

Vehicles in

Arriva the Shires	R453 SKX	DAF SB3000/Plaxton Premiere ex 4053
First Group	FN06 FLC/FLD	Volvo B12B/Caetano Levante ex 20701/2
Hedingham Omnibuses	P395 AAA/M988	NAA Volvo B10M/Plaxton Premiere
Heyfordian Travel	PJ02 PZX	Trident Plaxton President ex PDL24
Irvines Coaches	SN55 DUU	Dart MPD Transbus
	SN56AWZ	Enviro 200
Metroline	T101/3-6 KLD T112/4/5/9 KLD	T138/146 CLO
	V765 GBY	Trident Plaxton President
	T39 KLD W137/9/42/3/4 ULR	W112/4/6/8/34 WGT
		Dart Plaxton SLF
Roadrunner Buses	W461 BCW	Volvo B7TL/Plaxton President
SM Coaches, Harlow	EU08 FHC	Enviro 200 ex 102
Stagecoach East Scotland	P689/690 JBD	Olympian/Alexander ex 16689/90
Stagecoach Highlands	R112 OPS	Volvo B10M/Plaxton Premiere ex 52422
Stagecoach London	Y429/36-8/42/58 NHK	Y462/4/72/517/27 NHK
		Trident Alexander ALX400
	LX51 FHT/Z/FJA/C/D/F/N	LX51 FJO/FKB/L/FLE/FKZ/L
	LX51 FLG/J/FKU/FKT/W/L	LX 51FLK/L/N
	Y251/2/348/9 FJN	LX51 FGV Dart ALX200
Stagecoach West Scotland	N209 LTN R513 KSA	Volvo B10M/Alexander PS 20109/20513

Vehicles out

AOT Coaches, Nottingham	R256 LGH	Olympian/Northern Counties
Aquarius, Camborne, Cornwall	X353 NNO	Trident ALX400
A&P Brown, Barway, Cambs	R170 VPU	Olympian Alexander
Brylaine Travel, Boston, Lincs	BX55 NZU	Falcon

Carters Coaches, Capel-St-Mary, Suffolk	LX51 FJN	Trident ALX400
Cedrics Coaches, Colchester	R549/50 LGH	Olympian/Northern Counties
	X331 HLL	Trident ALX400 ex TAL131
Cliffs Coaches, High Wycombe, Bucks	DAZ 1558	Volvo B10M Plaxton Premiere
Edward Thomas, Ewell, Surrey	R112 OPS	Volvo B10M Plaxton Premiere
First Group	CN07 HVG	Volvo B7RLE Plax Centro ex Veolia
	MX56 NLJ/NLK	CN06 BXF/BXH CN07 KZK/
	KZL/M VX57 CYO	Solos
Fowlers Coaches, Holbeach Drove	M988 NAA	Volvo B10M Plaxton Premiere
Freedom Travel, Ely, Cambs	P271 VPN	Olympian Alexander
	P827 FVU R221 CRW	Volvo B10M PS
	M951 TSX	Volvo B10M Premiere
Gardbus, Ringwood, Hants	L503 AJT	Optare Delta ex W&D 3503
Geldards Coaches, Leeds	T67/69 KLD	Tridents Alexander ALX400
Grant Palmer Dunstable	CUV 299C	RML2299
	W134 WGT	Dart Plaxton SLF
Heddingham Omnibuses	Y347 FJN	Dart ALX200 ex Stagecoach 34240
Logic Bus, Nazeing, Essex	W139 ULR	Dart Plaxton SLF
Marshalls Coaches, Leighton Buzzard	M695 TDB	Dennis Dragon
Next Bus, Chippenham	CN54 HFD	Solo
Nippy Bus, Martock, Somerset	P395 AAA	Volvo B10M Plaxton Premiere
Red Route Buses, Northfleet	P786 SWC	Olympian Alexander
Rotala Group	FN06 FLC/FLD	Volvo B12B/Caetano Levante
	EU08 FHC	Enviro 200 ex SM Travel 102
Sidlaw Executive Travel, Dundee	M688 TDB	Dennis Dragon
SM Coaches Harlow	Y293/96/346/51 FJN	Dart ALX200
TWH, Loughton, Essex	EU06 KDJ	Dart Caetano
	T101 KLD/T138 CLO	Trident Plaxton President
DC Lifestyle, Ealing, London	SMK 683F RML 2683	
Delta Force Paintball, Woking, Surrey	T205 CLO	Trident ALX400 ex Metroline TA105
Drew Wilson Coach Sales, Glasgow	P689/690 JBD	Olympians
	R366/8 DJN R176 VPU	Olympians
Mike Lawrenson, Preston	P688 JBD	Olympian
	R514 KSA N209 LTN	Volvo B10M/Alexander PS
Near East Autos, Lefkosa, Cyprus	X231/8 WNO	Dart SLF Plaxton

Vehicles on hire

Volvo B7TL: Avid Technology, Cramlington, Northumberland.

Tridents X346/354 NNO: Brylaine Travel.

Trident PJ02 PZX: Norfolk Green.

Dart Y248 FJN: Souls Coaches, Olney, Northants.

Dart V434 KGF Volvo B6BLE LR02EHJ: TWH, Loughton, Essex.

Mark Lloyd with thanks to Ross Newman

Regal Busways

Vehicle on Loan

BF60 OEZ Mercedes Benz Citaro

From Evobus for a week to run alongside the Tempos for comparison tests. In all over silver livery. First seen in service on September 27th on route 1.

Other Vehicle News

610 has gained LED blinds, first noted on service 7 on September 21st.

For the record, the following Darts have LEDs: 513, 514, 602, 603, 604, 607, 610, 611 and 612. 501, 502, 601, 605 and 608 have scrolls and 511 and 515 have dot matrix (although 515's does not seem to have been working for some time).

Disposals

P390 LPS, which is former Regal 512, is back with Panther Travel and was noted on hire to GoRide and in use on October 5th on route 374. (It was reported in EBN 580 that it had been sold to Malcolm Alder of Clacton but this may have only been a loan.)

Stage Services

Routes 2, 6 and R3 were after all retained after August 24th (see EBN 580) following discussions with Essex County Council who agreed to financially support these services. Amended timetables were introduced from the 28th. One bus works the routes, starting as an R3 for morning commuter journeys in Rayleigh, then as a short 3 to Southend Travel Centre and a 2 (Mondays, Wednesdays and Fridays) or 6 (Tuesdays and Thursdays) to Chelmsford, with the reverse pattern in the afternoon. The short journey on the 3 is a partial replacement for the 680 (which was Wickford to Southend am, reverse pm).

From October 1st, service B1 became a standard commercial bus route and was renumbered B2. A new B1 was introduced the same day. B2 serves Sutton Cemetery, Sutton Road, STC, Southend Victoria, Prittlewell, Southend Hospital, Eastwood and Rayleigh to Basildon, the new B1 is Bournes Green, Southend Victoria, London Road, Westcliff, Chalkwell Park, Hadleigh, Thundersley, Benfleet and Pisteas to Basildon (and connects at Tarpots with route 1 from Canvey to provide another new link for Basildon industrial areas). These are Monday to Friday services.

General

The O Licence has been increased to 47 discs, allocated to Cooksmill Green (31), Purdey's Industrial Estate, Rochford (10) and Springwood Industrial Estate, Braintree (6).

Workings and Observations

October

- 10th 1204 parked in Brentwood High Street (and again on 11th)
- 5th 205 on the First Data contract
- 3rd 103 parked in Brentwood High Street (and again on 4th), 206 on First Data, 1301 on B1, 1302 on B2
- 2nd Loaned BF60 OEZ on B1, 1303 on school 475 (LED rotates "ECC School Contract - Brentwood Cnty High Sch 475 - Beware Children")
- 3rd 611 on 11
- 1st 205 on First Data, 610 on 261, 1206 parked in Brentwood High Street, 1302 on B2

September

- 28th 103 parked in Brentwood High Street, 608 on 261
- 26th 201 on First Data (and again on 27th). This vehicle is now due to be the regular bus on this service (but as noted above other Solos have been operating the service).
- 22nd 603 on 9
- 21st 603 on 344, 607 on 11
- 20th 611 on 261
- 19th 105 on 3, 201 on First Data
- 18th 208 on First Data, 1302 on B2
- 17th 204 on First Data
- 15th 514 on 211, 605 on 261, 702 on 565 (and many more times during September and early October)

14th 603 on evening 70
 13th 607 on 261 (and again on 17th)
 10th 801 on 4 in Chelmsford at 17.00 then on to 11, 1301 running dead in Brentwood
 High Street
 4th 105 on 6
 2nd 211 on 88, 702 on 71C

Adam Kelleher with thanks to Steve Carr, Terry Clark, Dominic Lund-Conlon, John Podgorski, Steven R, Chris Stewart, Owen Woodliffe and LOTS (also apologies for omitting thanks in EBN 581 to Mark302201, Steve Carr, Terry Clark, Richard Delahoy, Ian Hardie, John Salmon, Kevin Smith and Owen Woodliffe)

Stephensons of Essex

New vehicles

464 EU62 FDF	ADL Enviro 200 / ADL B39F
465 EU62 FBO	ADL Enviro 200 / ADL B39F
466 DK57 OPZ	ADL Enviro 200 / ADL B37F

The first two are further ADL stock vehicles; 466 has come from Southdown PSV (dealer); it was new in 12/07 to HTL Buses (Huyton Travel) in Liverpool.

203 OW03 LFL Scania K114EB / Irizar C46F

This coach was previously with Oxford Bus Company (Go Ahead) registered L1 OXF and is for the new Bury St Edmunds to Ipswich "Suffolk Express" service X14, commencing on October 22nd. It was supplied through Nigel McCree Coach Sales.

The ex Souls of Olney Dart, EG02 NZD, has yet to enter service or be allocated a fleet number at the time of writing.

A very different acquisition, for preservation, is C760 FFJ, a Ford Transit/Carlyle minibus that was once Devon General 760, operated in Exeter. Stephensons' MD Bill Hiron comments that minibuses such as this "were the saviours of large chunks of the bus industry and going into service in large numbers when I started my career". Those who heard Bill's talk to EBEG a while back will recall his stories of introducing similar buses at Cheltenham & Gloucester in the early days of deregulation.

Operations

The closure of Sutton Road at Purdeys Way in Rochford from September 10 for four weeks for bridge reconstruction caused diversions to various services (60, 61 garage runs, 807-14) but also resulted in horrendous traffic congestion over a wide area, extending to Kent Elms Corner and beyond. It was regularly taking the morning 60 from Canewdon up to 30 minutes to cover the 0.7 mile from Warners Bridge to Cuckoo Corner! Eventually the Paglesham to Canewdon section of the 60 was replaced by an ECC taxi link to allow the 60 to run 25 minutes earlier than normal.

Sutton Road reopened on October 8 and services reverted to normal running.

For those interested in seeing or riding on the new low-height Enviro 400 deckers, one is regularly allocated to the evening Leigh Station service 6A.

Richard Delahoy

SM Coaches

Acquired Vehicles

More ex Stagecoach London Alexander ALX200 bodied Darts have been acquired from Ensign and converted to single door:

Y293 FJN, Y296 FJN 10.2m ex B30D, new 2001 (ex Stagecoach 34293 / 6)

Y346 FJN 10.8m ex B33D, new 2001 (ex Stagecoach 34346)

Y351 FJN 10.2m ex B26D, new 2001 (ex Stagecoach 34255)

Y346 and Y351 were both seen on route 21 on October 6th (although an unidentified Y reg had been seen on the route a week or so before). Y296 was on route 21 on October 11th.

Previously acquired LX51 FFW, FGU, FHA/B/H/J/K/L (see EBN 580) were Stagecoach London 34290/315/319/318/326/327/324/325 respectively. They are now B35F including three sideways tip ups. They are 10.2m, so Y346 FJN is the sole 10.8m example acquired.

All the acquired ex Stagecoach London Darts that have been noted in service have been repainted into SM fleet livery except LX51 FHB which was seen on route 21 on September 4th still in all over red. LX51 FHK (seen on October 6th on route 20) and Y296 FJN are repainted but without fleet names.

Disposals

The three E200 Dart / Enviro 200s 101-3 have been sold:

101-3 EU08FHB/C/D to Ensign, August/September/July 2012.

101 has moved on to First Eastern Counties. It has been repainted into new livery with Lowestoft fleet name and numbered 44928. 103 has been acquired by Bournemouth Transport. (102 had still been in service in Harlow on August 23rd.)

Former SM Coaches Dennis Dart/Caetano EU06 KDJ, which had been with Irvine's of Law, has been acquired by Travel with Hunny.

Adam Kelleher, with thanks to James Long, Ross Newman and LOTS

TWH

Acquired Vehicles

TP1 T101 KLD, TP38 T138 CLO Dennis Trident / Plaxton President.

Both new to Metroline as H45/22D in August 1999, acquired via Ensign. Both retain Metroline red with blue skirt / white pinstripe livery. Incidentally, although TP1 was numerically the first Trident / President in service in London in 1999, this bus was actually delivered and entered service later than others of the batch (for example, TP2 was delivered in March 1999). However, these vehicles only stayed with TWH for a couple of weeks. By October 12th, TP1 had moved on to Carter's, Suffolk and TP38 had returned to Ensign. Two Darts are being acquired from Yourbus, Notts via Ensign to replace them:

KU52 RYM / RYN Dennis Dart SLF / Plaxton

New in September 2002 to Pete's Travel, West Bromwich (B37F). RYM received by October 12th, RYN due to be delivered on October 16th.

EU06 KDJ Dennis Dart SLF / Caetano

Acquired from Ensign. This is in Irvine's of Law livery of cream upper half and band below windows with rest of lower half red. It was new to SM Coaches, Harlow (B28F) in May

2006. It was first seen, on route 269, on September 26th with dot matrix blinds correctly set for the route. It also operated on the 269 the next day, but was then returned to Ensign for fuel tank repair, being temporarily replaced by V434 KGF (see below). It was back in service with TWH by October 4th, seen on route 31.

X507 WRG (see EBN 581) - the lime green livery it was acquired in was a branded Go North East livery for "Tyne Wear Links". It had previously been in standard Go North East red and light blue livery. It originally had a dot matrix blind, this was replaced with an LED by GNE, but, as noted last month, this was removed by TWH. It now has scrolls fitted at the front, but when seen on the E20 on October 3rd, the route blind box was blank, with the route number in the destination box, and with the route number repeated alongside destination and via details on cut out blinds in the windscreen.

LOTS report that T152 AUA (see EBN 581) was on loan rather than acquired.

Not previously recorded, the following two vehicles were acquired in May 2012:
W556 RSG, W574 RSG Dennis Trident / Plaxton President 10.5m
H47/28F, new August 2000. Formerly Lothian Transport 556 and 574.

Vehicles on Loan

From Ensign:

LR02 EHJ Volvo B6 / East Lancs

V434 KGF, V435 KGF Dennis Dart SLF / Caetano

LR02 EHJ was new to Metropolitan, North Acton (number 524) as B32D in April 2002 (it is now single door). It was seen out of service in Brentwood High Street on September 12th,



Travel with Hunny's hired Volvo B6LE/East Lancs LR02 EHJ, new to Metropolitan Omnibus, and later with Yorkshire Traction (subsequently Stagecoach) on the 269 (Grays - Brentwood). It is in adapted Stagecoach colours, and the LED intermittently displays "Stagecoach in Sheffield", which may confuse, but locals will be reassured by the Southend/Essex registration. South Ockendon; 22nd September. *Russell Young*

then in service on both the 269 and 268 on the 13th. It is in Stagecoach livery, but with the orange over painted blue. Its LED is still fitted, and was operational, but this was alternating between 'Stagecoach in Sheffield', 'By bus By tram', 'Buy just one ticket' and two web addresses! The route number and destination were displayed on a cut out blind in the windscreen, that for the 268 included "via A128". It was returned to Ensign on October 4th and then went on another short term loan to McGills in Glasgow the next day.

V434/5 KGF are in Go North East red and light blue livery. They were new to Independent Way, Battersea (B30D) in September 1999. (Both are now single door.) V434 was initially loaned to cover for repairs to EU06 KDJ (see above). It was first noted on September 28th on route 269, and seen again on the same route on October 1st. It was still with TWH on October 6th and was operating on route E20 on that day. However, it was replaced by V435 which was first seen on October 10th on routes 269 and 31. (Similar V436 / 7 JGF were on loan to Regal Busways earlier this year, see EBN 580.)

Imperial Dennis Dart / Marshall D874 (R874 MCE) was on the 269 on September 13th. (It is likely that this vehicle at some time operated on this route when Imperial ran it up until November 27th 2011.)

A couple of earlier short term loans to report:

An all white Solo, MW52 PYS was noted in mid February 2012.

Ex Metroline Dennis Dart / Plaxton Pointer 10.1m B27D Y264 NLK (DLD 194) was seen on route 555 still in Metroline livery on April 23rd 2012.

Semi open top G551VBB was operating service MB01 in Dagenham in September (c 11th) and was also seen parked in Brentwood High Street on the afternoon of September 12th and again on the 19th on driver changeover duty. This bus had been on hire to S&M for operation of the Southend seafront route 67 this summer but this service ceased suddenly in mid August (it was operating on Sunday 12th but had stopped by Friday 17th). It remains in a white based all over "Experience Southend on Sea" livery.

Disposals

Volvo B10M P851 GND to Ensign (January 2012).

Part open top Olympian J847 TSC (c March 2012).

Olympian F369 WSC and Dart R83 GNW both sold in August 2012.

Titan A823 SUL, which was only acquired in August 2012 (see EBN 581), was sold at the end of August to Carter's, Suffolk.

TP1, TP38 - see above.

Services

The Monday to Friday Route X5 (Harlow - Loughton) was withdrawn from September 4th, but the Saturday service which is extended to Romford station was retained. The route was replaced on M-F by a new service, E20, from Harlow to Loughton. The E20 was then extended from Loughton Station to Stratford Bus Station on October 1st and became a seven days a week service. It runs non-stop from Debden to Stratford and has four different routes registered to use depending on traffic conditions. Both TP1 and TP38, with full front blinds including via points, were in use on the first day of the extension. The new postcode for the Olympian Park and surrounding area inspired the route number.

Other Observations

619 on route 269 September 12th, X5 on October 5th and 31 on October 11th.

EU06 KDJ on 269 on October 10th and 11th.

LR02 EHJ on 269 September 14th, 15th, 17th and 19th.

X507 WRG on E20 on October 2nd and 3rd, this then worked the 22.15 31 from Chelmsford on both these days. Also on the 31 on October 10th.

Owen Woodliffe visited the TWH yard at Langston Road, Debden on Saturday October 6th. The following vehicles were out of use: Scania / Northern Counties H465 GVM, Dart /

Marshall R621 VEG plus an unidentified Trident / President in all over white (which had 268 on the blind) - presumably one of the ex Lothian ones noted above. Also on site were G551 VBB and Optare Spectra YCZ 101. The latter is former Reading L751 MRD and is privately owned but has previously been used on TWH services. Three other TWH vehicles were in the nearby car park of the former Bank of England Sports Club.

Adam Kelleher, with thanks to Stuart Currie, Peter Horrex, Ross Newman, Chris Stewart, Christopher Strong, Owen Woodliffe and LOTS



Go-Ride have been hiring-in vehicles for use on the 374 (Grays - Basildon). An unusual visitor was former Maidstone & District Olympian / Northern Counties F899 DKK, now with Ambus / Amber Coaches of Rayleigh. It was in use on 4th October, when Panther Travel's Dart / Alexander P390 LPS was also on hire, here seen opposite the Bata Estate - the driver changeover point.

Owen Woodliffe



Harold the Bus

Former London Transport M295 (BYX295V) is undertaking an eight week, 2,000 mile round Britain tour to raise money for PWSA (Prader-Willi Syndrome Awareness).

Until the morning of Monday 24th Sept 2012 I had never heard of PWS, however a chance text message changed my day and brought the condition to my attention.

A text from a friend informing me "There's a red Metrobus in town, don't know why" drew me out of the flat and into Clacton to investigate.

There in the town square was 'Harold'. After taking a couple of external photos I was invited aboard to see what it was all about and what Harold was doing.

Owners Steve and Julie bought the Metro in 2010 from Archway, Poulton-le-Fylde with the intention of converting the upper deck to living accommodation and using it to travel to craft fairs etc. to sell leather goods they make as a hobby.

In July 2011 were approached by a couple whose grandson has PWS to see if they could advertise on the side of the bus to promote the PWSA, but Steve and Julie decided to go further and use rear half of the lower deck to sell items to raise funds.

Having become a father to a son who developed a serious illness when a day old (he's fine now), I was eager to learn more when Julie explained that Prader-Willi Syndrome is a condition that affects babies at random.

Taken from www.haroldthebus.co.uk the following gives a brief explanation of PWS: "At birth, babies are usually small and floppy, with low muscle tone, and have problems feeding. They are often referred to as 'rag doll' babies. Children are slow to start walking and poor motor skills may persist into adult life. Learning difficulties and behavioural problems are also present. They go on to develop an interest in food that becomes an insatiable obsession, lasting a lifetime. Weight gain can be rapid, leading



New to Cricklewood garage in June 1980, BYV295X passed to London General on privatization in November 1994. Sold via EnsignBus to A2B Coaches, Bispham, it was acquired by Archway by October 2001, remaining there until being sold to Steve and Julie through eBay.

Whilst retaining the external appearance of a Metrobus, the inside has been heavily modified including a wood burner, bed and kitchen facilities on the upper deck,

to severe obesity that results in diabetes, strain on the heart, lungs and skeleton and even early death. There is no cure at present."

As there is so little known about the condition at present and as it is bus-related it would be nice to think we enthusiasts could help out in a small way by spreading awareness of Prader-Willi and Harold's tour.

power comes from four 12v solar panels mounted on the roof so as to not drain the batteries on the bus (as Steve said "being nice and comfortable is no use if the bus doesn't start!"). As well as information boards downstairs, ahead of the staircase M295 looks just like it would have done in LT service (maybe not so dirty); this has been deliberate as it is a way to grab people's attention to hop on board a bus they remember from years gone by.

Jonathan Bale (who also took the pictures)



above: upper-deck rear, showing sleeping quarters and kitchen

left: wood-burning stove adds a homely if unusual touch to the top-deck.

Eastern National at Harwich

Introduction

This series of articles covers the period September 1965 to August 1986 based on my own memories and notes. It does not claim to be complete, nor does it attempt to list every Eastern National bus that has operated from Harwich. Nevertheless, I hope that it will give a flavour of the Harwich - Mistley - Colchester bus service, and Eastern National's operations from Harwich depot.

Robert C Appleton

PART ONE: EARLY MEMORIES

My interest in buses dates from September 1965 when I had to travel by bus from Mistley to Colchester. To arrive at school on time, I had to travel on Eastern Counties' 0740 East Bergholt - Colchester service 221, normally worked by one of LKD178/179/180 (UNG 178/179/180) Bristol LD5G 1956 ECW H33/27RD from East Bergholt outstation. I was intrigued by the Bristol-ECW Lodekka chassis body plate displayed below the stairs, but I did not realise the significance of the Bristol Lodekka until much later.

Another bus service between Mistley and Colchester was Eastern National service 70, at that time it was a long through service Harwich - Colchester - Braintree - Bishops Stortford. One morning the 0740 East Bergholt - Colchester service 221 was very late. The Eastern Counties LKD was held up at Manningtree level crossing. In those days the level crossing was manually operated, the crossing-keeper had to walk from Manningtree signal box to the level crossing, and he only did this if there was a sufficient gap between trains. So any late running on the railway meant that the gates stayed shut, leading to late running on the buses!

So that morning I travelled on the Eastern National 0740 Harwich to Colchester service 70 journey, which was worked by an ex Moore Bros Guy Arab IV, so probably this was a through Harwich to Bishops Stortford journey. I regret that I cannot provide any more details of the bus, I was not noting this information at that time.

Return, weekly, and season tickets issued by Eastern Counties were valid on Eastern National buses, and vice-versa, so no problem in travelling on the Guy Arab IV. But why the sunken offside gangway? Eventually I discovered the reason for the low bridge layout, and the advantage of the central gangways on the Bristol ECW Lodekka.

Eastern National also used Bristol LD5G Lodekkas on service 70. The timetable allowed 65 minutes from Harwich Quay to Colchester Bus Station, which was a very tight timing, mainly because this part of Essex is not flat. There are steep hills between Upper Dovercourt and Ramsey, between Ramsey and Bradfield, then Mistley Hill, another hill from Manningtree up Colchester Road in to Lawford, another hill in Lawford, then John de Bois hill between Ardleigh and Colchester, and lastly East Hill in Colchester. One day I was on a Bristol LD5G crawling up East Hill in second gear, and an older Colchester Corporation Crossley double-decker caught us up climbing East Hill much faster.

Then there were closely spaced bus stops in Bradfield and Lawford. Every time a Bristol LD5G pulled away from a stop, accelerated slowly, then it was time to stop again at the next bus stop. So the poor hill climbing and slow acceleration of a Bristol LD5G made it a hard job for the Eastern National crews to keep to time on service 70. The Eastern Counties crews working service 221 between Mistley and Colchester had the same problems. In contrast, the Mistley - Manningtree - Cattawade - Stutton - Holbrook - Ipswich route used by Eastern Counties/Eastern National joint services 123,212, and Eastern Counties service 221 seemed to have much easier timings.

However, help was to come for the hard pressed crews working service 70 between Harwich and Colchester, and it was another variant of the Bristol ECW Lodekka.

to be continued

The Essex Model Bus ... Reviewed

Two model buses with an Essex perspective have recently been released, with another pair to come in the not to distant future. The first of these newly available models from EFE is model 38101, a flat-front Mark I VRT in Alexander Midland livery, which was blue and cream. Carrying registration number SMS 35H, this bus along with fourteen others in the batch were in real life swapped for an equal number of Eastern National Bristol FLFs in 1971. Numbered MRT5 by Alexander Midland, it became 3009 with Eastern National.

As EFE's first release of a Mark I VRT, it is a very good model. An improved interior sees a glazed front bulkhead behind the entrance step and correct curvature to the lower deck ceiling. These features are not found on the Mark II or Series 3 models. Externally handrails for the entrance door and wing mirrors are extra refinements! Cream window rubbers are painted onto the glazing. A review in another magazine felt that this makes the window pillars look too wide but at least this adds to the overall

detail and on balance improves the look of the model. An alternative would be to paint the window apertures on the die-cast shell, a process that should be practical if EFE were to try it. My model has gained yellow limited stop stickers and the destination changed to 400 with another sticker which can be removed without damaging the model should EFE produce a version in the same livery but with Eastern National fleetnames. I recall in an ENEG newsheet at the time mentioning some buses operating in service with Midland fleetnames but this was later denied by Eastern National!

One minor fault with the model is that the small filler-cap recess to the rear of the drivers cab window should not be present on a Mark I bus and should therefore be a plain panel.

The second model, numbered B009 is a Bedford YMT with Duple Dominant II express body in NBC green and white local coach colours representing Eastern National 1209 (BNO 695T), a 1978 vehicle, one of 18 diverted from National Travel (South East) to



The real thing - 3009 on the 400 at Victoria Coach Station.

allow EN to resume some coaching activities. Produced by **BT-Models**, it carries BD garage codes and the destination screen shows service 261. Correct grey legal lettering is also in place. Cheaper than an EFE model due to a resin body, less body detailing is another factor in keeping to a competitive price. Various improvements can be made by the purchaser if they so wish and it can be easily dismantled by undoing two screws on the base and gently easing out the front tab with a small screwdriver. I took the opportunity to add some tax discs to the windscreen while I had access to the interior. Tax disc decals can be bought from Modelmaster who advertise in *Railway Modeller* magazine.

Of the other pair with an Essex connection one will be another Duple

Dominant II from **B-T Models** numbered B011 and badged as a Leyland Leopard for Grey-Green. As these coaches could often be seen in Essex on express work this model may appeal to collectors in this part of the world.

The last model concerns an **EFE** model of a type that started this review, namely a Mark I Bristol VRT! This will be in the green and cream express livery of Eastern National as used on the X10 service worked briefly by four of these buses before they were replaced by Bristol RELH dual-purpose saloons due to the "excessive bounce" experienced in the rear of the upper deck. No such complaints were found on the identical Alexander Midland buses that eventually replaced them. It will be numbered 38103 when released by EFE.

Peter Oughton

Redburn's Motor Services of Ponders End

Some thoughts on EBN 579 and the Chambers of Bures article on page 579/21. They are not directly related to Essex or Chambers, Ponders End being just over the border from Essex.

In the article about Chambers of Bures mention is made of a Straker-Squire double-decker that Chambers brought from LGOC that was new to Redburn's Motor Services of Ponders End. Members may be interested to know that when Lledo introduced their 'Days Gone' models in the early 1980s one of the first models was the small normal control single-decker. I do not know whether it was supposed to be an Albion, a Dennis or a Leyland or even something else. What attracted me to it was the fact that the first models were produced in the livery of

Redburn's Motor Services. I was the Vicar of St. James, Enfield Highway at the time and the legal lettering on the model is "L.T. Redburn, Managing Director, 68, Green Street, Enfield Highway, Middlesex. Tel. ENF 179." Green Street is just around the corner from St. James' Vicarage. However the Eastern end of Green Street may well have been mistaken for Ponders End. The destination on the model is 'South Street' which is in Ponders End. I would imagine that the legal information on the bus is accurate as these models were produced in Ponders End and Les Smith, a Director of Lledo, was an acquaintance of mine as he was the Chairman of the Governors of Bishop Stopford School in Enfield of which I was also a Governor."

Terry Challis

rear cover

NIGHT & DAY

In the August ECC tender round changes, **TWH** (Travel With Hunny) took on the evening supported journeys on the 31, Chelmsford to Maldon. A recent acquisition is **EU06 KDJ**, a Dart MPD with Caetano body, new in 2006 to SM Travel in Harlow, latterly with Irvine, Law (Scotland), but now returned to Essex via Ensign's dealership. It retains Irvine's livery in this excellent night shot taken in Chelmsford on 4th October by *Peter Horrex*.

Preserved Bedford OB/Duple **LUR 446**, new to **Kirby's Coaches** of Bushey Heath, stands in brilliant sunshine at the Canvey Museum Open Day on 14th October. Gilt lettering on the window louvres lists popular excursion destinations from the OB's heyday. *Ian Banks*



It's Heddingham colours - but not as we know them

Another Mini-Pointer Dart from Go North East in lime-green livery has migrated to an Essex operator: X509 WRG has entered service with **Heddingham** name and fleetnumber **L407**. It is seen at Braintree on 14th September just prior to it being mercifully repainted.

Owen Woodliffe

L393 (R229 HCD), Volvo B10BLE/Wright Renown in Oxford Bus Company livery dating from a spell on loan to them from Brighton & Hove but subsequently with B&H wave added. Also seen on 14th September, but at Colchester Bus Station. *Jonathan Bale*





www.essexbus.org.uk