

ESSEX BUS NEWS

**No. 551
March 2010**



ESSEX BUS ENTHUSIASTS GROUP
www.essexbus.org.uk



*The last of the **First Essex C-HJN Olympians** are expected to be replaced by cascaded London Tridents. **32863 (V863 HBY)** represents the new order, here seen in Southend. [Kevin Smith]*

***Arriva Southern Counties** newly-converted engineering trainer **T007 (L509 CPJ)**, resplendent in custom livery. See "New life for old Dart" on page 6. [Richard Lewis]*



Essex Bus News

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Your reports and observations

Members reports, quality photos (prints, slides or JPGs) and original articles are always welcome.

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

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

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

Dates for your diary

■ PRESS DATES

<i>EBN dated</i>	<i>reports to Editors by</i>
April	27 March
May	24 April

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

■ SOUTH ESSEX MEETINGS

Venue: Wickford Cricket Club, off Swan Lane, Wickford - five minutes walk from Wickford Station and 5 minutes drive from the A130 and A127. In Wickford town centre, turn into Swan Lane from Runwell Road (Swans pub is on the corner); then turn right into the entrance about 100ft up on the right - marked Wickford Tennis Club. This is an unmade road, so beware of potholes. Go straight ahead towards the tennis courts and then left at the end - the cricket clubhouse is in front of you. Car parking available on site.

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

Richard Delahoy

Front cover:

Olympian 34815 was out on the 33 (Chelmsford-Dunmow-Bishops Stortford) most of 23rd February and your correspondent happened to be working at Great Waltham - hence a detour to Ford End in order to capture this shot.

With only 34815/8 left (other than heritage fleet) and numerous Tridents coming in from First Eastern Counties, the ECW body is not expected to figure in the First Essex fleet for many more weeks. [Chris Stewart]

Winter/Spring 2010 programme

- ▶ **Monday April 12** - more archive slides of Essex/East Anglia operators by *Martin Weyell*.

This will be the final Wickford meeting of the Spring season; we return there from September onwards.

■ NORTH ESSEX MEETINGS

Venue: downstairs room at the **Friends Meeting House, Church Street, Colchester**, just south of "Jumbo" (the water tower) and behind the Mercury Theatre. Town centre bus stops and parking are nearby. Doors open at 1930 for an informal chat, with the main talk or show from 2000 to 2200. £1.50 donation towards room hire, please. Slides/digital photos are preferred, but prints can also be shown. Members and guests welcome. *Dave Arnold*

2010 programme ~ slide shows by:

- ▶ **Friday April 9** - *Dave Mitchell*
- ▶ **Friday May 14** - *Richard Delahoy*
- ▶ **Friday June 11** - *Steven Hughes*
- ▶ **Friday July 9** - *Dave Arnold*
- ▶ **Friday August 13** - *Steve Maskell*
- ▶ **Friday September 10** - *Russell Young*
- ▶ **Friday October 8** - *Fred Lawrance*
- ▶ **Friday November 12** - *Gary Sharpe*
- ▶ **Friday December 10** - *Dave Arnold / Gary Sharpe*

■ TOURS & VISITS

- ▶ **Sunday April 11** - **day trip to Cobham Annual Open Day and Bus & Coach Gathering** - pick up at Colchester North Station 08.00; fare £20 including entry; phone 01621 857509 to book.
- ▶ **Monday May 10** - **evening visit to Fords of Althorne**. Meet at South Woodham Ferrers, Merchant Street bus stop (adjacent to the large Asda car park) at 1930. We will travel at 1945 to Fords depot in their former Southend Transport Van Hool Astromega (820KPO, ex JEV245Y) for a visit to the depot, where many of their school bus fleet will be available for photographs. The fleet includes ex London Olympians and a Trident, ex Cardiff Scania's, ex Oxford and ex Stagecoach Olympians and an Optare Vectra, as well as a variety of coaches. The visit will conclude with a Dengie mystery tour, returning to South Woodham for about 2130. Price £5. Please only join the visit at South Woodham, NOT at their depot.
- ▶ **Monday June 14** - **evening visit to Castle Point Transport Museum** (provisional - to be confirmed). Meet at the Museum any time from 1930 onwards; no charge, but donations towards the Museum's funds will be appreciated. Refreshments should be available and we hope to have a ride round Canvey in a Museum vehicle.
- ▶ **Sunday June 22** - **evening visit to Talisman** - pick up at North Station 19.00; fare £5; phone 01621 857509 to book.
- ▶ **Monday July 12** - to be advised later.

■ EVENTS

- ▶ **Monday April 5** - **Easter Bus Event, "Red Bus Day"** (Eastern Counties), Ipswich Transport Museum, Suffolk.
- ▶ **Sunday April 11** - **Annual Open Day and Bus & Coach Gathering (with Green Line 80th anniversary display)**, London Bus Preservation Trust, Wisley Airfield, with bus services to Cobham Museum and Weybridge Station. Coach from Colchester - see above.
- ▶ **Saturday/Sunday April 17-18** - **UK Coach Rally**, (new venue) East of England Showground, Peterborough.
- ▶ **Saturday/Sunday April 17-18** - **North Norfolk Railway, Bus & Train Weekend**, mixed traction timetable, including network of bus services in the area.

- ▶ **Saturday/Sunday April 24-25 - Classic & Vintage Weekend**, East Anglia Transport Museum, Carlton Colville, Lowestoft.
- ▶ **Saturday May 1 - Theydon Bois Transport Bazaar & Bus Running Day**, Theydon Bois Village Hall (opposite village green). 1100 till 1530. No car parking at village hall.
- ▶ **Sunday May 2 - Ipswich to Felixstowe Historic Vehicle Run**, Ipswich Transport Museum, Suffolk.
- ▶ **Sunday May 16 - ADX 1 Day (Ipswich 60th)**, Ipswich Transport Museum, Suffolk.
- ▶ **Sunday May 23 - 100 Years of the London B-Type Bus**, Pump House Transport Museum, Walthamstow.

Information is published in good faith. Members are strongly advised to check details with the organisers nearer the date. The Group can accept no liability if events are cancelled or altered.

Timetable Subscription Service

The February 2010 issue of the Essex CC timetable book was posted to subscribers on February 27th.

To join the "TTSS", see the Group Directory on page 4 for details.

Richard Delahoy

New members

A warm welcome is extended to the following new members who have recently joined:

Robin Wheatcroft of Truro - 1007
Mr P Greenhow of Bargoed - 1008

Richard Delahoy

Wanted : Publicity Officer

As members heard at the AGM, the Group is in good shape. Membership numbers have held up well despite the economic climate; our finances are sound, and our 'package' of monthly magazine, regular meetings in two locations, publication and photo sales seems to meet members' expectations.

But more members would be welcome, as would their contributions to EBN etc. and their purchase of Group publications and photos. Better publicity would help bring the Group more members, and to move our promotional efforts up a notch, we really need to add a dedicated Publicity Officer to the Group's Committee.

If you feel you might be able to fulfil this important role, please contact the Chairman for an informal chat:

Chris Stewart, 10 Crossways, Shenfield, CM15 8QX
01277 221808 shenfield252@gmail.com

Group Directory

SUBSCRIPTIONS

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

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

Data Protection Act: Members' details are held on computer for the purpose of administration. If you object to your information being held in this way, please write to:

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

Replacements for missing or defective EBNs are available from Richard.

TIMETABLE SUBSCRIPTIONS

Join this scheme to receive the Essex County Council timetable book and bus map. Send

your details and a cheque for £12 to
Richard Delahoy, 272 Shoebury Road,
Southend on Sea SS1 3TT.

Subscriptions can start with any issue of the book (usually three a year) and will be renewable annually at the same time as your Group membership subscription is due.

PUBLICATION SALES

Send orders for publications to:
Owen Woodliffe, 196 Sinclair Road,
Chingford, London E4 8PT

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

BLACK & WHITE PHOTO SALES

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

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

lynw@barrons-bds.com

Service changes

Arriva East Herts & Essex

22 Mar 10 500/1

D

Old Harlow to Warley service 500 no longer serves Ongar and will terminate at Epping with increased frequency. (updated information)

Centrebus

3 Apr 10 5

Sat

Buntingford to Harlow new service of one return journey.

Essex County Buses

21 Mar 10 70

M-S

Colchester to Braintree additional journeys introduced.

Excel

10 Apr 10 317

M-F

Elsenham to Bishop Stortford service withdrawn.

First Essex

11 Apr 10 61

D

Colchester to Wivenhoe revised timetable

62

M-S

Colchester to Wivenhoe revised timetable.

64/A

D

Colchester St Michaels to Greenstead peak

	65	D	hour timetable revision.
	66/A	D	Highwoods to Stanway peak hour timetable revision.
	67/A	D	West Bergholt to Rowhedge revised route and timetable.
	75	D	West Bergholt to West Mersea revised timetable.
12 Apr 10	45	D	Maldon to Colchester revised timetable.
	46	M-S	Writtle to Moulsham Lodge revised timetable to improve reliability.
	47	M-S	Ongar to Chelmsford Oaklands Park revised timetable to improve reliability.
	54/6	D	Chelmer Village to Broomfield Hospital route revision in Chelmer Village.
	55	M-F	North Melbourne to Beaulieu Park minor timetable adjustments.
	73	M-S	Chelmsford to North Springfield minor timetable adjustments.
	302	Sch	Chelmsford to Heybridge revised timetable to improve reliability.
	306	M-F	Bishop Stortford to Saffron Walden revised timetable.
19 Apr 10	618	Sch	Wicken Bonhunt to Bishop Stortford revised timetable.
	619	Sch	Loughton to Ingatestone revised timetable.
			Debden to Ingatestone revised timetable.
Olympus Bus & Coach			
19 Apr10	386	Sch	Buntingford to Bishop Stortford new schoolday service.
Roadrunner Coaches			
12 Apr 10	M4	M-S	Harlow Town Circular new service.
SM Coaches			
12 Apr 10	SM18	Sch	Harlow Circular via Sawbridgeworth revised route and timetable.
Stagecoach Cambridge			
5 Apr 10	7	M-S	Harlow Circular via Sawbridgeworth revised route and timetable.
TWH			
3 Apr 10	555	M-S	Cottenham to Saffron Walden revised timetable.
			Harlow to Loughton new service.

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

Publicity News

Items recently released are:-

The latest edition of the comprehensive **Essex County Council** bus timetable dated February 2010.

First Braintree Area bus guide a 32 page booklet with timetables and a diagrammatic line map, plus street map of the town centre and services in the town dated 10.01.10.

Ian Ransom

New life for an old Dart

Arriva Southern Counties have recently created a dedicated mobile engineering training bus by converting a former Arriva Southend East Lancs bodied Dennis Dart. L509 CPJ ran in Southend (2002 to 2009) as bus DS007, later 3007, but has now been refurbished and extensively modified for its new role, numbered T007. The interior has been gutted and fitted out with six seats for trainees, lecture table, screen/projector and simulation boards; the training area is protected by a new bulkhead and door behind the cab area to create a secure environment. The technical training bus is designed to take the training to the trainees rather than the other way round, and will

visit any A-SC garage as required.

The launch of the trainer was widely covered by the trade press and an article from *Bus & Coach Buyer* can be viewed on line - go to <http://glen-holland.co.uk/>, click on *Bus & Coach Buyer*, register (it's free and easy) then select the February 26 issue, pages 25/26.

Our photos show it (below) in service in Southend on May 14, 2005, then recently renumbered from DS007 (*Richard Delahoy*) and (on the inside cover) as converted, resplendent in a custom Arriva livery (*Richard Lewis - Arriva Southern Counties*).

Richard Delahoy



■ FIRST ESSEX BUSES LTD

Acquired vehicles

All from First Eastern Counties Ltd:

20102	N602 APU Volvo B10M-62/Plaxton originally Thamesway (602)/First Essex	20102
32849	T849 LLC Dennis Trident SFD113BR1XGX20352 /Plaxton 6533	new 7/99 as Centrewest TN849
32884	T884 KLF Dennis Trident SFD113BR1XGX20443 / Plaxton 6726	new 8/99 as First Capital TN884
48085	M585ANG Volvo B6-50 05716 / Plaxton 9410.2VZN2368 B40F	new 11/94 to Eastern Counties (VP85)

Darts 43678/9 (R678/9MEW - see EBN550) were parked together at the back of Basildon yard and were being cleaned internally on 22nd February; they were in service at CN on 4th March. These have chassis numbers SFD212BR1WGW12284/81 and Marshall bodies C39.244/5. They were new 6/98 to Centrewest as DML250/1 but have latterly been operating to/from Bristol International Airport. At present they retain roller blinds but will no doubt be fitted with LED displays from withdrawn vehicles.

Allocation changes

End of Period 11: list dated 21st February 2010

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

FEC=First Eastern Counties; FGC=First Group cascade, i.e. transfer to/from any other First fleet; (A)=acquired, including vehicles on loan; Anc=Ancillary fleet; RES=reserve (spare/retained, licensed); D/L(S)=spare/retained (delicensed); D/L(D)=delicensed for disposal; DS=Driving School; PS=Paint Spare

20102 FEC-RES; 31198 BE-CF; 31373 BN-D/L(D); 32804 FEC-DT; 32849 FEC-RES; 32857 FEC-HH; 32859 FEC-HH; 32860 FEC-HH; 32863 FEC-HH; 32881 FEC-HH; 32882 FEC-HH; 32884 FEC-RES; 33152 RES-FEC; 33164 RES-FEC; 33165 RES-FEC; 33166 RES-FEC; 33167 RES-FEC; 33168 RES-FEC; 33170 RES-FEC; 33171 RES-FEC; 34280 DT-BE; 34288 DT-CR; 34307 CR-D/L(D); 46151 HH-BN; 46152 HH-BN; 46156 HH-D/L(D); 46167 BN-D/L(D); 46169 HH-D/L(D); 46170 BN-D/L(D); 46176 HH-D/L(D); 46181 HH-D/L(D); 46182 HH-BN; 47106 D/L(D)-CN; 47226 CN-D/L(D); 47252 CF-D/L(D); 48085 FEC-RES; 56005 BN-D/L(D); 56006 BN-D/L(D); 56009 BN-D/L(D)

A number of these changes had yet to take place as EBN went to press in early March. 56005 still remains licenced, 47252 was in use from CF on 3rd March, 31198 was at BE and 32849/84 were still with FEC. 34280, due for transfer to BE, suffered major accident damage whilst working from DT on 4th March.

34307 is the first of the L-PWR Olympians to be withdrawn, and is believed to be the result of chassis and engine problems.

Area News - workings and sightings

[x] indicates route branding

Clacton (CN) & Harwich (DT)

By 17th February, Trident 32804 had mostly appeared as Harwich car 84 (07.25, 10.50, 13.50 and 16.50 Colchesters). On that same day, 34282/4 were off the road at CN and Primo 57002 was still at DT in exchange for 65651.

February

- 10th CN57002 on DT104
- 19th DT34282 on CR76
- 23rd 20102 on X22

Colchester (CR)

On 18th February, 73s and 75s were diverted via The Square, Holloway Road and Heybridge Approach because The Causeway in Heybridge was closed following a major fire in an industrial building. There were severe delays (up to 1hr 40mins) to 71/72 on 23rd February owing to closure of the A12 southbound between Hatfield Peverel and Boreham after a lorry struck a bridge.

February

- 4th CR34013 on 65
- 9th CR60102 on 65
- 10th 20102 on 75 CR-Tiptree (pm) shorts,
- 12th CR34302 on 65; CF66794 on 525
- 18th CR62409 on CN74, DT65651 on CN74
- 23rd CR65678 and CR66816 on 70,
- 25th CR34305 on 65, DT65651 on CN75 (CR-Tiptree short)
- 27th CR60757 on 71

Chelmsford (CF) & Braintree (BE)

February

- 4th CF34815 on 70
- 10th CF34815 on 525
- 11th CF34815 on 132; 46120 working from CF (ex BN) on 41, CF46132/40 on 351, CF42930 on X30
- 12th 46120 on 12.05 and 14.05 service 351, 47252 also on 351
- 19th CF66794 on X30 (and 23rd)
- 20th CF66794 and CF66799 on X30
- 21st CF42482 on 351, CF42933 on 33, CF66794 on X30
- 23rd CF34815 on 33, BE43801 on 42, CF43360 on 70, CF69434 on 42
- 26th BE43359 on 36 (16.10 ex SW)
- 27th CF53128 on 351

March

- 1st 46120 on 46
- 2nd CF47101 on 36X (07.27 ex SW)
- 4th CF42487 on 41, BE43360 on 56, CF53134 on 42
- 5th 46120 on 54, CF46132 on 40, CF40737 on 45

Basildon (BN) & Hadleigh (HH)

February

- 22nd HH32863/81/2 noted on 27 (first full day in service)
- 23rd HH32857 and HH32881 on 27
- 24th HH32859/62/81 noted on 27 (as were HH41015 and HH42854)
- 25th BN60104 on 8
- 26th HH46145/54/75/6/9 on 24, HH46153/7/8/74/80 on 21 (mostly coming in as 21s and leaving as 20s owing to the interworking) and mixed DD/SD on 27, the 'deckers being 32857/9/60/3/82 with Dart 42439 also at work.

March

- 1st BN46152 on 551
- 3rd 56005 in Brentwood showing 'School Contract'

Other News

Just over 40 years since it was recorded as exported by Twell, Ingham to Houston, Texas, KSW5G UVX666 (ex Westcliff-on-Sea and Eastern National 1400/2357) has resurfaced, in full working order, with Elk City of Oklahoma.

The Group would like to express its thanks and best wishes to Engineering Director Steve Little on his move to *First Aberdeen*.

First Essex report EBN551

Sources: Own observations, with many thanks to *First Essex* and to A Bird, N Clark, T Clark, J Collins, D Edwards, M Farmer, B Martin, C Paynter, J Podgorski, D Pretty, I Ransom, J Salmon, R Sly, 'Solo', TBL177M, R Wansbury, R West, the *Essex, East Anglia, South West and British Buses Abroad in North America* y-groups, *Essex and East Anglia* Google groups, www.buslistsontheweb.co.uk, *Real Bus News*, LOTS, PSV Circle, 'Terminus' and *Bristol VR South West Bus News* (<http://ndl642m.blogspot.com>).

Reports relating to First Group may be sent by text on 07973 509459, by e-mail or by conventional post. Many thanks to all who do so.

Chris Stewart

TGM Group

■ NETWORK COLCHESTER

Operation of Monday to Friday journeys on service 133 passed back to Excel from 23rd January. Excel now once again operate all 133s, 7 days a week. The two vehicles at Colchester for use on service 133, Scania/East Lancs Saloons 867 (N167 PUT) and 873 (N433 XRC) were transferred back to Excel on 22nd January.

All Volvo B10BLE/Alexanders in the fleet (901- 907) are now fitted with Mobitec electronic destination displays. Volvo 902 was used in publicity photos for the launch of the bite+ card (proof of age for 5-19 year olds, allowing half-fare on buses, and can be used as a library card) outside Colchester Castle on 15th February.

Rail Replacement

16th Jan - Colchester to Witham - Tridents 195/6

17th Jan - Colchester to Witham & Manningtree to Harwich - Omnidekka 102, Tridents 155 and 195

23rd Jan - Witham to Colchester- Omnidekka 101, Tridents 156 and 196.

6th /7th Feb - Cambridge to Royston - Tridents 156, 195/6, Omnidekkas 101/2 and DAF250LF 131/3

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

All change at Burtons Coaches

Back in 2004 when TGM acquired the business of Arriva Colchester, they only took on the assets, liabilities and operations, not the company itself or its operator's licence (PF0000020). Instead, the existing TGM company Burtons Coaches Ltd was expanded to take on the Colchester operations, under its existing operator's licence (PF0001958).

Burtons was already a well established business, based at Haverhill in Suffolk, operating general coaching work, some National Express diagrams and tendered local bus services for Suffolk, Essex and Cambridgeshire County Councils. Since the Colchester acquisition, the

two depots (Haverhill and Colchester) have operated relatively independently, with the Network Colchester identity taking prominence in the town.

We have generally not covered Burton's Haverhill operations in *Essex Bus News* and don't plan to do so in future (except to the extent that they run in "our" area) but we thought readers would be interested to know that the link between Colchester and Haverhill has finally been severed, with the sale of the Haverhill business to Burtons' MD, Paul Cooper.

A new company has been established, **Yellow Star Travel Services Ltd** trading as **Burtons Coaches** (company number 07019106) with a new 30 vehicle O-licence (PF1092462), based at the existing Haverhill premises in Duddery Hill. Prior to the sale, last autumn the existing National Express work and coaches were transferred to operate out of Excel's Stansted Airport base, and do not form part of the sale.

The service registrations were transferred to Yellow Star from February 1st and the local authority bus service contracts were reassigned to the new company. Services thus comprise:

9/10	Great Notley - Braintree - Great Bardfield	ECC
59	Haverhill - Saffron Walden - Clavering	ECC
89A	Haverhill - Great Yeldham	ECC
344/5/6/7, 944	Haverhill - Bury St Edmunds	SCC
357, 981/5	Newmarket - Bury St Edmunds	SCC
901/2/3/4	Newmarket - village shopper buses	SCC
905	Bury St Edmunds - village shopper bus	SCC
T1-4	Bury St Edmunds - shopper buses	Tesco



KV03 ZFJ is one of a pair of ADL Enviro 300s in the Burtons fleet, seen here in Bury St Edmunds on Suffolk County Council service 344 on October 24th, 2009. [Russell Young]

Vehicles transferred to the new Yellow Star company comprise:

<i>Registration</i>	<i>Chassis</i>	<i>Type</i>	<i>Body</i>	<i>Layout</i>	<i>Old TGM number</i>
YM55 RRX	Mercedes	814D Vario	Plaxton	B33FL	750
YM55 RRY	Mercedes	814D Vario	Plaxton	B33FL	751
J56 GCX	DAF	SB220	Ikarus	B49F	896
J807 KHD	DAF	SB220	Ikarus	B49F	896
M232 TBV	Volvo	B10M	Alexander	B48F	
N540 TPF	Dennis	Dart	East Lincs	B39F	800
N541 TPF	Dennis	Dart	East Lincs	B39F	801
KX51 UDE	Dennis	Dart SLF	Plaxton	B37F	
KV03 ZFJ	ADL	Enviro 300	ADL	B44F	
KV03 ZFK	ADL	Enviro 300	ADL	B44F	
C41 HHJ	Leyland	Olympian	ECW	H80F	
H155 PVW	Leyland	Olympian	Alexander	H80F	
G371 YUR	Leyland	Olympian	Alexander	H69F	
F245 MTW	Leyland	Olympian	Leyland	H78F	245
F892 BKK	Leyland	Olympian	Northern Counties	H75F	
P167 BTV	Leyland	Olympian	Northern Counties	H77F	
G619 OTV	Volvo	D10M	Alexander	H80F	219
G632 BPH	Volvo	D10M	Northern Counties	H80F	
H683 GPF	Volvo	D10M	East Lincs	H80F	218
LL04 BCL	Bova	Futura	Bova	C59F	
LG05 BCL	Bova	Futura	Bova	C59F	
NL52 XZV	DAF	SB4000XF	Van Hool	C49F	
NL52 XZW	DAF	SB4000XF	Van Hool	C49F	
YJ09 CYH	DAF	SB4000	Van Hool	C60F	
UK53 BCL	Volvo	B12B	Caetano	C48F	
GO54 BCL	Volvo	B12B	Caetano	C49F	
EU05 BCL	Volvo	B12B	Plaxton	C51F	
GB05 BCL	Volvo	B12B	Plaxton	C51F	
UK05 BCL	Volvo	B12B	Plaxton	C51F	
YN07 LHE	Scania	K340	Berkhof	C65F	
YJ08 EFT	MAN		Temsa	C35F	

Subsequently, a DAF SB/Van Hool coach, 685UHY, was acquired from Classic Coaches (a separate TGM Group company) and has been re-registered J804 TAJ.

Finally, the established company Burtons Coaches Ltd (03506989) changed its name to **Network Colchester Ltd** on January 25th, and later Paul Cooper has registered a new company Burtons Coaches Ltd (07147823) to protect rights to the name.



The old order!

The legal lettering as it applied to Colchester based buses until last month.

[Richard Delahoy]

Thus in summary, the buses in Colchester continue to operate on licence PF0001958 and trade as Network Colchester. The coaches and tendered bus services at Haverhill operate on licence PF1092462 and trade as Burtons Coaches, no longer with any connection to the TGM Group.

We wish Paul Cooper and his team at Haverhill every success with the "new" Burtons Coaches; as explained earlier, we will not generally be reporting on those operations in *Essex Bus News*.

■ EXCEL PASSENGER LOGISTICS

Modified

414, S314 JUA, Dart/Plaxton has returned from refurbishment and is now B32F; sister 412 should also have been returned to Excel by the time this edition is published, thus completing the work on the five ex Arriva London Darts.

Withdrawn

208, G806 JRH - Scania/East Lancs decker

Y83 HHE - Scania/Irizar coach

GB04 LLC - Volvo B7R coach, transferred elsewhere within TGM.

Thanks to TGM for the continued supply of information to EBN

Centrebus / Trustybus / Galleon

The new Scantias 748-51 are chassis type L94UB (748) and L230UB (remainder), not as given in EBN550.

Lances 767/8 (M267/8 VPU) have been resealed from B40F to B34F by removal of tip-up seats, refurbished and painted in Centrebus livery. Other repaints are Darts 514/5 (S528 KFL, R71 MEW)

Newly repainted Dart 515 has joined 509 and 510 at Huddersfield Bus Co.

Ian Ransom with thanks to LOTS

Ensignbus

■ DEALER STOCK MOVEMENTS

Vehicles in

	<i>from</i>
Arriva North East:	Scantias N386/8-91/3 OTY
Blythswood Motors:	Dart SN05 HDD
Dublin Bus:	Volvo B6s 99-D-6002/3
London General:	Darts R477/9 LGH
Lothian Buses:	Darts V152/6/ 7/8/61/3/4 EFS
Stagecoach East Midland:	Olympians L604 NOS, L649/51 MYG
Stagecoach Bluebird:	Volvo B10Ms J66 JWC, N153 XSA, N617 USS P625 NSE
Stagecoach Fife:	Darts P606/7/13 CMS
Stagecoach South:	Olympians H764 KDY, G283 YRJ, Volvo B10M L159 JNH

Vehicles out

Volvo B10M L342 CCK:	to Big Lemon , Brighton
Trident PO51 UMW:	Blackpool Transport
Olympian H152 GGS:	Brylaine , Boston, Lincs.
Plaxton Primo BU08 ACV:	Carters , Ipswich
Dublin Olympian 96-D-300	now N727JNO with Chalkwell , Sittingbourne, Kent
Darts P606/7 CMS:	Chambers , Bures, Suffolk
Dart V157 EFS and B10M K751 DAO:	Constable , Hadleigh, Suffolk
Olympian BBW 213Y:	Country Hopper , Ibstock, Leics.
Scania NIL 9875:	Day , Whitstable, Kent
Dart W236 DNO:	Freedom Travel , Ely, Cambs.
Dart P509 RYM, Olympian H693 PVW:	Halifax Joint Committee
Volvo B10Ms J257 NNC, M688 KVV, M457 TSS, L422 ORS, K65 BKG,	
P491 FAS, J64 ESO, N583 DAS:	Hookways , Exeter, Devon
Darts V152/8/61/3 EFS:	New Adventure Travel , Gabalfa, Cardiff
Volvo D10M E152 DTO:	On-a-Mission , Letchworth, Herts.
Dart P783 WCN:	Rolling Solutions (Strawberry) , St Helens
Darts V562 JBH, SN05 HDD:	Rotala Group , Birmingham
Olympians L673/8 HNV:	Sleafordian , Sleaford, Lincs.
Bristol VR PWY 39W:	TWH , Romford
Plaxton Primo BU08ACZ:	Blythswood Motors , Glasgow
Volvo B10Ms M750/5 LAX, M552 SPY, L625 TDY, K733 DAO,	
Olympian G903 SKP:	Geoff Ripley , Barnsley
Dart M10CLA:	Express Auctions , Rainham, Essex
Dart N51 KBW:	Blaby District Council , Leics.
RM970:	Daisy plc , Nelson, Lancs.

■ CITY SIGHTSEEING

Dealer stock Olympians S848/55/6 DGX have been sold to **Ace Travel**, Liverpool for City Sightseeing, Liverpool. 848/56 are part open-top; 855 is full open-top.

Dublin Olympian 97-D-336/9 are now BFZ 7414/5 with **Lavelle's Coaches**, for City Sightseeing Belfast, and converted to part open-top.

Metrobus B140 WUL has been converted to open-top and allocated to City Sightseeing Washington.

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

Essex county buses

Essex County Buses

Former Stansted Transit Delta W429 CWX and all-white Metrorider L105 GBO, ex-Cardiff Buses, have been noted on the City 42 and 70 respectively, and may now be owned.

A logo has now been designed although it is yet to appear on the buses. The designer (Jack Larnar) says: "Based on the insight that ECB connects the community, the logo is based on how bus routes appear on a map. The circles represent bus stops while the dynamic lines represent the route-path itself."



The Traffic Commissioners have called the company to a Public Inquiry in Cambridge, scheduled for 8 March.

Ian Ransom, John Podgorski, Russell Young, Essex y-group

Heddingham Omnibuses

New vehicles

Correction to EBN546: L381 is EU59 AFJ, not as shown.

Vehicles sold - March 2010

L311 W311 CJN Volvo B10M Plaxton Paragon C53F
L329 Y747 HWT Volvo B10M Plaxton Paragon C53F

Both to Plaxtons, Scarborough.

Traffic

Service 88: During the first three days of half-term, service 88 was badly disrupted by a burst water main directly under Chappel railway viaduct. The alternative route was via Great Tey and Aidham church over roads that were most unsuitable for heavy traffic. Consequently, the service was operated by saloon vehicles, but fortunately as it was half-term there was no undue overcrowding.

On 18th February, the 95 was disrupted due to a fire on an industrial estate on The Causeway at Maldon. Because gas cylinders were involved in the blaze, the fire service set up a 200 yard cordon, and The Causeway was closed. The 95 was diverted (both ways) via The Square, Holloway Road, Heybridge Approach.

Some disruption occurred to 91 on 23/2/10 (pm) due to heavy traffic in Witham, caused by closure of A12 southbound between Hatfield Peveral and Boreham, after lorry struck a bridge.

Unusual sightings:

16th Feb. Kelvedon based Dart/Plaxton L335 (PJ 02 RHE), was on Tollesbury route 92 working, early afternoon.
w/c 22nd Feb. Tollesbury allocated L384 was working from Kelvedon.

Depot Allocations - March 2010

Updated 25th February 2010

Depot	Saloon	Dart/B6	SLF/DDA	Coaches	Double-deckers	Total
Heddingham HD	L196 L206		L211 L326 L212 L328 L301 L340 L325 L350		L337 L358 L355 L374	14
Sudbury SY	L148	L258 L296	L339	L242 L291 L282 L298	L359 L361 L363 L360 L362	13
Kelvedon KN	L200	L198 L208 L344	L335	L281	L300 L364 L372 L305 L365 L373 L307 L367 L375	15
Tollesbury TY	L354	L207 L297 L243 L342 L283	L343 L349 L370	L309	L160 L316 L369 L310 L317 L384 L315 L368	18
Clacton CN		L210	L312 L356	L244	L251 L333 L366	

	L241		L334 L380	L285	L255 L336 L371	
			L338 L381	L286	L313 L341 L376	
			L346 L382	L290	L314 L345 L377	
			L348 L383	L295	L330 L352 L378	
			L351	L299	L331 L353 L379	
				L347	L332 L357	40
Reserve	L150					1
<i>total</i>	6	12	24	13	46	101

*with thanks to Mr D R MacGregor of
Heddingham Omnibuses and John Podgorski*

National Express

■ NATIONAL EXPRESS OPERATIONS

Traffic

Severe disruption to service 481 on 16th February, due to two separate accidents at A12/ A120 Ardleigh Interchange near Colchester, both in the afternoon.

John Podgorski

NIBS

After Stephensons tried it (see page 16), YJ58 BZY, a dual-door, TfL-spec Optare Versa passed to NIBS, who used it in service in early March. It is seen here in Wickford on the 222 on the 5th. *Terry Clark*





"The Lady in Red" ~ YJ58 BZY on hire to NIBS in Wickford High Street on March 5th.

[Terry Clark]

... and on hire to Stephenson's at Fossetts Park in the rain on February 22nd. [Matthew Evans]



Stephensons of Essex

Two demonstrators have been tried recently:

YJ59 GGO Optare Solo M950 - this is 9.5m Solo model (longer than those currently operated) and was used in plain white livery on service 90 (Maldon to Witham) for a week in mid January to gauge passenger and driver reaction, with feedback forms completed on board. It had previously been demonstrated to Constable Coaches (used by them on Essex CC route 247) and was earlier with Nottingham City Transport. Service 90 normally uses Mini Pointer Darts.

YJ58 BZY - a dual door Optare Versa, built to TfL specification and in plain LT red, was used from Rochford depot on service 61 (Fossetts Park) in mid February. It moved onto NIBS in March.

An outward loan was of Solo 324 (EU07 FVO), loaned to Optare for demonstration to Heyfordian Travel, Bicester.



Following the success of the Third "Southend Heritage Bus Running Day" held on January 1st, 2010, Stephensons and bus industry partners Arriva Southend, Network Colchester, Talisman Coachlines and Hardy Miles donated their takings to support the work of the Essex Air Ambulance. Pictured are Air Ambulance volunteer fundraisers Pamela and Arthur Pooley receiving a cheque for £812 from Stephensons' Planning Manager Richard Delahoy and Matthew Evans from Arriva Southend.

The Running Day raised over £1,300 in total, with other charities benefitting being Cancer Research UK, Leukaemia Research, MacMillan Cancer Nurses, Help for Heroes and the Wickford War Memorial Association. The charities were selected by the drivers and companies who provided the vehicles and their time for free to run special bus services.

Fleet list as at 1st March

<i>no.</i>	<i>reg. no.</i>	<i>chassis</i>	<i>body</i>	<i>layout</i>	<i>first reg.</i>
114	N70 SLK	Volvo B10M	Plaxton Premiere	C55F	5/1996
200	X400 MTT	Volvo B10M	Plaxton Paragon	C53F	9/2000
233	M233 TBV	Volvo B10M	Alexander	B61F	1/1995
235	M453 VCV	Volvo B10M	Alexander	B61F	2/1995
321	EU07 FVL	Optare Solo	Optare	B24F	4/2007
322	EU07 FVM	Optare Solo	Optare	B24F	4/2007
323	EU07 FVN	Optare Solo	Optare	B24F	4/2007
324	EU07 FVO	Optare Solo	Optare	B24F	4/2007
325	EU08 WND	Optare Solo	Optare	B28F	7/2008
326	EU58 AXX	Optare Solo	Optare	B28F	10/2008
411	SK02 XGO	Dennis Dart	Plaxton Pointer	B29F	3/2002
412	SK02 XGP	Dennis Dart	Plaxton Pointer	B29F	3/2002
413	EU03 CFX	Dennis Dart	Plaxton Pointer	B29F	4/2003
414	EU03 CFY	Dennis Dart	Plaxton Pointer	B29F	4/2003
416	SN56 AYH	ADL Dart	Plaxton Pointer	B29F	9/2006
417	EU07 FRN	ADL Dart	Plaxton Pointer	B29F	3/2007
421	EU09 NYO	ADL Enviro 200	ADL	B29F	7/2009
450	P749 HND	Dennis Dart	Plaxton Pointer	B37F	5/1997
460	EU05 CZA	ADL Dart	Plaxton Pointer	B37F	6/2005
501	EU58 BRX	Scania N230	Optare Olympus	H80F	11/2008
502	EU09 AUK	Scania N230	Optare Olympus	H80F	4/2009
503	EU59 BHX	Scania N230	Optare Olympus	H80F	12/2009
683	C383 SAO	Leyland Olympian	Alexander	H77F	6/1986
707	G707 TCD	Leyland Olympian	Alexander	H85F	4/1990
721	F621 MSL	Leyland Olympian	Alexander	H87F	9/1988
730	F630 MSL	Leyland Olympian	Alexander	H87F	9/1988
783	G183 JHG	Leyland Olympian	Alexander	H83F	10/1989
808	M408 RVU	Volvo Olympian	Northern Counties	H77F	3/1995
809	M409 RVU	Volvo Olympian	Northern Counties	H77F	3/1995
810	M410 RVU	Volvo Olympian	Northern Counties	H77F	3/1995
815	V415 KMY	Dennis Trident	East Lancs	H73F	9/1999
827	N827 FKK	Volvo Olympian	Alexander	H78F	10/1995
828	N828 FKK	Volvo Olympian	Alexander	H78F	9/1995
829	N881 FKK	Volvo Olympian	Alexander	H78F	6/1996
851	E851 DPN	Leyland Olympian	Northern Counties	H77F	6/1988
852	E852 DPN	Leyland Olympian	Northern Counties	H77F	6/1988
853	E856 DPN	Leyland Olympian	Northern Counties	H77F	7/1988
855	H155 BKH	Leyland Olympian	Northern Counties	H76F	6/1991
856	H156 BKH	Leyland Olympian	Northern Counties	H76F	6/1991
858	H158 BKH	Leyland Olympian	Northern Counties	H76F	6/1991
859	H159 BKH	Leyland Olympian	Northern Counties	H76F	6/1991
862	J562 HAT	Leyland Olympian	Northern Counties	H76F	5/1992
863	J563 HAT	Leyland Olympian	Northern Counties	H76F	5/1992
864	J564 HAT	Leyland Olympian	Northern Counties	H76F	5/1992
866	J566 HAT	Leyland Olympian	Northern Counties	H76F	5/1992
869	J569 HAT	Leyland Olympian	Northern Counties	H76F	5/1992
947	H547 VAT	Leyland Olympian	Northern Counties	H85F	9/1990
949	H549 VAT	Leyland Olympian	Northern Counties	H85F	9/1990
951	H551 VAT	Leyland Olympian	Northern Counties	H85F	9/1990
952	H552 VAT	Leyland Olympian	Northern Counties	H85F	9/1990
953	L953 MSC	Volvo Olympian	Alexander	H85F	2/1994
955	L955 MSC	Volvo Olympian	Alexander	H85F	2/1994
962	L962 MSC	Volvo Olympian	Alexander	H85F	4/1994
972	K872 CSF	Leyland Olympian	Northern Counties	H85F	2/1993

974	K874 CSF	Leyland Olympian	Northern Counties	H85F	2/1993
975	K875 CSF	Leyland Olympian	Northern Counties	H85F	2/1993
990	K890 CSF	Leyland Olympian	Northern Counties	H85F	2/1993
998	L808 SNO	Leyland Olympian	Alexander	H100F	8/1993
424	424 DCD	Leyland PD3	Northern Counties	H69F	6/1964
1233	MRJ 233W	Leyland Fleetline	Northern Counties	H82F	7/1981

Ian Ransom with thanks to Lyn Watson

Talisman Coachlines

Setra S250, S6 TRA has been re-registered NSU 668.

Ian Ransom with thanks to Paul Smith of Talisman Coachlines

Other operators

ACCESS ANYONE, Southend-on-Sea

Renault Master minibuses acquired for expanded operations are WF51 XPD, RA02 BKD, RL51 ZNS, RN03 KVV.

APT COACHES, Rayleigh Acquired from Ward, Alresford is R501 HUF a Volvo B10M/Plaxton. It has been re-registered NIL 4997, since arriving here. Leyland Olympian/ECW RDL 689X is back in use.

BESTAX, Rayleigh Renault Trafic PX09 APF was new last year.

BJS, Gt Wakering Are thought to have ceased operating. The only vehicle seen here recently, belongs to APT Travel.

BUS BOYS, Grays Have ceased operations. The only vehicle here was DAF 400 N770 DFA.

CB CARS, Chelmsford This new operator has Iveco 49-12/Mellor R564 JSC.

CHELMER VALLEY, Chelmsford Ford Transit EN59 EFP is new here. Acquired is VW Transporter CV02 LTF.

CHELMSFORD TAXIBUS Recent additions are Ford Transit/Chassis Developments SA53 UTT (number 49) and VW LT46/Mellor FN52 XTR (numbered 79). It is assumed that the current 49 Ford Transit EY54 NYA has been sold.

DONS, Gt Dunmow Dennis Javelin/Plaxton P432 JDT has been re-registered DUI 672.

GOLDLIMO, Benfleet Optare Alero VU02

TTF is in use as a "party bus".

KB MINIBUS TRAVEL, Wrabness Here for some time, but only just reported is Vauxhall Movano FE51 HTO. It has been re-registered Y33 BOY.

KINGS, Colchester Bova KC03 ABC was part-exchanged at Moseleys, South Elmsall for KC10 ABC, a VDL Bova Futura C53FT. This is in the green livery (as carried by KC57/08 ABC)

KIRBY, Rayleigh Setra S215HD G636 CAF has been sold to Hough, Grimsby.

MAYHEM PAINTBALL, Abridge No longer hold a PSV licence. LDV Convoy R637 RKX had been in use here.

PETER GODWARD, Basildon Scania L94/Irizar T566 FUM has been sold to a Manchester based, dealer.

PRAISEVCOVER, Southend Ford Transit VK51 VMG is in fact registered VK51 WMG.

STANSTED TRANSIT, Stansted Airport A further vehicle traced is Volvo B10M/Plaxton S45 UBO now with Sable, Kings Lynn.

SUPREME, Southend Volvo B12M/Jonckheere LL02 ANJ was reported as being acquired in error. MCW Metrobuses withdrawn are BYX 239V, B252 WUL and B269 WUL, while sisters sold are C352 BUV, C361 BUV. Also sold is Leyland Tiger/Plaxton TIB 4587 (B488 TYG).

TONY GLEW, Gt Tey A recent addition is S986 HUB a LDV Convoy.

TURNERS, Little Maplestead Mercedes Benz 814D/ Autobus N17 JWS (A19 HOD) has been acquired from STB Coaches, Chadwell St Mary.

VICEROY, Saffron Walden Bova Futura FHD12-340 WA53 FDK has been acquired. Vehicles re-registered are Neoplan Cityliner M422 TWF to RUI 9515 and Scania L94/Irizar S331 SET to

RUI 9414.

WARD, Alresford Acquired are ex Wilts & Dorset DAF DB250/Optare L128 ELJ and M134 HPR.

YELO, Braintree Have ceased PSV operations. Ford Transits EJ03 WRL/WRP/WSF FP07 UGZ and Mercedes Benz Vito DE56 NXU were in use.

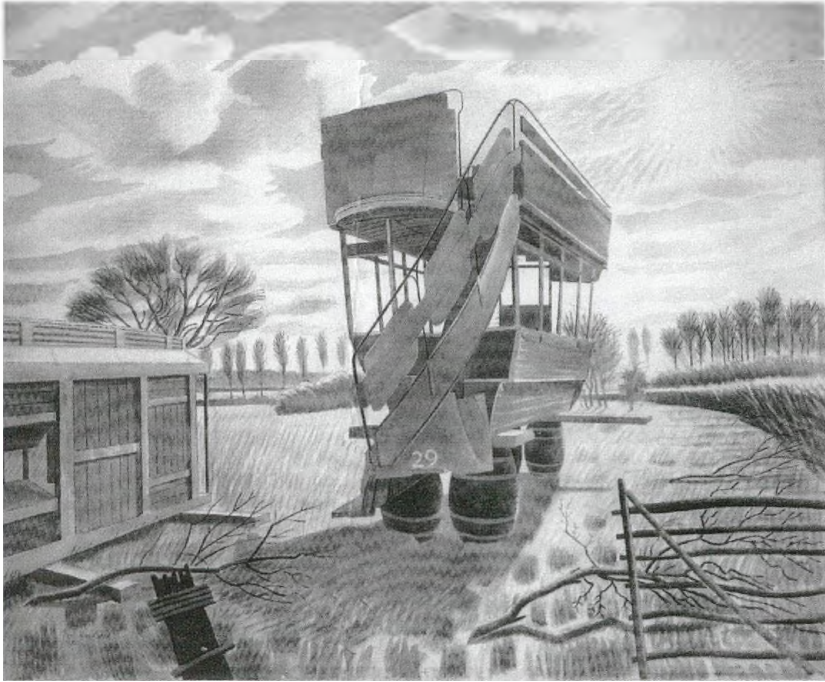
*Ian Ransom with thanks to PSV Circle,
Essex Bus y-group and Peter Mobbs*



The modified bus lay-by at Benfleet Station is now in use. It can only be entered from the Canvey direction; buses arriving from Southend etc., to start at the station, travel onto Canvey, round the Waterside roundabout and then back to the lay-by.

[Ian Banks]

The No. 29 Bus



Letter from Adrian Corder-Birch of Halstead

I enclose a copy of a painting by Eric Ravilious (1903-1942) dated March 1934. It is known as "The No. 29 Bus", from the number 29 appearing at the rear below the stairs. Eric Ravilious lived at Great Bardfield from 1932 until September 1934 when he moved to Castle Hedingham. It is therefore possible that this bus was painted somewhere in north Essex. However I am doubtful if many of the north Essex operators had double deckers as early as 1934. I wonder if any of your members recognize the No. 29 bus or where it was painted please.

Any help to identify the location and operator would be appreciated please. In addition the history of this particular bus such as make, date of registration,

registration number, any change of ownership, number of seats, when it ceased to be used and any other details would be welcome please.

Incidentally, I recently purchased a copy of your latest publication about Blackwells of Earls Colne, which I enjoyed enormously. It is an excellent publication, with good illustrations and a very interesting history of this operator. I look forward to your future publications.

If any member knows the location and/or can identify the bus, please let the Group Secretary (Alan Osborne, 7 Farley Drive, Seven Kings, Ilford, IG3 8LI) know, and details will be passed on to Mr. Corder-Birch.

David Harman

EASTERN NATIONAL

Enthusiasts Guild

TODDINGTON OUTSTATION (EBN550)

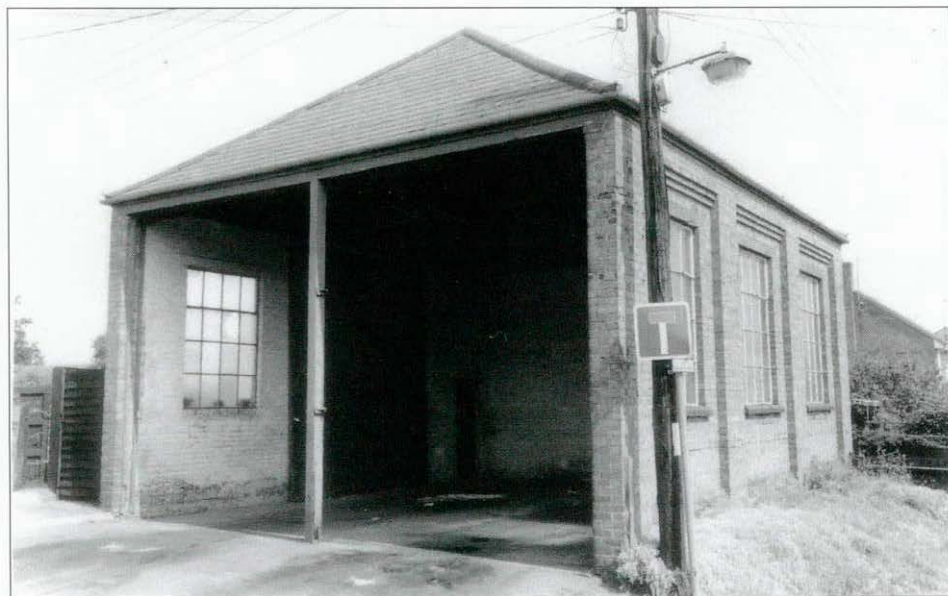
Keith Shayshutt has provided two atmospheric views of the one-time Eastern National outstation at Toddington. One was taken on 5th September 1987 and the other in June 1988. Sadly, no buses were present on either occasion. He believes the outstation lasted to 15th August 1988. As *Owen Woodliffe* illustrated last month, it was subsequently converted to what appear to be two very small dwellings.

~~~~~

The Toddington outstation in Gas Street, dated back to the days of Road Motors Ltd. This company had been set up by Mr Frank Attree, an early bus entrepreneur, who had run bus services at various times in Kent, Dorset and finally, Luton. Road Motors bought Conger Villas, a site which included a row of three cottages fronting onto The

Green and Gas Street, in July 1923 for £180. One of the cottages was demolished and the small, two-bus depot built in its place, and the remaining cottages (one each side) were rented-out. The National Omnibus & Transport Co. Ltd. bought the Road Motors business in 1925, and this included their main premises in Luton, 7B Langley Street, as well as the depot and cottages at Toddington, and a depot at Radipole, near Weymouth in Dorset.

The two cottages were sold in 1926, but Eastern National repurchased them in November 1943. It may be that they envisaged extending the depot, as by this time, a third bus was having to be stationed in the yard of "The Bell" public house. However, nothing seems to have come of this.



*Toddington : 5th September 1987 [Keith Shayshutt]*



*Toddington : June 1988 [Keith Shayshutt]*

On 1st May 1952, the Midland Area of Eastern National was transferred to the United Counties Omnibus Co. Ltd., and with it, the outstation and two cottages, now numbered 7 and 9 Gas Street.

UCOC continued to rent space in "The Bell" yard, but this arrangement had ended by 1955. No. 7 Gas Street (by then renamed Conger Leys) was sold in November 1961, and no.9 followed in March 1985.

Toddington outstation itself remained on the books long enough to pass to the new Luton & District Transport Co. Ltd. This had been formed in 1986 to take over the Luton and Dunstable area of UCOC, a prelude to privatisation, which event duly occurred in 1987.

Vehicles allocated to Toddington were drawn from the main Luton allocation.

As at 1st May 1952, Luton's predominately double-deck roster was as follows. Luton

allocations were denoted by a brown background to their fleetnumber plates.

|               |                                                                                                                                  |
|---------------|----------------------------------------------------------------------------------------------------------------------------------|
| Bristol L5G   | 258, 306, 307, 311, 316, 328                                                                                                     |
| Bristol L6B   | 352, 354                                                                                                                         |
| Leyland TD1   | 513                                                                                                                              |
| Leyland TD2   | 522                                                                                                                              |
| Leyland TD3   | 543, 544, 545, 546, 547                                                                                                          |
| Leyland TD4   | 556, 557, 558, 559, 560, 561, 563, 565                                                                                           |
| Leyland TD5   | 569, 571, 572, 574, 576                                                                                                          |
| Leyland PD1   | 583, 584, 587, 591, 592, 593                                                                                                     |
| Bristol K5G   | 610, 612, 627, 628, 640, 642, 643, 645, 688, 689, 690, 691, 725, 726, 727, 728, 734, 756, 757, 759, 760, 761, 771, 793, 816, 818 |
| Bristol KS5G  | 825, 826                                                                                                                         |
| Bristol KSW5G | 876, 878, 879, 880, 881                                                                                                          |

*David Harman with acknowledgements to Roger Warwick's "Illustrated History of the United Counties Omnibus Co. Ltd."*

## 1269/1274 - A Tale of two Bristols

by Robin Jenkinson

### Part 1 : Saving 1269 : AJN 825

I was interested in the recent mention of AJN 825 being 70 years old (now in Westcliff-on-Sea livery but formerly Eastern National 1269). This is exactly the same age as myself, but did you realise it is coming up to the 50th anniversary of it being preserved? I thought the story of how this came about may be of interest.

Having previously collected ENOC bus numbers, as soon as I got a job in 1956 I bought a Boots camera and despite living in Kent, cycled hundreds of miles

photographing Eastern National vehicles. The fleet had been renumbered in 1954 and included vehicles from no less than ten companies that ENOC had acquired, creating an absolutely fascinating fleet.

After a couple of years I decided to buy an old Austin 7 car. I mentioned to John Farmer, a driver at Braintree depot, that I had saved £30 to do this and he said to me "That is exactly the price that ENOC are selling their pre-war Bristol Ks for. Why don't you buy one? Soon there will not be a

Telephone CHELMSFORD 3431/4 (4 lines)

THE  
**EASTERN NATIONAL**  
OMNIBUS COMPANY LIMITED

DIRECTORS:  
J. S. GAVIN (CHAIRMAN) R. F. GRAVESON H. KINSEY  
R. I. H. LONGMAN L. E. RICHARDS

HEAD OFFICE  
NEW WRITTLE STREET,  
CHELMSFORD.

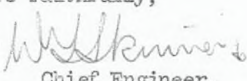
OUR REF: 4/3/GP/102  
YOUR REF: 11th March, 1959.

R. A. Jenkinson, Esq.,  
58 Petts Wood Road,  
Orpington,  
Kent.

Dear Sir,

We acknowledge receipt of your letter of the 8th March with regard to the purchase of one of our disposal vehicles, but regret to inform you that these vehicles are sold in batches by tender.

In the circumstances we are unable to assist you.

Yours faithfully,  
  
Chief Engineer.

single pre-war ECW bodied K left anywhere in the country." Bus preservation was virtually unknown in those days and I thought he was joking!

However my family owned a yard near Colchester where I could keep a bus and the idea grew in my mind, so eventually I wrote to ENOC, who I am afraid could not have been less helpful, as the copy of their letter shows. I was not going to give up at the first hurdle but unfortunately just at this time I was called up to do my National Service, which very much limited what I could now do to pursue this.

So I approached the newly formed Vintage Passenger Vehicle Society (VPVS) who offered to act on my behalf, but they also

found that ENOC did not seem to understand the concept of preservation. John Farmer suggested that I enlist the help of John Scholes, the curator of the British Transport Commission Museum in the old London Transport tram depot at Clapham. Being a former Tilling company, ENOC was now owned by the government-owned British Transport Commission. Mr Scholes interceded with ENOC on our behalf and they had a complete change of heart. Unfortunately the whole process had taken so long that ENOC had sold their last unrebodied pre-war Ks to their usual dealers, AMCC of Leytonstone (also known as Lansdowne Coaches). To their credit, ENOC then acted swiftly and persuaded AMCC to let them have one back. I myself wanted a specimen supplied new to ENOC,



*What might have been:* Robin was keen to acquire a former EN bus to restore to the pre-war two-tone green livery and had designs on 1271, GNO695. He photographed it on March 14th, 1959 descending North Hill in Colchester, three days after EN wrote refusing to sell it to him! As the picture shows, the bus was no longer original, with rebuilt windows. It was a 1938 Bristol K5G with an ECW lowbridge body seating only 48, originally numbered 3751, becoming 1271 in 1954. It was withdrawn later in 1959, passing to the dealer AMCC; its subsequent fate is not known and it was probably scrapped by them.

Pictures of other similar pre-war bodies with original windows appear in *Glory Days Eastern National* on page 14 (GTW893), page 31 (FPU511 & GTW890) and page 32 (JEV429), whilst a colour shot of GNO695 itself is on page 50.

Robin Jenkinson



*The one that didn't get away! Caught by Robin on film on May 17th, 1958 on the A13 near Tarpots Corner en route to Pitsea, AJN825 was by now 1269 in the EN fleet and still based at SD garage, the former Westcliff MS depot in London Road, Southend. It had been new to Westcliff in 1939, one of three delivered that year most unusually with sliding canvas roofs. Post-war, these were removed and the roof panelled over. In other respects however, AJN825 retained its original appearance, simply swapping Westcliff red/cream for standard Tilling green & cream.*

*The driver has stopped well away from the kerb, something Robin would not have tolerated later on when he worked as a bus inspector! Robin Jenkinson*

possibly one of the GNO registered batch, but being very young and inexperienced, I had not allowed for the fact that most of these had been partly rebuilt, for example with post-war lowered radiator, sliding windows or rubber mounted windows. However Mr Scholes picked AJN 825 (ENOC 1269) because it was original in these respects, although he was probably unaware that it once had a rear opening roof that was now sealed. Unfortunately AJN being new to Westcliff-on-Sea meant that I would not be able to repaint it in the pre-war two tone green livery of ENOC as I had planned, but I was absolutely "gutted" when John Cook of the VPVS informed me that I had been bypassed and ENOC had donated the bus directly to the museum. [The PSV Circle fleet history of ENOC records the transfer taking place in April 1960].

I imagine that ENOC assumed that it was in safer hands with the museum, and would have a secure future being available for future generations to admire it. Unfortunately this was not the case as it was parked outside and ended up with a cracked block and radiator due to freezing. Even worse, the government later decided to close the museum at Clapham to save money and with the exception of the London Transport items, started giving the exhibits away! I was part of a campaign to stop this (see attached letter) but as is the way of these things, our efforts were in vain. I visited the Museum on December 23rd, 1969 to try to claim AJN or at least make sure it was safe, but Mr Scholes would not see me.

Fortunately, it was eventually put into the

care of ENOC who wisely handed it over to the "Eastern National Basildon Bristol Bus Preservation Society" run by Mike Palmer who were already looking after WNO 478, the open-topper. They were given permission to work on it in the old Canvey and District depot at Leigh Beck, now the Castle Point Transport Museum.

I became a member of the group through the auspices of my friend Terry Coughlin who was a coachbuilder at the ENOC body shop at Prittlewell and who sadly died [in 1980?] at a very young age. I have a letter from Terry dated August 1971 which tells me not only that he had just rebuilt the floor of the upstairs sunken gangway on AJN but also that he was negotiating with a



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Your reference:

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17 December 1969

R A Jenkinson Esq  
37 Bramley Road  
East Peckham  
near Tonbridge  
Kent

Dear Mr Jenkinson

Thank you for your letter of 9 December addressed to the Minister of State, Miss Jennie Lee.

First of all may I assure you that Baroness Phillips did not describe the non-London Transport exhibits as "other odd items". What I think you must have read or heard is a garbled version of the sentence "The London Transport relics constitute about 15 per cent of the collection, and other road transport items a tiny percentage of the total".

When the York site was found, the London Transport Board somewhat naturally indicated that they would prefer to take their relics back into their own hands (as they had the right to do) rather than see them go to York. London Transport Board have a duty to preserve their relics in suitable accommodation and to make them available for viewing. The intention is that they will ultimately take their place in a museum of transport for the London region and I am sure that London Transport will do their best with the interests of Londoners at heart. The very few other road transport relics will be offered to museums and preservation societies. There is no chance of any of the exhibits being transferred to a museum or preservation society which could not guarantee to house it in an appropriate and satisfactory manner.

Yours sincerely

A handwritten signature in dark ink, appearing to read "A G Rossiter".

A G Rossiter

In 1969 Robin wrote to the Government in an attempt to protect the exhibits at the Clapham Museum, AJN included. In this reply, it was described as one of the "very few other [non-LT] road transport relics" there, with a decidedly vague statement about its future. Today, a Google search will show that Robin was not alone in being concerned, as various entries in Hansard from that period will testify.

contractors to buy a single-deck Bristol L. This is ONO 49, now one of the prize ENOC exhibits, and an excellent memorial to Terry.

As a professional signwriter I volunteered to put the Westcliff-on-Sea fleet names on AJN. There was a strange coincidence in connection with this. In the days that I was still cycling I was in Southend and I decided to visit Tylers Avenue, the small ex-City Coach Company bus station and depot down the back streets from which the buses still departed on the former City route to Wood Green. AJN (1269) was standing there on a "dup" and as I did not have a photo of it I quickly propped my cycle against the kerb on the opposite side of the road, grabbed my camera out of my saddlebag and started across, but as I aimed my camera at it there was a loud bang and my cycle crashed to the ground. I rushed over to pick it up out of the road and discovered that a "flip-top" bottle of Corona fizzy drink had exploded in my saddle-bag. I quickly stood my cycle up again but before I could line my camera up again 1269 drove off. My bottle of Corona had lost me my photograph. I cursed but little did I realise that years later I would paint a picture of just this style of "flip-top" Corona bottle on the side of this very bus when I was paid by Corona to reproduce their advert on the side panels when being restored by the EN Preservation Group. A strange coincidence!

*In the second part of the story, to be published next month, Robin finds Eastern National more amenable and helps to save 1274 (JVV430).*

*To read about Robin's exploits as a sign-writer, see the article in the March 2010 issue of Vintage Roadscene magazine, [www.ianallanmagazines.com/vintage.php](http://www.ianallanmagazines.com/vintage.php).*

*And a feature on AJN825 appeared in Bus & Coach Preservation magazine, January 2003.*

Edited by Richard Delahoy, who adds that there is a British Pathe newsreel film issued in January 1970 about the planned closure of the Clapham Museum which can be viewed on-line at [www.britishpathe.com/record.php?id=45969](http://www.britishpathe.com/record.php?id=45969).

AJN doesn't feature but was almost certainly still in store there at that time. Richard also just recalls visiting Clapham once, in April 1967, but the slide taken of him (complete in school uniform with cap) in front of Mallard is far too embarrassing to publish! Besides, it has no buses in it, just the world's fastest steam engine.

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#### *Rear cover:*

##### *Top:*

*It is hard to believe that it is 15 years since Essex County Council partly funded the county's first low floor buses, ten Dennis Lance SLF/Wright Pathfinders, split between County Bus (4), Southend Transport (4) and Heddingham (2)*

*The Heddingham examples still remain in the fleet and here, L211 (M212 WHJ) passes through Coggeshall on the return Wednesday X16, Bury St Edmunds to Chappel service in February 2010. [Keith Woods]*

##### *Bottom:*

*At Tollesbury depot at quarter past ten on 31st May 2009: Heddingham L370 (EU58 JCJ). [Dave Arnold]*



*After restoration by the Eastern National Preservation Group, then consisting largely of company staff mostly based at Basildon depot, AJN825 was rallied fairly extensively in the 1970s. Robin had been commissioned to paint the Corona advertisement that it shows off outside its then home, Canvey garage (which was then still an operational depot), in April 1974. The following month it took part in the annual London to Brighton HCVC run and brought home this trophy, proudly displayed by the regular driver, the late Joe Long.*

*Both Richard Delahoy (whose Mk1 Ford Cortina appears in the background, above and opposite - itself later a preservation prospect but sadly now scrapped).*



