

ESSEX BUS NEWS

No.577
May 2012



ESSEX BUS ENTHUSIASTS GROUP
www.essexbus.org.uk



Ensign held a press launch of City-liveried Dart 729 (Y329 FJN) in Shenfield on Thursday 3rd May, where the bus is seen together with Ensign Chairman Peter Newman and local service 81 Route Manager Paul Ashman. The chance existence of an FJN registration provides another historical link, since the last vehicles ordered by City arrived with similar marks and were used on what became the 251 Wood Green-Southend service.

Chris Stewart



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

Other Essex operators / Publicity News :

Position vacant

Ensignbus / Heddingham :

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

Service Changes :

Paul Harvey, 3 Orangewood Close
Gonerby Hill Foot, Grantham, Lincs,
NG31 8QW
pw.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) and original articles are always welcome.

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

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

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

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Dates for your diary

■ EBN PRESS DATES

EBN dated

June

July

reports to Editors by

June 2

June 10

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

Venue – The May meeting will be at a different venue – Freight House (Committee Room) adjacent to Rochford Station. This is the same venue before the move to Wickford. The

Cover

An emergency job covering the Docklands Light Railway on Wednesday 2nd April led to Ensign's City-liveried 729 being used in service before the official launch, as seen here in Brentwood High Street. *Chris Stewart*

Committee Room is at the far end of the building, through doors and upstairs where it is adjacent to the Administration Office. There is ample parking immediately outside. Doors open at 1930 for an informal chat, with the main talk or show from 2000 to 2145/2200. Members and guests welcome. £1.50 donation please towards the hire of the room.

Richard Delahoy

- ▶ **Monday May 28:** The 'Main Road' a.k.a. Route 251. An evening of nostalgia looking at the City Coach Co service from London to Southend, with archive photos, memories, etc. Audience participation welcome.
- ▶ **Tuesday June 26:** Visit to Canvey Island Transport Museum. Meet 19.00 onwards. There is no charge for the visit but a collection will be taken towards the Museum's restoration fund.
- ▶ **Tuesday July 24:** An evening visit to Nelson's (NIBS) at Bruce Grove Wickford. You may go direct to depot but a bus will pick up visitors at Wickford Station to connect with the arrival at 19.34 train, which is the 18.55 ex Liverpool Street.

There is no South Essex meeting in August.

Meetings return to usual Wickford venue for **September 17, October 29, November 26, December 18.**

■ 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 1915 for an informal chat, with the main talk or show from 1945 to 21.45. PLEASE NOTE NEW TIMES NOW 15 MINUTES EARLIER. £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 June 8:** Paul Smith.
- ▶ **Friday July 13:** Steven Hughes.
- ▶ **Friday August 10:** Trevor Brookes.
- ▶ **Friday September 14:** Alan Osborne.

Other dates: **October 12, November 9, December 14.** Details to follow.

■ TOURS

- ▶ **Saturday May 26:** The 'Interesting Independents' Group Tour. Join us for a full day tour visiting operators with fascinating fleets of both modern and historical vehicles: Dons of Dunmow, Myalls of Bassingbourne, Kenzies of Shepreth, Youngs of Haddenham and Dews of Somersham. Departure Colchester North Station 08.30 (return approx. 18.30), Dunmow High Street 09.30 (return approx. 17.30). To book, please send cheque/P.O. For £20, payable to E.B.E.G., together with a S.A.E, to **Keith Woods, 34 Normandie Way, Bures, Suffolk CO8 5BE.** Please state choice of pick up point.
- ▶ **Tuesday June 19:** Evening visit to Talisman Coaches. Colchester North Station 19.00. Fare £5, pay on bus
- ▶ **Tuesday August 14:** Travel back in time on our Group evening tour by Bristol Lodekka. Departing Colchester North Station at 19.00 with Carter's 1960 ex Crosville FS6G Lodekka 314 PFM, the evening will include a tour of Constable Country with scenic photo stops, a depot visit and maybe a half pint of beer! Return to Colchester North at 22.00. Fare £10. To book, please send cheque, payable to E.B.E.G, together with SAE to Keith Woods (address above)

■ EVENTS

- ▶ **Sunday May 20:** Yeldham Transport Museum Open Day. Free transport from Braintree Station and Haverhill. (www.yeldhamtransportmuseum.co.uk)
- ▶ **Sunday June 3:** Clacton Bus Rally. Clacton Factory Outlet. The Group Sales Stall will be at this event. (www.clactonbusrally.com)
- ▶ **Sunday June 10:** AEC Event and Pagent. Pump House, Markhouse Ave, Walthamstow.
- ▶ **Sat/Sun 16/17 June:** East Anglian Transport Museum. 40th Event. (www.eatm.org.uk)
- ▶ **Saturday June 30:** Ipswich Transport and Model Festival. (www.ipswichtransportmuseum.co.uk)
- ▶ **Sunday July 1:** North Weald Bus Rally. (www.northlondontransportociety.co.uk). Vintage bus service from Epping Central Line Station from 10.10hrs every 20 mins until 15.50.

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.

New members

A warm welcome to new members:

John Hagger, Gloucester - 1050 (rejoined)
Mr J Knight, Sidcup - 1051
Alan Cockersell, Brentwood - 1052
Ian Burge, Chatham - 1053.

Richard Delahoy, Membership Secretary

Stuff for EBN

Thanks to all the members who have responded with material for future issues. All most appreciated; this will enable a

varied selection of articles to appear over the coming months.

David Harman

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 at Chelmsford

The following items were available at Chelmsford Bus Station in mid April 2012.

Essex County Council (non picture style leaflet) for 3/A/B dated 4.7.11; 34/A dated 08.12.08; 46/A dated 07.02.12; 80A/C dated 4.10.09; 101 dated 29.8.10; 140 dated 6.2.11; 256 dated 8.1.12; 318 dated 7.3.11.

Essex County Council (picture style leaflet) for 9/10 dated 7.11.11 (although the timetable was revised from 1.4.12); 11 dated 6.4.09; 11A dated 8.1.12; 14/15/A dated 1.5.11; 31A/5 dated 1.5.11; 32 dated 7.2.11; 47/146/147 dated 29.08.10 (although the timetable was revised from 29.08.10); 52 dated 1.5.11; 73/A (Chelmsford – Heybridge) dated 12.4.10; 83 dated 6.4.09; 140 dated 7.2.11; 301/2 dated 29.8.10; 306 dated 5.7.09 (although timetable revised 25.10.10); 344 dated 19.1.07 (although the operator changed from Heddingham to Regal on 4.7.11) 347 dated 20.7.09.

Essex County Council – Bus and Train map dated March 2012, includes town maps of principal towns (and City!).

First corporate style leaflet for service 31 group dated July 2011; 36 dated 6.3.11; 40 dated 1.4.12; 70/X dated 8.1.12; 71/A/C dated 8.1.12; 75/B dated 1.4.12; 88/A dated 1.4.12 (see below); 102/3/4 dated 8.1.12; X30 dated 5.4.12.

First corporate style 28 page booklet for 42/A dated 28.8.11; 26 page booklet for 100/200 dated 1.4.12; 28 page booklet for H1/2/3 dated 9.1.12.

First corporate Overground format leaflets for 41/51 dated 3.7.11; 45 dated 4.4.11; 54/55/56 dated 9.1.11; 61 dated 11.4.10; 63 dated 8.11.10; 64/A/B dated 8.1.12; 65 dated 8.1.12; 66/A dated 5.12.11; 67/A dated 11.4.10; 68 dated 28.8.11 (with the exception of 64/A/B and 65, all have had timetable revisions, since the date shown)

First corporate style Brentwood Area Bus Guide (73/A/B, 80A/C, 351 and 551) 24 page booklet dated 1.4.12; Braintree Area Bus Guide (9,10,21,21A,30,70,70X,131,132,352 and X32) 38 page booklet dated 8.1.12; Clacton Area Bus Guide. (3,4,5,7/X,8,10,11,12,15,16,17/A,18,74/A/B,76/X) 44 page booklet dated 1.4.12; Harwich Area Bus Guide (3/4/20/20A/22A/22B/102/103/104) 22 page booklet dated 28.8.11.

Photocopied **Essex County Council** timetable for 37 dated 10.01.11

Photocopied **Arriva** leaflet for 59 dated 20.01.07

Photocopied **First** leaflet for 351 dated 1.4.12

88/A/B – An ECC timetable (picture style) was also obtained, although dated 5.12.11 this includes the 88B, which is not included in the First timetable.

Ian Ransom

Other publicity items now available includes:

Centrebus: Leaflet for 341/351 services (Hatfield- Hertford- Stanstead Airport) from 1 April 2012. 341/351-1.

First: Updated Clacton Area bus guide 44 page booklet dated 6.5.2012 now available.

East London Travel: Booklet for Day Excursion and Short Breaks (operated by SBC Leisure); April 2012 - March 2013.

LogicBus: Leaflet for L3 service (Harlow-Hammond Street) which includes tear-off voucher for £1 off weekly or 10 journey tickets; Issue 1.

Ian Ransom and Owen Woodliffe

Service changes

Arriva Southend

15 Apr 12	201	Sun	Basildon to Lakeside: revision to timetable.
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Arrow Passenger Services

1 Jun 12	99DD	M-F	Dengie Area DRT: service cancelled.
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Arrow Taxi Essex Ltd

1 Jun 12	99DD	M-F	Dengie Area DRT: new DRT service.
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Colchester Community Voluntary Services

20 Apr 12	SB33	M-F	Greenstead to Colchester: service withdrawn.
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First Essex

16 Apr 12	821	Sch	Southchurch to Thundersley: school service withdrawn.
6 May 12	7/8	D	Clacton to Walton: revised timetable.
	21	M-S	Black Notley to Bocking: revised timetable.
	45	D	Moulsham Lodge to Oxney Green: minor timetable revisions
	45X	Sat	Chelmsford to Westlands Estate: new Saturday service.
	61/A	D	Wivenhoe to Colchester: minor timetable changes.
	62	D	Colchester to Wivenhoe: minor changes to evening peak journeys. Revised Sunday evening service to operate as 62A.
	63	M-S	St Michaels to Colchester: minor timetable changes.
	68	D	Stanway to Monkwick: 1543 from Monkwick advanced to operate at 1533. Minor revision to Saturday evening timetable.
	74/A	D	Colchester to Clacton: minor timetable changes.
	76	M-S	Colchester to Clacton: minor changes to evening timetable.
	88	M-S	Colchester to Halstead: minor timetable changes and revised route within Colchester for inward journeys via Halstead Road.
	103/4	M-S	Colchester to Harwich: minor timetable changes to a morning journey.

	131/2	M-S	Halstead to Witham: revised timetable with route change in Braintree for service 131.
London Bus Company			
25 May 12	339	SSu	Epping Station to Ongar: new Saturday and Sunday service. This service will also operate on additional days throughout the summer.
Maldon Community Transport			
30 Apr 12	SB41	TF	Althorne to Maldon: new flexible shopper service.
	SB43	Th	Tolleshunt Knights to Tiptree: new flexible shopper service.
Roadrunner			
4 Jun 12	R1/31	M-S	Harlow to Sumners Circular: revised route and timetable.
	255	M-S	Cheshut to Loughton Station: revised to operate between Debden and Waltham Cross.
Stephensons of Essex			
11 Jun 12	6A	M-F	Leigh Station to Eastwood: the 1851 from Leigh advanced by 10 mins and operates full route.
SM Coaches			
28 May 12	19	M-S	Harlow to Epping: revisions to timetable.
	20	M-S	Harlow to Ongar: revisions to timetable.
	21	M-S	Harlow to Warley: revisions to timetable.
TGM Group (Network Colchester)			
14 May 12	133	D	Stansted Airport to Colchester University: minor timetable revisions to journeys serving Braintree College.
TGM Group (Network Harlow)			
3 Jun 12	59	M-S	Harlow to Chelmsford: introduction of Sunday service.
Travel with Hunny (TWH)			
26 Aug 12	261	M-S	Brentwood to Blackmore: new service.

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

■ FIRST ESSEX BUSES LTD

Acquired vehicles

- 43449 P449NEX Dennis Dart SLF SFD322BR1TGW10446 Plaxton 9610HLZ5926 B40F 11.96
 43482 R682DPW Dennis Dart SLF SFD322BR1WGW12188 Plaxton 9810.7HLB8661 B37F 6.98
 43485 R685DPW Dennis Dart SLF SFD322BR1WGW12215 Plaxton 9810.7HLB8664 B37F 6.98

All ex First Eastern Counties Ltd, April 2012

Allocation changes (Period 1: 1st April to 28th April 2012)

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/L(D)-Disposal

42443 BN-CF; 42489 BE-CF; 42857 HH-BE; 43445 BN-CF; 43449 FG-CN; 43482 FG-CF; 43485 FG-CF; 46440 BN-D/L(D); 53138 CF-CN; 57001 CN-FG; 57002 CN-FG; 60756 CR-RES

Disposals

57001/2 (Primos) to First Scotland East Ltd (April 2012)

Other changes

All-over (mega) rear adverts:

43482/5, ex FEC at Bury St Edmunds, retain theirs for West Suffolk College (43482 grey/blue, 43485 pink).

43713 has carried one for Southend BC Foster Care advert since at least November 2011 (see EBN570/572) and 43714 was noted advertising the same on 10th April.

43732 has gained one for 'London Southend Airport' like 32860 already reported 65627 is confirmed as having one for Essex Fire & Rescue (see EBN572) as does 65632.

66799 now has one for MKM Building Supplies ("Everything you'll need to transform your bathroom" etc).

34307 had lost its advert for Colchester Institute by January 2012

Area News - workings and sightings

Route branding indicated [thus]

Rail replacement

April

- 9th HH32881/7, 33002 on Greater Anglia Newbury Park - Shenfield
 15th HH32885/7, 33001 on GA Newbury Park - Billericay/Ingatstone
 22nd HH32885/7/94 on GA Newbury Park - Billericay/Ingatstone
 29th HH32884 on GA Newbury Park - Billericay/Ingatstone

May

6th HH33002 on GA

7th HH32883/5 on GA

Clacton (CN) & Harwich (DT)

Primo CN57002's last working in Essex was the 19.12 ECC service 20 on Saturday 31st March. Early the following day ticket equipment etc was removed and it was taken to Clacton for onward movement.

On 2nd April a gas explosion at a property closed Wellesley Road, Clacton between Caernarvon Road and Olivers Road. Services 10, 11, 15, 16, 17/A and 18 were all affected, being diverted via Wellesley Road, Pier Avenue and Old Road.

Tridents DT32804/47 have been at Clacton for much of April with CN32854/5 at Harwich. DT32801 was away at BN for MOT and the Dart/Enviros were also due for MOT. As a result, DT42937 was in use a number of times on Village Link 3/4 with Lance 67003 as a back-up bus at DT until it moved to CR (see below).

As at early May, Telford Road contained the following: 34309, 34610 (D/L), 34613, 46440 (out of MOT, engine being transferred to 43741), 60206 (various defects, currently being covered at CR by Lance 67003), 60102 60321 65524 and 67004/5/8//9.

April

11th CN43678 on 76

21st Lance 67241 on 76

30th CN34304 all day on 74

May

1st CN34304 all day on 76

2nd CN43679 all day on 74

3rd CN43679 all day on 76; also lengthy diversions on 7/7X/8 via Little Clacton and Thorpe-le-Soken to Kirby Cross owing to flooding at Holland marshes, continuing the following day.

11th DT32804 on 76

Colchester (CR)

The Essex University branded Olympians are now reported to be unusual on 61/62, their regular haunts now being 63, 68, 71/A, 75/B, 88/A.

April

2nd FEC32488 in CR bus station, then seen light on East Bay heading east; CR34018 on 62

3rd CR60758 on 75 (pm Tiptree short) – usually DD; CR65677 on 88 - usually DD

4th CR32477 [61/62] on 15 - usually saloon; CR65654 on 75 (pm Tiptree) - usually DD

5th CR32475 [61/62] on Colchester United FC shuttle; CR32477 [61/62] on 68 & 1, CR32485 on 1, CR34014 on 62, CR34308 on 61, CR65537 on 75 (p.m. Tiptree short).

10th CR34056 on 61, CR65521 on 88, CR65523/34 on 75

13th CR34018 on 65, CR60757 on 75, CR62406 on 75B, CR65688 on 61

14th CR34304 on 62A, CR62407 on 75, CR65651 on 88

16th CR32477 [61/62] on 1, CR65523 on 88, CR65679 on 75B

17th CR34014 on 65, CR60758 on 61, CR65652 on 75

18th CR65539 on 88 (Yeldham, p.m.);

19th CR32484 [61/62] on 63, CR34013 on 65, CF42922 on 71/A, CR65682 on 75

20th CN43739 on 88 and 65, 67003 on 65

21st CR32478 [61/62] on 64, 67003 on 65 all day

23rd Lance 67003 on 71/A

24th CR32478 [61/62] on 64
26th CR34305 on 62, CR60756 on 61, 67003 on 64
27th CR34307 on 62, CF65626 on 71/A, 67003 on 88

May

3rd CR34018 on 88A, Lance 67003 on 68
5th CR65651 on 71
10th 67003 on 71
11th 67003 on 76X to Clacton

Chelmsford (CF) and Braintree (BE)

By 2nd May, Solos 53121/2 moved from FEC at Norwich to First Essex at Chelmsford while MPDs 43358/9 went to Lowestoft. 43357 was expected to join them on 4th May with 42447 moving to Chelmsford in exchange.

Volvo B7RLE saloons have been appearing frequently on 131/2 and are not therefore reported as being unusual.

April

2nd BE42852 on 70X, CF 42918 on 09.00 ex Warner's Farm ser 42 - normally double deck
4th CF42489 (ex BE) on 42A
6th CF66811 on early 42A (and 9th)
7th BE42857 on crew ferry
10th CF43482 on 56, CF43485 on 09.00 ex Warner's Farm 42
11th BE42857 on 132
13th CF34284 on 42, 34310 on 351, CF43445 on 40, 46158 on 56
14th BE42852 and BE66828 on 132
16th BE42855 on 131, CF43360 on BE132
17th BE42855 on 132
18th CF43360 on BE132, CF42923 on 71/A
19th Dart 46158 on 45 (noted 10.05 & 15.25 heading to Writtle), CF43485 on 36 (10.09 ex SW)
22nd CF66794 on X30, FEC 39623 noted at Westway
23rd CF42931 on H3, Driving School 60305 in CF bus station,
25th BE30900 on 131, CF42933 on 71/A, CF43359 on 71/1,
26th 46158 on 45 (19.00 ex Oxney Green), CF53135 on 31X, CF66815 on 71/A
27th BE42857 on 21, CF65032 on 36 (13.09 SW-CD), CF66794 on X30, driving trainer 60305 on crew shuttle
30th CF53131 on 351

May

2nd CF42930 on 71X, CF53121 on 45
4th CF43482 & CF53122 on 51
8th CF34284 on 351
9th 34310 on 42
10th CF34286 on 42
11th CF34284 on 42

Basildon (BN) & Hadleigh (HH)

April

9th BN41640 on 80A/C - showing "8A"/"8C"
10th 34310 in BN depot (probably for MOT)
14th BN43448 on 351 (but back at BN by 19th after loan to CF)

May

4th BN34301 on 25 (06.15 ex SD)

5th BN41542 on 100

Sources: Own observations, with many thanks to *First Essex* and to S Austin, A Bird, N Clark, T Clark, J Collins, D Edwards, M Farmer, D Flatman, F406LTW, M Hart, J Long, K Mead, J Podgorski, D Pretty, I Ransom, J Salmon, C Sigston, 'Solo', A Spindler, 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

Dart SLF/Plaxton 3421 (P421 HVX) was withdrawn in late April.

Volvo Olympian 5935 was due to be withdrawn after service on 4th May; however it is reported as having been reinstated on 9th May and worked Wednesday only service 10.

Dart SLF/Plaxton 3205 (P205 LKJ) is reported as due at Southend as a short term replacement for 5935.

Previously unreported is that the internal shuttle at Southend Airport from the Rail Station to old terminal building ceased to operate when the new terminal located directly opposite the Rail Station opened. The last day is understood to have been either 28th or 29th February. The sole remaining Plaxton Primo (1402 - KX08 OLB) that was operated by Arriva Southend on behalf of Stobart Air was returned to Dawson Rentals very shortly thereafter.

Peter Mansbridge with thanks to Richard Delahoy, Essex bus y-group

TGM Group

■ NETWORK COLCHESTER

Dart SLF 529 was used on emergency rail replacement between Colchester and Ipswich via Manningtree on 29th April.

■ NETWORK HARLOW

Optare Solo 2454 has gained two tone blue Network Harlow livery.

Volvo B7RLE/ Wright 3859 has gained a super rear advert for Air Berlin.

Dart SLF/ Caetano HX04 HUH unusually worked Green Line service 724 on 14th April.

Peter Mansbridge with thanks to Richard Delahoy, John Podgorski, HarlowRide



Deckers working the **Network Colchester** ECC 352 are unusual. Olympus 103 departs Chelmsford Bus Station on the 1230 journey to Halstead on 6th April. *Russell Young*

Hedingham

Sightings/Unusual workings

April

- 6th L330 on DFDS Harwich International Port-Colchester shuttle. (usually B10M/Premiere).
- 10th L211 (HD) at TY for DCPC training.
- 13th L333 on DFDS Harwich International Port -Colchester shuttle.
- 23rd L340 B7RLE/Wright (HD) on Honeywood 9 (KN) (pm).
- 24th L334 SLF/MPD (KN) on 4 (CN).
- 26th L241 heading along the A120 to Colchester Highwoods Tesco's, presumably this was on hire to Malcolm's Bus Services of Clacton.
- 27th B6/Dash L208 on 14 - covering for usual L334.
Lance SLF/Wright L211 (M212 WHJ) on Honeywood 9 (pm). HD bus on KN duty.

Allocations:-

March

- L299 - CN-KN (loan).
- L347 - KN(loan) - CN.
- L371 - TY-KN (loan) - TY.
- L375 - Returned to KN ex Lt Tey outstation. Lt Tey back to L364/5.

April

- L299 - KN (loan) - CN.

L368 - TY-KN (loan).

L373 - KN-CN (loan).

Repaints

April: L335, L365 - repainted into fleet livery.

General

L342, which has been stored at Sudbury since 10/11, had moved into the workshop there by 31st March.

On 2nd April a gas explosion in a property closed the main A133, Wellesley Road, Clacton between Olivers Road and Caenarvon Road.

The 135, 137 & 139 services were affected, being diverted via Old Road, Pier Avenue & Wellesley Road.

Ensignbus Wright Pulsar Gemini Hybrid wears the registration PIJ 601 which was worn by the Neoplan/Plaxton 4000 taken over with the Partridge business in 1994 and numbered L228 in the fleet.

Mark Lloyd with thanks to John Podgorski, Essex-buses yahoo bus group

Centrebus

Ex-Veolia (Paul James Coaches) Solo B920/B33F YN03 ZXA is now at Harlow, acquired via Ensign Bus. LOTS

Ensignbus

■ ENSIGN BUS CO. LTD.

Acquired vehicles

From Stagecoach East London;

729 Y329 FJN, Dennis Dart SLF/Alexander ALX200, now fitted with LED destination fitted and converted to single door.

731 Y331 FJN Dennis Dart SLF/Alexander ALX200.

Trident V132MEV also temporarily into fleet for rail/private hire/Olympic commitments over the summer. It is currently blue/white but is unlikely to be painted into fleet colours.

Vehicles sold

Darts 723/738/764: Eastonways, Ramsgate.

Darts 730/776 : Select Bus and Coach, Neath.

Dart 792: Geoff Ripley for scrap after accident damage incurred.

Liveries

April: to brown/cream City Coach Company style livery. It is a commemorative livery to mark 60 years since the takeover of City Coaches by Eastern National.

Status change

March: 115 - withdrawn (accident) - being repaired.

April: 706 withdrawn.

General

RM 371 appeared in a Pimms tv commercial transmitted from 4/12.

The remaining SLF/MPDs, 657/9 continue in use - mainly on 33.

Ancillary vehicles

Since the change in LEZ rules from April, Ford Transit crew ferries S547/8 XNP are no longer LEZ compliant, and carry red stickers to denote this.

Mark Lloyd with thanks to Ross Newman and John Podgorski

■ DEALING STOCK MOVEMENTS

Vehicles in

Astons Coaches	YN05WJM / WJG	Scania Irizar PB
	YN05BVX YN55NPG	MAN Noge
Go-ahead North East	T403/7/13/26-7 LGP	Dart SLF Caetano Compass 8276-80
	V434-7KGF	8284-7
Rotala	FJ57CYZ/CZD/E	Volvo B9TLs Wright 7504/6/7
Santander Finance	MX07OWU	Enviro 200 ex Dawes of
		Kneesworth (Meridian Line)
Stagecoach	X285/308/14/17/19	Trident Alexander 400 ex
		17285/308/14/7/9/
	/341/43/89/96-7NNO	341/3/323/45/50
	Y366NHK	17366
Stagecoach Manchester	P719 / 724JND	
	R176VPU	Volvo Olympian Alexander RL
		16076
	R749 / 761DRJ	Volvo Olympian Alexander RL
		16749/61
	R511UWL S766SVU	Volvo Olympian Alexander RL
		16511/766

Vehicles out

Beacon Coaches	YN05WJG	Scania Irizar PB ex Anstons
Brylaine Coaches, Lincs	X296/304/13/ 322/29 NNO	
		Trident Alex 400 ex Stagecoach
		17296 etc
Central Travel, Sheffield	YN05WJM	Scania Irizar PB ex Anstons
D & E Coaches, Inverness	P125XCN/P559ESA/ P660ESO/P821/3FVU	
		Volvo B10Ms Alexander PS ex
		Stagecoach 20125/20559/60/ 20281/3
D & E Coaches, Inverness	R393LHK	Ex Dublin Volvo Olympian ex 97-
		D-369
DeCourcey, Coventry	X319/389NNO	Trident Alexander 400
Eastonways, Ramsgate	V144MEV	Trident Alexander 400 ex
		Stagecoach 17144

Grant Palmer, Dunstable	Y548XAG	Dart SLF ex DPS548 Transdev Lon Sovereign
HCT Group	R409LHK	Ex Dublin Olympian 98-D-20407
HCT Group	R315LHK	
New Horizon Travel, Frating	X981 / 989CNO	Volvo B6BLEs
Padarn Bus, Llanberis	Y982 / 989 TGH	Dart SLF ex GA London LDP182/9
P & E Coaches, Hartlepool	S6APH	Merc 814 ex Olympian C, Harlow
Sandwell Travel, Tipton	R746FGX	Dart SLF ex Metrobus 246
Shelton Motors, Cambs	P123XCN P843GND	Volvo B10M's Alex PS ex Stagecoach 20123/843
Suffolk County Council	R397LHK	Ex Dublin Olympian 97-D-370
Sullivan Buses, South Mimms	FJ57CYZ/CZD/E	Volvo B9TLs Wright ex Rotala Bristol P & R
Target Travel, Plymouth	YN05BVX YN55NPG	MAN Noge ex Astons
Weavaway, Newbury	V130 / 153MEV	Trident Alexander 400 ex Stagecoach 17130/53
Z & S Coaches, Aylesbury	Y985TGH	Dart SLF ex GA London LDP 185
Longleat Safari Park	W656SNN	Ex Nottingham 656 Trident E Lancs.

Mark Lloyd with thanks to Ross Newman

Regal Busways

Darts 602 (YN04 PZZ), 605 (W133 WGT) and 608 (S104 EGK) have been repainted into new-style livery. 608 retains dual doors and is to be resealed. Dart W136 WGT awaits engine attention and has yet to enter service - it will be no. 606

Panther Travel Dart P390 LPS remains on loan. Route 7 (Epping-Chelmsford) had two double deck workings on 4 May when 1203 and 1206 were noted.

Three ex-Metrolien Darts V124/32/3 GBY have been acquired from Ripleys, having passed via Ensign. These are numbered 607/9/13 but may have been acquired only for spares.

Also acquired is ex-NIBS Dart SLF/Plaxton R507 SJM, now numbered 612 but still in NIBS livery.

Lynx 102 (F212 YHG) has had seats removed and has been disposed of, presumably for scrap, together with other Lynx non-runner 104 (H48 NDU). An unidentified Lynx in white was on premises in April but this has also been towed away. Olympians 1202 (B714 HVO), 1264 (C264 XEF) and C73 CHM are all withdrawn and unlikely to see further use.

Owen Woodliffe with thanks to Chris Hatley and LOTS

Roadrunner / Olympus

Another ex-Go Ahead North East Dart acquired via Ensign is V7459 ECU, a B29F 2000 model. This and earlier acquisitions V188/95 ERG and Y907/71 TGH are now in white/

blue fleet livery. V194/6/8/9 ERG and V729 DNL remain in GA-NE yellow. *LOTS*

SM Coaches

V189/91/3 are in white/blue fleet livery. *LOTS*

Stephensons of Essex

On loan

The Fiat Ducato/Bluebird demonstrator YX61BFO (pictured in last month's magazine with Regal) was used during April from Maldon depot.

Liveries

Haverhill allocated Darts 457-9 are receiving super rear adverts for West Suffolk College in Bury St Edmunds.

Richard Delahoy



One of the more unusual vehicles to be painted recently at Mardens works in Benfleet is this Bluebird Q school bus, N730 EOT. New in 1996 to West Sussex County Council, it is seen here, still in WSCC livery, but with fleetnames for E J Hosking t/a Rosevidney Travel of Hayle in Cornwall. It was about to be repainted for service with Thornes Coaches of Rayleigh so will become a familiar sight in south Essex.

We plan to run a feature article on Mardens in a forthcoming issue of EBN.

Photo by Peter Sedge

Essex Coaches at Spalding Flower Parade



Representative of the almost-all Bova fleet of **Kings Tours**, Stanway is **KC04 ABC** looking, as usual for this operator, immaculate as it leaves the Springfield drop-off point at Spalding. Scania/Irizar **PT06 APT**, reregistered to the personalised number of its current owner, **APT Coaches** of Rayleigh, is now on its third registration having previously **CU06 KBE** and **K50 GMK**.





The East London Travel programme is operated by **SBC Leisure** of Leigh on Sea, with payment for trips being shown to Superior Coaches. At Cambridge Services en route to Spalding Flower Parade in May is Scania/Irizar **S11 SFC** (ex T377 JWA) that was once with the defunct Abridge Enterprises. Now in dedicated Shrimpers livery of blue, a popular colour with cup-winners this season, although sadly, SUFC do not as yet fall into that category. Better known for their bus services, **Regal Busways** also operate a limited excursion programme under the Regal Explorer name. Seen at Spalding depicting this theme is Volvo/Plaxton Panther 7345 FM (new as FE51 RCO). *All photos: Owen Woodliffe*



Summer on the Buses

No, not the title of a Reg Varney comedy, but a topical story being revealed day by day on-line this summer.

Many EBN readers will be familiar with the wonderful website www.sct61.org.uk run by webmaster David Lang. What started out as a repository for pictures of Southend Corporation and Eastern National photos has expanded to accept historical photos of any British operator, with over 7,700 photos now on-line, all well captioned. It has spawned a lively message board where you can add additional info about the photos, pose questions and so on. There are also various historical sections – have a browse and see for yourself. You will be hooked!

And to add to the rich variety of content, David has recently added a diary. In March 1967 he joined SCT for a temporary job as a conductor before starting at university and this is his story, revealed day by day (well, almost – he did have the occasional day off!). It starts with his recruitment and training, then being let loose on the unsuspecting public of the Southend Coordination Area.

It's a fascinating account of what it was like to work on the buses in the 1960s, when double deck crew operation was the standard in most towns and cities. To whet your appetite, I've chosen one day's entry to reproduce here. To see the complete story as it unfolds day by day, go to www.sct61.org.uk/article/summerdiary/april and enjoy!

Richard Delahoy

So here is David's account for Wednesday April 26th, 1967

Weather sunny and warm.

Up at 4:00 (!!!) and in by train for an 05:18 sign on (the first bus I could catch from home in Thorpe Bay was at 05:41 on the 3 or 05:48 on the 7, so I had to use the early train instead on the Fenchurch Street line from Thorpe Bay Station).

With the same driver as yesterday, first trip was in Lowlander 324 on a route 7, the 05:38 from Southend to Hockley Spa and the 06:12 route 8 back to Southend where handed it over at 06:43. Then in 304 on the 07:06 route 28 from Southend to Hamstel Road, the 07:17 back to Chalkwell Schools, then the 07:45 route 69 from there to the Ekco Works arriving 10 minutes later (one of only two 69s a day unless there was a home football match at Roots Hall).

Dead from there to Shoeburyness Cambridge Hotel, then the 08:10 route 3 back from there to Southend, arriving at 08:29 and then one ten minute loop of the 29A, out via London Road.

Who thought that combination of routes up? None of the trips were very busy apart from the 3. During the time any self-respecting student would be asleep in bed, we'd covered 6 different routes.

69 LEIGH (Rectory Grove) — CHALKWELL PARK — FAIRFAX DRIVE — PRITTLEWELL (Ekco Works) 69									
ROUTE : Leigh (Rectory Grove), Elm Road, The Broadway, Leigh Road, Nelson Road, Cavendish Gardens, Fairfax Drive, Victoria Avenue, Priory Crescent, Prittlewell (Ekco Works)									
Return : Prittlewell (Ekco Works), Priory Crescent, Victoria Avenue, Fairfax Drive, Cavendish Gardens, Nelson Road, Leigh Road, The Broadway, Leigh Church.									
Leigh, Rectory Grove	MF	MF	A	C	Prittlewell, Ekco Works	MF	A	MF	C
Chalkwell Park, Schools	7 45	1345	1430	19 0	Prittlewell, Priory Park	13 5		17 5	
Chalkwell, Eastwood Boulevard	7 46	1346	1436	19 6	Chalkwell, Eastwood Boulevard	13 7	1648	17 7	2118
Prittlewell, Priory Park	7 53	1353	1437	19 7	Chalkwell Park, Schools	1314	1653	1714	2125
Prittlewell, Ekco Works	7 55	1355	1444	1914	Leigh, Church	1315	1656	1715	2126
						17 2		2132	
A—Operates on occasion of First Team Afternoon League and F.A. Cup Matches of Southend United Football Club (15.0 kick-off). C—Operates on occasion of First Team Evening League and F.A. Cup Matches of Southend United Football Club (19.30 kick-off). MF—Mondays to Fridays only, when Ekco Works are open.									

On a break, then the second half in Bridgemaster 320 (again – the same bus as used yesterday afternoon, but not complaining) on the 09:58 route 7 from Southend to Rayleigh, the 10:47 route 1 back to Southend and the 11:30 back to Rayleigh again, then the 12:16 route 7

back to Southend where we handed over. The 7's were busy because of Rayleigh Market, especially the last journey.

Signed off at 13:01, went home and slept all afternoon!



David's day's work took him and Leyland PD2 304 to the Ecko Works in Priory Crescent, only served by works journeys. On April 26, 1967 he was there in the morning but *Richard Delahoy's* photo shows 287 (LHJ 389) on the 1705 working, awaiting departure for Chalkwell Schools on May 12, 1971. 287's crew had arrived early, as there is no sign yet of the bus due to work the 1705 service 9A to Central Station from the same stop, or the 61A due away at 1704 from the other side of the road, also bound for Central Station but via Bournemouth Park Road. The 69 was a somewhat rare route, in that it had two distinct operations – Chalkwell Schools to the Ecko Works on Mondays to Fridays when the works was open (and which included a mid-day run so workers could go home for lunch!), and Leigh Rectory Grove to Priory Park for Southend United first team home games. It was also unusual in not having a suitable intermediate blind entry on what were otherwise extremely comprehensive blind displays.

The road here has recently been widened a little and the remaining buildings on the extensive Ecko Works site were demolished earlier this year, pending an as yet unspecified redevelopment. Another part of Southend's history gone . . .

The picture is just one of 673 Southend (Corporation) Transport pictures waiting to be viewed at www.sct61.org.uk.

"Growing up" with Hedingham

What are your defining memories of 1985? Margaret Thatcher was in power. The average house price was £40,100 and the first mobile telephone call had taken place. The cost of a gallon of four star petrol was £1.88p, the coal miners' strike had recently finished, and for the techies amongst us, the Sinclair C5 and Windows 1.0 had been launched.

I was in my mid-teens and Hedingham Omnibuses had recently taken over the small family coaching business of Copeman & Raven in Little Tey. The use of premises and a handful of vehicles were included in the sale in 1982, and that ensured that Hedingham would provide my means of transport to and from school between 1982 and 1987.

In taking over the C&R business, Hedingham had achieved a coaching depot close to Colchester to further their aim of growing their business in the town and beyond. The C&R name and livery lived on for a couple of years by means of elderly Leopards L106/7 (MJH275/6L) but the aim was to familiarise Colchester's public with the "Hedingham" name, assisted by opening a travel shop in the town, appearing as a feature in local newspapers, and working with partners such as the Colchester travel agent A T Mays (which resulted in L87 PHK 387R carrying an overall advertisement and L122 (A122 PAR) being attired in a special livery to accept slip boards when working for A T Mays appointments).

The Little Tey (CR) allocation in 1985 varied a little from month to month but below is a typical flavour of a snapshot allocation.

As can be seen the allocations were coach biased. School route 38 Mount Bures to Stanway was generally allocated a small Bedford service bus or later in life L113 (UVX6S), for several years driven by G.R.Mills. L113 was involved in a full head on crash in Chappel, and it was the testament of the ECW solid construction that the driver was not seriously injured and with the fitting of a new dash panel, L113 continued in service for many years to come. The LH's were not for the faint hearted traveller or driver, exceptionally high noise levels combined with sub-zero interior temperatures gave these little buses a reputation, although for the enthusiast, they were great! (I think they had heaters but did they ever work in EN life)?

Generally our route, 61 Chappel to Stanway was allocated a coach. This was very lucky at the time as Hedingham were regularly investing in new coaches and it was at a time where heavy weight chassis were becoming more common for independents and the raucous Leopard had given way to the more advanced and smooth air-suspended Tiger. Thus a childhood interest in buses was born, which has been maintained to this day, and hence the willingness to assist EBN as editor for Hedingham, when the request was made.

L74	SVW774K	Bedford YRQ	Willowbrook	DP45F
L79	YTW779L	Bedford YRQ	Willowbrook	B49F
L81	YNO481L	Bedford YRT	Marshall	B53F
L94	GVW894T	Bedford YMT	Plaxton	C53F
L96	NFX446P	Bedford YMT	Plaxton	C53F
L105	BEV105X	Leyland Leopard PSU3E/4R	Plaxton	C53F
L113	UVX6S	Bristol LH	ECW	B43F
L115	FEV115Y	Leyland Leopard PSU3E/4R	Plaxton	C53F
L116	HAR116Y	Bedford YNT	Plaxton	C53F
L121	DBH452X	Leyland Leopard PSU5C/4R	Plaxton	C57F
L122	A122PAR	Leyland Tiger TRCT11/2R	Plaxton	C53F
L123	BGY590T	Leyland Leopard PSU5C/4R	Plaxton	C50F
L126	BNO703T	Bedford YMT	Duple	C53F
L134	KAD347V	Leyland Leopard PSU5C/4R	Plaxton	C57F



L94 (GVW 894T) was Heddingham's first new YMT and carried a very neat Plaxton Supreme Express body, complete with the height of luxury, fitted curtains. I assume that the curtains helped deaden the YMT sounds within L94, as L94 always sounded

smooth and refined when compared to the equivalent slightly newer vehicle L100 (UNO100W), which was harsher sounding (I often wondered if L94 had additional sound deadening insulation fitted). L94 in fact was to be the last Bedford chassis used by





Hedingham in service, making an appearance on July 21st 2002 at North Weald Rally just before withdrawal, and I can understand why L94 was last in service if L94 performed in later life as she did early on!

L105 (BEV105X) and L115 (FEV115Y) were two Leopards purchased advantageously when Tigers were being introduced. L105 had an Express body where L115 had a conventional non power operated coach door. L105 started life based at Hedingham but



later migrated to Little Tey to join L115. L115 and L105 had differing interior finishes. L115 when new was very unusual in 1983 as a Y suffix registered Leopard. The suspension made curious creaking noises compared to L105, which seemed to suggest the storage had possibly caused some form of issue with the mechanical components.

More interest came with the Plaxton Paramounts, replacing the Supreme bodies so accustomed with up to that point. The Paramounts were modern looking, squarer in shape and more comfortable to ride in. The Heddingham Paramounts all had a differing points of interest, including their liveries. L116 the first, was the only one on a YNT chassis which was an improvement in power on the YMTs but not in terms of noise. L116 had destination gear and express doors, as did L122, but L122 was on the more refined Tiger chassis, L122 wore the pseudo A T Mays livery. L124 (B124 BOO) was new in 1985 and started life based at Heddingham, fitted with a non powered coach door and curtains, when allocated to the Little Tey school runs by 1987 this was considered high luxury. L124 wore Heddingham traditional livery, but the other Paramount only once allocated to route 61 during this time didn't,

it was L135 and wore the 25th Anniversary livery. With 50 recliners, sunken European exit, tinted windows and general comfort we were truly spoilt.

As Heddingham expanded the need for heavyweight chassis increased and several Bedfords were traded in for second hand Leopards. L121/L123/L134 being typical examples. L121 was the best in terms of a very late specification Supreme body with GT grille, with air-director equipment that would be passed onto the Paramount design, the coach was very loud and very FAST! L123 was interesting as it was the Leopard of National Travel London that went for a dip in the sea whilst visiting the Isle of Skye, Eilean Ban, after a loading ramp moved whilst boarding a ferry on 29th September 1980. A wave caused the ferry to move, just as the Leopard was boarding causing the incident. L123 never sounded great. It always seemed to sound "hollow" and seemed to lack power when compared to L121 and L134. However, she had 50 very comfortable recliners in a 12m length coach, thus legroom was excellent. L134 (KAD 347V) was a typical ex National Travel coach, sparse in added luxury but functional. Both L123 and L134 had the non standard rear tail lights, non





Plaxton to meet the presumed National organisation push for commonality of spares.

The final vehicles used during the period were Duple bodied Bedfords bought from Eastern National as dual purpose workhorses or similar vehicles acquired through acquisition. Hedingham were not a Duple coach fan when buying new stock but it was good to sample the "opposition" as used purchases. The Ex Eastern National Bedford YMTs were comfortable and seemed to settle into Hedingham ownership. Once or twice a vehicle depot movement could see ex Jennings L131 (EVC 213T) take a turn, where the clutch operated coach door would catch the driver and several passengers unawares and a tally would be taken of the doors' victims each journey.

Not once in five years was a journey missed, including ice and snow. The interesting fleet, the vehicle variety and the service provided created the interest I have for the company, kept to this day. Although Hedingham officially vacated the Little Tey premises and transferred vehicles to Sudbury and

Kelvedon, a couple of vehicles are still based at the premises now as an outstation of Kelvedon for schools runs. Hedingham went on to centre their coach operation in Clacton, currently with ten Volvo B10M Plaxton Premiers based there. The last new bought coaches L323/324 have been sold early in favour of Enviro buses and the coaching business is now second to the bus operations, but the Little Tey operation was the forerunner to expansion where Jennings, Kemp, Norfolks, Partridge and Osbornes were all absorbed into the fleet and brought a variety of coaches into the fleet. At a peak, the Hedingham fleet could boast circa 45 operational coaches in the mid nineties, whereas today the operational fleet contains just 12 coaches, all standardised on Volvo B10M Plaxton Premiere bodywork.

However, the smart traditionally applied cream and red livery will always stand out from the crowd and the vehicles used past and present provide a good topic of interest. Hopefully this will continue in the Go Ahead era.

Mark Lloyd

Book Review

London's Bendy Buses 2002 - 2011

A pictorial tribute
and fleet list



London's Bendy Buses 2002-2011:
A pictorial tribute and fleet list

Essex resident and EBEG member John Hypher set out to photograph London's Mercedes Citaro artics ('bendy buses') at work throughout the capital over the last couple of years, before the reign of these 434 vehicles was brought to a premature (and costly) end as part of Boris Johnson's electoral pledge when he first became Mayor of London in 2008. The result, with some earlier photos from other sources, is a comprehensive record of an era important in historical terms but one which may otherwise be under-represented. John introduces the story with the experimental Leyland-DAB and Volvo artics used before the standard 3-door Citaros took over 12 routes in all, displacing a variety of vehicles including Routemasters on three of the last crew-operated services in London. The 25 to Ilford was the nearest 'bendy buses' got to Essex, although route 29 running to/from Wood Green does have a destination familiar to generations of Eastern National enthusiasts. There is indeed an interesting photo of Arriva's Wood Green garage with two Citaros parked up.

Not the easiest vehicles to capture with a camera, there is a good mix of locations on

each route and for each major operator. Some unorthodox angles, including a few side and head-on shots, together with a relaxed acceptance of reflections and roadside obstructions, gave me a good feel for the vehicles in action amid their sometimes iconic haunts. Publicity material complements the photographs and helps identify changeover dates, while interior and rear views are not neglected. Most vehicles are all (or nearly all) red, but there are a couple in allover advertising liveries. Those subsequently working in new pastures (including Malta) provide some relief with their coats of many colours. Amongst these is one of four former Selkent/ Arriva examples (LX03HCL) operating car park shuttles at Stansted Airport for National Express and now in yellow/orange. None of this quartet is illustrated in London use but many sister vehicles are, although there is unfortunately no cross-referencing to the photographs in the otherwise comprehensive fleet lists.

All but one of the photographs are of a single vehicle type (the exception being a Volvo B7LA/ Wright as part of the 207 trial with First London). The route listings identify the vehicle types displaced by the artics and those which in turn took over from them; perhaps photos of a handful of these might have overcome what some might think is a slightly repetitive feel, although in fairness the book does do entirely what it says on the cover. John also wisely sidesteps the debate about whether artics were right in the first place, nor does he dwell on the considerable number of highway alterations which were necessary for their introduction. Those are arguments which will doubtless fuel the correspondence columns of magazines for some time to come, long after politicians have moved on to other matters.

John is to be commended for taking on the publication of this all colour 88 page album. EBEG members can enjoy it for **£16.50** including discounted P&P by writing to Jacklyn Media, Suite 94 Dorset House, 25 Duke Street, Chelmsford CM1 1TB.

Chris Stewart

BD Depot Lingo

(EBN 574): Mention of "conker-boxes" took me back to my days as a student conductor at Brentwood (BD). Then, KSW's and the odd KS that was still around, were known as "conker-boxes". I'm not sure of the exact derivation, but two possibilities were:

- (1) the crash (non-synchromesh) gearbox. This may be why it applied to LWLs as well, but these had long gone by the time I took to the "back".
- (2) the lowbridge arrangement whereby the upper deck gangway protruded down into the lower offside saloon. This gave rise to the possibility of damage to your 'conk' if you ignored the melodic message on the little plastic sign fixed to the seat-back:

*"Please lower your head
when leaving your seat"*

For the record, other vehicular nicknames then in use (late 1960s) were:

- sixty** - LD-type Lodekka (60-seaters); included the early 58-seaters and the solitary LDL, 1541 (later 2510) which seated 70. The latter also had its own, unique names: Big Bertha, the LiNO bus (reg: 236 LNO), among others. 1541 was the BD depot 'pet'.
- seventy** - FLF-type Lodekka (70-seaters).
- tram** - LS saloon (also MW) on account of single, centrally placed spotlight (now illegal, I think) on LS's (only).
- luxury** - coach or dual-purpose (DP).

Other depot slang, nicknames, abbreviations, official terms, jargon, some peculiar to BD, some perhaps in more general use on EN or beyond, included:

cars, routes and companies ...

car - bus.

dog - TVX-batch FLF with 4-speed box. These had been "ridden hard and put away wet" (as they used to say of horses) on the Main Road for years before relegation to the locals. A tad slow away from the lights. Non-standard bells. Avoided wherever possible.

chalkie - non-BD car (mainly CF)

overnighting at depot; fleet number chalked on running number board. All BD 'home' cars had their own tags neatly signwritten in an idle moment by the body fitter on little rectangles of scrap ally.

the Main Road - the 251 (and later 151), Wood Green - Brentwood - Southend. Known to older local residents as **the City**. By common consent, the bus service *super omnes*.

the town - town service (262 route - Bishops Hall Estate - Hornbeam Close)

locals - other BD routes

the Bow or the Chelmsford - 30 route. **rounder** - one round trip - there and back. **slash, slashing** - duplicate, duplicating.

Southend slash - legendary summer Sunday afternoon/evening Main Road dupes ex Seaway.

dupe - duplicate (running 5 or 10 minutes in front of service car). A "relief" ran 5 or 10 minutes behind.

scratching - hanging back so that the bus in front did all the work; the source of innumerable, often heated, canteen arguments. On the road, conductors would stand on the rear platform facing the driver of the following bus, scratching their chin or other parts of their anatomy in an exaggerated and theatrical fashion. Main Road cars were prone to scratching from BN, HH and SD locals (and the Corporation). RTs on Grays locals would wait in side roads for a 40 (Tilbury Ferry) to pass and then creep out to scratch you through Orsett and Grays.

domino load - full standing load, probably derived from observed behaviour of standing passengers when driver applies brakes suddenly.

three-bell load - domino load.

on the cushions - running dead; conductor reclines on long seat at the back.

the National - Eastern National; perhaps dating from to the days when it actually *was* the "National".

the City - the City Coach Company; a name that was universally revered and respected. By common consent, the bus

company *super omnes*.

the Ongar - Ongar & District Motors (E A Curtis), taken over by City in 1945.

the Board - at the time, the London Transport Board (1963-1969), but in fact, a reference to the London Passenger Transport Board (1933-1948). Thus: "*I've had enough of the Main Road; I'm going back on the Board*".

the Corporation - Southend Corporation.

the Counties - Eastern Counties; a firm in the far north, thought by crews to have some connection with the National. Not to be confused with ...

Pratty's - County Coaches of Brentwood (proprietors: Arthur & Albert Pratt), for whom, BD drivers used to 'moonlight' (against regulations but nonetheless tolerated through gritted teeth to retain goodwill in the light of extreme staff shortages). Thus: "*I'm not working my rest day; I'm booked on a job for Pratty's*".

Staff ...

LTS - Local Traffic Superintendent - Tilling title for what would now be the Depot Manager; nothing to do with the railway. A remote and mysterious figure, but sufficiently important as to have a secretary who possessed the only typewriter in the depot. (Ken and Dougie (*q.v.*) wrote the duties out by hand).

jumper - inspector (there *were* other names for inspectors, but as this is a family magazine ...).

gesture: thumbs down (to driver of approaching bus) - jumpers about!

official - LT inspector; "*Roadside Official*" in LT nomenclature.

Drv - Driver.

Cdr - Conductor.

ace crew, ace driver - mostly young. Main Road crews who relished the cut and thrust of maintaining the 15 minute City service whatever the weather or traffic. Part of the legend.

ice cream man - coach driver. Thus: coach driver enters canteen on return from five day tour of Scotland (or wherever): Cue cries from bus crews: "*Two choc-ices and a Mivvi, please!*" etc., etc. All very droll but always taken in good heart.

ice cream jacket - coach driver's dustcoat (white with green lapels).

sto-odents - the lowest form of depot life, about on par with the depot cat, except that he got free meals in the canteen and we didn't. Bottom of the rota for overtime; top of the rota for duties no-one else wanted. But, pay was tax-free ... so overall, a win.

On the road ...

scroll - destination blind.

gesture akin to slowly rotating a football rattle: (made to crew of another bus) - your blinds are set incorrectly (see page 31).

B duty - BD Main Road rota duty.

BL duty - BD Locals rota duty.

OT duty - overtime duty.

early (turn) - morning duty.

late (turn) - afternoon/evening duty.

spreadover or split (turn) - duty composed of early and late turns separated by unpaid bit in the middle. The way the peaks were, and often still are covered. Unpopular.

rest day - scheduled day off. "*Working a rest day*" attracted higher rate of pay.

gobble - overtime. Thus: Ken (*q.v.*) slips unobtrusively into canteen with ad hoc overtime duty contrived to fit around scheduled turn so as to cover a few runs that would otherwise not run; Addresses sto-odent: "*Ah, Cdr -----, would you care to do a spot of overtime for us?*" (a totally redundant question). Ken leaves duty with sto-odent and returns to office. Once door shut, cue assorted gobbling noises and strange gestures as part of extremely feeble attempts by crews to imitate a farmyard turkey. A BD canteen ritual/tradition of uncertain origin.

punch, to punch a ticket - (almost extinct term in 1960s) ticket machine (Setright Speed Register); to issue a ticket.

double-star - nil-value ticket; only one to be issued per day - to check date - and supposed to be attached to waybill. If a jumper discovered a passenger with a double star, a 'disciplinary' would inevitably follow.

sticky - London term for staff pass, from LGOC days when holders had their photos stuck on the pass.

waybill - large sheet (later made smaller) on which starting/finishing Setright counter readings, emergency tickets,

parcel tickets, etc, together with cash pay-in were recorded. Horse-drawn predecessor of the ETM "module".

auxiliary waybill - smaller sheet used to summarise starting and finishing numbers when handing over car to relief crew at changeover point.

badge number - number on PSV badge.

half-moon - PSV badge worn back to front (against regulations) to prevent passengers suffering incivility from noting/reporting badge number; (badge had brass, half-moon-shaped device on back to fit into buttonhole).

Occurrence Report - form completed whenever an occurrence occurred - accident, breakdown, passenger sickness, refusal to pay fare, etc. Part of the Tilling paperwork regime.

606 - form number for disciplinary notice (may have been 909 or 303; I can't remember as all my misdemeanours went undiscovered).

Some BD names remembered, mostly with affection ...

Ken - Ken Taylor - BD Locals scheduler. A perfect gentleman of the old school.

Dougie - Ken's counterpart - BD Main Road scheduler.

Albert, Alfred, Arthur - BD jumpers; memory defines them as being almost identical and interchangeable standard Tilling issue. All bore a permanently world-weary and disappointed expression, the result of years spent trying, with only partial success, to get crews to adhere to instructions ... ruddy complexion (esp. Albert) from standing around at bleak spots in all weathers waiting for crews running early ... thick-rimmed glasses (except Albert) ... navy blue uniform, peaked cap with laurel-leaf badge and number in the middle. At the time, a figure of unquestioned authority. Nowadays, a species of busman virtually extinct, probably to the detriment of the industry and general public alike.

Ron Birch - my regular driver - ever cheerful, an endless source of merry quips, undimmed by repetition, and not unfond of prank-playing. Alternated spells of driving for the National with driving cattle-trucks.

Jock - irascible lowland Scots driver who had worked for Blue Bird (Tiptree), Old Tom (Herongate) and City; roll-up permanently attached to bottom lip (against regulations); never wore a tie (against regulations) but conversely wore uniform cap at all times, even indoors, and possibly at home too.

Paddy - Irish conductor; courteous and smartly-dressed. One of the last conductors at BD. A proper gent.

Taffy - Welsh; union (TGWU) rep / conductor. Also a gent except when on union business.

Ernie - "the singing busman" - absent-minded conductor; driver (failed), who occasionally played the guitar (mercifully only in canteen, not while conducting); C&W music fan.

The M-----s - husband and wife team; had started with the Ongar; then City, then a spell on the Board before joining the National; Mrs M later managed the enquiry office in the High Street for years.

The P-----s - Polish (not a recent concept!) husband and wife team, who had fled Poland after the war. Mr P was quiet; Mrs P was rotund, jolly and excitable, but with impenetrable accent.

Lightfoot's Corner - corner of Ongar Road and North Road, near depot, where a set of bollards was impressively demolished by an FLF driven by Drv. Lightfoot (having only just passed his test). Despite, or perhaps because of this, he was later promoted to jumper at WG.

In the canteen ...

tea money - excess if any, of takings over Setright counter readings.

tea - canteen tea - like builders' tea but nowhere near as weak. Guaranteed to keep you going through the day in every sense of the word.

Nescaff - Nescafé instant coffee as served in canteen. 3d a mug at BD.

coffee - Camp brand liquid coffee - an acquired taste; served by default if you made the terrible mistake of not asking for Nescaff. 1d cheaper.

*David Harman
(badge number N90734)*

The 251, Southend to London Wood Green - Road Run, Sunday April 29

The Blackwater Preservation Group organised a run over the old 151/251/351 routes on Sunday 29th April in aid of Bosom Pals breast cancer charity (www.sh-cf.org). Despite a very wet start, a good cross section of vehicles (mostly former EN buses and coaches) made their way from Southend (Seaway), Canvey or Chelmsford to Walthamstow Pump House Museum. From there, several went forward to and from Wood Green where they stopped briefly in Redvers Road alongside the site of the old

City/WMS/EN depot (now partially occupied by a block of flats called 'Omnibus House'). Ensign's City-liveried Dart 792 made an interesting contrast with Westcliff K5G AJN825. Three Lodekkas (2400, 2510 and 2849) and VR 3000 completed the double deck contingent while single deckers included one each Bristol L6B, LS5G, MW6G and REL6G together with a Leyland National and Dart.

Chris Stewart



Southend

Remembering his days as a conductor at Hadleigh depot, Southend Mayor Cllr. David Norman poses in characteristic stance, albeit wearing a different badge of office these days!

Richard Delahoy



Wood Green

At Wood Green, the former City/Westcliff/Eastern National depot and coach station building was demolished some years ago but in a nice touch, the block of flats which now occupies part of the site is named "Omnibus House", as seen on this sign by the entrance in Redvers Road, alongside the current stand for TfL service buses.

Richard Delahoy



Redvers Road, Wood Green, alongside the block of flats named Omnibus House, built partly on the site of the old Wood Green depot. 1356 (MOO 177) and K5G AJN 825 share the stand with modern TfL vehicles.

LD5G 2400 (XVX19) and FLF6G 2849 (NTW942C) start out for home along Markhouse Avenue, Walthamstow. *Chris Stewart*



Brentwood ~ the mid-point

top: The Chelmsford contingent, MW 1356 (MOO 177), KSW 1407 (VNO 859) and Crosville RE UFM53F wait time outside the KFC dining emporium (The White Horse in old money). *Chris Stewart*

below: VR 3000 (CPU 979G) heads for Southend over the mini-roundabouts at Wilson's Corner under the watchful eye, not of a local bobby or EN jumper, but of the CCTV cameras. But, tut-tut, someone has forgotten to change the rear blinds! *Chris Stewart*



Brentwood ~ the mid-point

opposite ~ upper

1955: The older buildings that form the backdrop to many photos can be seen in a July to October 1954 photo of former **LT18** (CYO 190), a Heaver rebodied Leyland TS7T which is thought to have been one of the last three buses to carry City livery. As the bus loads for Laindon, a Green Line RT waits time on the 721 stand; this is the very eastern tip of the London Transport area. The location is Ingrave Road, with Wilson's Corner and the crossroads in the background. Left (west) for Romford, Ilford and Wood Green; right for Shenfield, Billericay and Southend (and Chelmsford); straight over for Blackmore, Ongar and Epping; down the Ingrave Road for Herongate, Bulphan and Laindon.

Period details in this marvellous shot include the old-type bus stop with the centrally-placed black-on-white flag on the top; these had begun to disappear by the early 1960s. An inspector chats to the conductor whilst a young man saunters by in then-fashionable baggy trousers. An older gent in large cap and plus-fours passes Green's (sports equipment, 45rpm records and agency for LT Red and Twin Rovers) and the rather strange motor-car garage-converted-to-a-bus shelter that was at this spot for years. It stills stands today but seems to have returned to its original use. Cars casually parked at the kerbside and telegraph poles are two other, now-vanished features.

Photo from the late Ken Taylor collection, courtesy John Bush

opposite ~ lower

2012: Westcliff K5G **AJN 825** leads Ensign **729** away from the former White Horse stop in Brentwood High Street. *Chris Stewart*

below

2012: Recalling the cut-back from Wood Green to Walthamstow and the Thamesway era with its rather garish chrome yellow and maroon livery, National **1817** (VNO 740S) swings onto the erstwhile White Horse stop around the modern hazard of a parked Nissan Qashqai. Dart **909** (K909 CVW) negotiates the Wilsons Corner mini-roundabouts in the distance. *Chris Stewart*





rear cover: upper

Damp conditions greeted 2510 (236 LNO) and 328 (PTW 110), seen here at Crays Hill (Barleylands). *Russell Young*

lower

At the start of the road run, the Ensign Dart diverted to pose in Tylers Avenue where the exit from the former City/Westcliff/Eastern National depot was located. This had been the Southend terminus of the service from 1930 until it was closed in 1964 and the whole area cleared for the car park seen here today. *Richard Delahoy*

