

Essex Bus News

**No. 606
OCTOBER
2014**



Essex Bus Enthusiasts Group
www.essexbus.org.uk



Top picture this page: New Arriva StreetLite 4262 has filler splash panels in bare aluminium on the offside rear that 4261 doesn't. See Arriva notes inside.

John G. Lidstone.

Bottom picture, this page: New Stephenson's Scania Enviro's E400s and E200 at the "launch" photoshoot at Boreham on 15 September. See Stephenson's notes inside.

John G. Lidstone.

Front cover: Wards Coaches of Alresford work school contracts to/from Manningtree High School. This bus has been appearing on one of the contracts. N703LTN is a Volvo Olympian 1995 Alexander H47/28F. Its livery is that of its previous operator Watts Coaches of Bonvilston, Cardiff, which reminds Robert of Crosville Wales.

It is photographed on 9 Sept turning in to Colchester Road, Lawford, going to Manningtree High School to work an afternoon school contract.

Robert Appleton.

Essex Bus News 606; October 2014

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Owen Woodliffe as above;
*who also stocks a wide range of colour photos;
Send SAE with your requirements.*

Black & White Photo Sales

We are sorry that this service is temporarily
suspended until further notice.

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Subscriptions *

A calendar year subscription is £21,
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about 2015 subs and renewals.

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Your reports and observations

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

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

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

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

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

SOUTH ESSEX MEETINGS.

The Winter dates are all Wednesdays at **Wickford Cricket Club**, off Swan Lane, five minutes walk from Wickford Railway Station and five minutes drive from A130 and A127. In Wickford Town Centre, turn right into Swan Lane (pub on corner) and in 100 yards turn right, signed Wickford Tennis Club. This is a private road. Free parking in front and a cash bar is available.

Doors open at 1930 for informal chat and usually an impromptu slide show with main show from 2000 to 2145/2200. Members and guests welcome - £1.50 donation towards cost of room, please.

Wednesday 22 October.

Jersey & Guernsey, 1990's to present by **Dave Arnold**.

Wednesday 19 November.

"Pure Nostalgia, 1967 – 1970 by **Bob Palmer**.

Wednesday 17 December.

Xmas Social & 20 years ago.

2015 dates at Wickford are **21 January, 18 February, 18 March** (AGM), all **Wednesdays**.

NORTH ESSEX MEETINGS by Dave Arnold.

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

Friday 14 November.

Fred Lawrance. Tour of Essex Operators; from Grays in the '40's to Colchester in the '60's.

Friday 12 December.

Gary Sharpe. Christmas Special.



A Blast From the Past.

Ex - Eastern National
4500 Leyland Olympian
ECW (ex City 400)
B688BPU seen with
Metrobus at Orpington
during 1993. Note the
change of front
appearance.

Paul Harvey.

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

EVENTS.

Sunday 2 November.

Open Day, Lincolnshire Road Transport Museum.

www.lvvs.org.uk

Sunday 2 November.

Special running Day on route 11 between Aldwych and Chelsea. www.lots.org.uk

Saturday 8 November.

Barnet Transport Fair, Christ Church Hall, St Albans Rd.

Friday/Sat 28/9 November. LT Muiseum. Guided Tours of Acton Depot.

Saturday 6 December.

Ensignbus Vintage Bus Running Day.

Timetables available later.

Saturdays 13 & 20 December. Ensignbus Xmas Specials

to Winter Wonderland (Hyde Park) and Xmas Lights.

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.



Just look at those curves! John and Jonathan Brenson of Brentwood Coaches kindly showed John Salmon round their workshops and storage facility recently. They have 2 fully restored vehicles, a vehicle near to full restoration and 3 vehicles in storage and a chassis waiting for future attention. Here we see the restored vehicles; WXB 733 AEC Regent Built as Double Decker in 1937, rebodied in 1952 as single decker and operated by Tilling & 558 FBF Bedford SB3, built 1962, later fitted with Leyland 350 engine (equivalent to SB8).

Picture by John Salmon.

Withdrawn Without Replacement! By Nigel Turner.

In the August issue of EBN there was a long list of forthcoming service changes, most of which were due to council tenders being renewed. However as one of the routes was being completely withdrawn, it seems appropriate to look back at its long history.

In Kellys Directory for 1894 the carriers serving the village of Finchingfield were Edwin Clapson and Edward Wakeling who both went to Braintree, while George Wakeling went to Saffron Walden on Tuesdays. The 1902 directory lists only the carriers who ran to Braintree and in the 1914 directory they have been joined by a new name, that of A. Wiffen who was running to Braintree on Mondays, Wednesdays and Saturdays.

Alfred Wiffen was born in 1890 and in 1913 bought "Sunnyside", a 16th century house overlooking the Green at Finchingfield. Exactly how the business developed is lost in the mists of time but the family claim that horse drawn wagonettes were run to the Common, Saffron Walden and to the Horse & Groom, Braintree.



picture above: 777TPU was a Ford 570E with Duple C41F body new to Wiffen in May 1960 and owned for some 20 years. **Nigel Turner collection.**

After service in World War I (in which he was gassed), Alfred Wiffen acquired a Maxwell charabanc in 1918, followed by a new Ford Model T in September 1919. Sadly, Alfred Wiffen was taken ill in December 1930 "with internal pains" and, despite an operation in Saffron Walden Hospital, he passed away shortly afterwards. Operations then passed to his younger half-brother, Christopher J. Wilks who was already active in the business and later took the name of Wilks-Wiffen.

The only pre-war timetable that I have managed to acquire is undated, but has Feb 1937 pencilled on it, and shows journeys on Tuesdays and Saturdays by two routes to Saffron Walden, one via the Bardfields, the other via Hempstead. The fare for the round trip was 2/- (20p).

Various alterations were applied for after the war including a loop to serve Wimbish Green. By 1955, the Saturday service had built up to six journeys each way and only Sundays and Mondays were without buses. However, the 1977 ECC timetable showed a reduction to just two round trips on Tuesdays with a single one on Friday and Saturday mornings.

From late 1981, the service was extended to start from Great Bardfield, Alienor Avenue at 0930, returning from Saffron Walden at 1215, the Tuesday afternoon journey being withdrawn. The service continued unchanged until 1988 when the company, now in the hands of the third generation, unwisely decided to pin all their hopes on Stansted Airport and to withdraw from all other work. Thus the route became Hedingham service 17 early in December 1988, still running to the same timetable. This was short lived as Millers Coaches took over from 1 April 1989 and the service was diverted via Wimbish Green apparently to replace a Viceroy facility although in the event that appears not to have been withdrawn. Subsequently the service was altered to run via Maple Corner rather than Wimbish Green.

In August 1993, the service was extended to the Tesco store in Saffron Walden, leaving Bardfield at 0930 and departing from Walden at 1240. Timings then remained unchanged for the next 21 years apart from some additional positioning journeys being run depending on whoever had the council contract at the time.

Hedingham 470 (ex L340) EU05CLJ, a Wright bodied Volvo B7RLE made the final journey on Saturday 30 August 2014 with the very last ticket being issued to the author at the original terminus of Saffron Walden Common.



picture above: Hedingham 470 (ex L340) EU05CLJ is a Wright bodied Volvo B7RLE. The photo shows the author about to board the very last journey on Saturday 30 August 2014. **Ian Sharpe.**

Service Changes by Paul Harvey.

Centrebus			
1 Sept 14	43	M-S	Royston to Chrishall: new service.
Community Link			
4 Sept 14	5	Th	Sible Hedingham to Sudbury: new service.
De Vere Travel			
23 Oct 14	331	ThS	Sible Hedingham to Sudbury: revision to timetable.
Epping Forest Community Transport			
3 Nov 14	347	M-S	Hatfield Broad Oak to Harlow: new service.
First			
4 Sept 14	9	TThF	Great Holland to Walton: minor route and timetable change.
22 Sept 14	100/X	D	Lakeside to Chelmsford: minor timetable revision.
5 Oct 14	20	D	Southend to Hullbridge: minor timetable changes.
	21/A	D	Southend to Canvey: minor timetable changes.
	21X	M-F	Benfleet to Canvey: minor timetable changes.
	22	D	Canvey to Basildon: minor timetable changes.
	23	M-F	Southend to Temple Sutton: revised timetable.
	25/A	D	Southend to Basildon: minor timetable changes.
	27	D	Temple Sutton to Canvey: minor timetable changes.
	28	D	Southend to Basildon: minor timetable changes.
3 Nov 14	347	M-S	Hatfield Broad Oak to Harlow: service withdrawn.



Hadleigh Depot's new StreetLite on its first run in service, seen here approaching Basildon with a full load plus 17 standing! See First notes for details. **John G. Lidstone.** EBN606p6

Go Ahead (Blue Triangle)

2 Sept 14	804	Sch	Debden to Chigwell: revised timetable.
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Go Ahead (Hedingham)

9 Nov 14	137	D	Clacton to Burrsville Park: revision to timetable.
	418	Sch	Great Sailing to Newport: service withdrawn.
	419	Sch	Finchingfield to Newport: service withdrawn.



Braintree bus station sees Hedingham's Volvo B10/Alexander (S376 MVP) about to return to Colchester on 23 September on the now extended 88 service via Halstead. **Ken Coldwell.**

Road Runner Buses

9 July 13	351	M-S	Hertford to Bishop Stortford: service withdrawn.
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Regal Busways

4 Sept 14	380-3	Sch	Ongar to Harlow: revision to route with service 383 withdrawn (updated information).
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Richmonds

1 Sept 14	43	M-S	Royston to Chrishall: service withdrawn.
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Group Governance; Richard Delahoy, Acting Chairman.

I am delighted to advise that Paul Harvey has been co-opted onto the committee until the next AGM, to fill the vacancy created when Chris Stewart stood down. Paul, member 219, will be known to readers as our Service Changes sub-editor. He joined the Group in 1975 and served as Treasurer/Administrative Officer for a number of years. He has also indicated his willingness to stand for election as Chairman at the next AGM, which will be held on 18 March, 2015.

Service Changes continued, by Paul Harvey.

Stephensons of Essex

3 Sept 14	9	M-F	Great Notley to Great Bardfield: minor timetable revision to am journey.
29 Sept 14	80	M-F	Fordham to Boxted: minor timetable revision.
	703	Sch	Jaywick to Colchester: minor timetable revision to morning journey.
	630	Sch	Wickham Bishop to Chelmsford: minor timetable revision to am journey.
30 Nov 14	418	Sch	Great Sailing to Newport: new school service.
	419	Sch	Wethersfield to Newport: new school service.



Arriving from Dedham at Osborne Street, Colchester on 23 September is Stephensons 466 Enviro 200 (DK57 OPZ) on service 247 recently taken over from Beeston of Hadleigh (Suffolk). **Ken Coldwell.**

Swallow Coaches

16 Sept 14	66/A	M-S	Harlow to Debden: revision to timetable.
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TGM (Network Harlow)

1 Sept 14	6/7	M-S	Harlow to Church Langley/Churchgate Street Circular: revised route in Old Harlow.
	8/A	M-S	Harlow to Old Harlow: revised timetable.

Trustybus

15 Sept 14	410	M-S	Harlow to Waltham Cross: now serves Brookfield Centre instead of Hunsdon, with revised timetable (updated information).
	410A	M-F	Harlow to Waltham Cross: new service serving Hunsdon and Brookfield Centre (updated information).
	410X	M-F	Harlow to Waltham Cross: new service operating early mornings, afternoon peak and early evening direct (updated information).
	411/12	M-S	Harlow to Waltham Cross: services withdrawn (updated information).

Turners of Essex

6 Oct 14	44	M-F	Halstead Town Service: revised route and timetable including new Saturday service.
1 Nov 14	T12	Sch	Halstead Circular: new school service.

Viceroy of Essex

4 Nov 14	443	TFS	Chrishall to Saffron Walden: reduce to one round trip on Tuesdays & Fridays only and includes SB13 (updated information).
	SB13	TF	Clavering to Saffron Walden: service withdrawn (updated information).

Wyvern Community Transport

7 Nov 14	DAR73	WTh	Canvey Island DAR: revision to timetable including extra Friday service.
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(acknowledgements to LOTS, Essex, Hertfordshire & Suffolk County Councils, Omnibus Society (Essex Branch), Richard Delahoy & Harlowride).



It just so happened that **John G. Lidstone** photographed Regal Busways Dennis Trident/Alexander ALX400 1303 (X387 NNO) in London Road, Leigh, on its fated trip to Chelmsford on 4 September. A few minutes after this shot, it was completely deroofed at Battlesbridge. John is a bit disappointed the shot is not up to his usual high standard but he was taken by surprise at the sight of a "decker" on the 3. Serendipity, perhaps?

Buses Illustrated and Classic Bus

The Group has a large number of magazines for disposal, comprising almost 300 copies of BI (from issue 1 onwards, through to issue 303) and Classic Bus 1-75 & 81-4/6-96. Ideally we want to dispose of these in 2 lots, not as single copies, for a modest price. Collection from Southend or the next Wickford meeting. Contact Richard Delahoy richard@signal-training.com (or write – with SAE – to the address on page 1).

Lodekka Memories by Alan Tebbitt BEM.

The picture of SD2721 on page 26, taken under the famous clock tower at Duke Street, brought back two specific memories. One Sunday in 1967 I was early spare with my regular driver, Fred Smith. A call came in that 2721 on route 11 from Southend had fallen into a ditch at East Hanningfield as it was a very wet day and the edge of the road had crumbled under the weight of the bus. Fred and I were ordered to work the return journey to Southend VCS and come back 'dead'. Sunday was a quiet day at CF, so we had a depot full of buses to choose from and we dug out 2851, just about the fastest in the depot, expecting a lively journey and early finish. However, when we got to the scene of 2721's mishap, a mobile inspector told us to hand the bus over to the SD crew and we had to wait in the rain for the next service bus back home. 2721 was later towed back to Chelmsford, checked over and returned to service. The vehicle output at SD could not believe its luck at gaining such a good condition CF bus and it 'got lost' on the mainroad (251) for some time, whilst we struggled with 2721 which was a pig.

Later, as mentioned in the book, 2721 and 2810 were used in the TV advert 'The Stork Challenge'. Driver George Gittins and I got the job with him on 2810 and I on 2721. We stayed as guests of the film company at a very posh hotel in Enfield for the week. George was disgusted as beer was 5/- (25p) a pint and as we could not afford that we endured a long walk each night to find a drink. We picked up the buses from Central Works on Sunday lunch time and on our way to Enfield, stopped for a cuppa at the Kia-ora cafe near the main gate of North Weald Air Base (still RAF then). The cafe owner noticed as cars passed by drivers turned round after seeing the cream Stork Challenge buses and came into the cafe. Every time we got up to leave, he brought us another cup of tea and slice of cake to ensure we stayed!

Mention of the service 30 Chelmsford to Bow reminded me of 7 January 1968. I worked the 2010 (8.10pm then, Ed!) to Bow and return with driver Percy 'Cats' Bainbridge and had quite a few enthusiasts onboard as this was the last ever journey. I had changed with conductress Aggie Morris to get the honour and the next morning I worked the 09.25 CF to WG 351, the first time CF operated to Wood Green. If my ageing memory serves me correctly, we used 2817 for the last Bow but strangely the first part of that shift was two 'rounders' of Chelmsford town service 41. On that we used our first semi, 2888, which had been brought in for the 351 road only.

On page 43 there is a picture of CF 2737, which is actually at Moreton and the blind should have been reset to Ongar. The 47 ran from Ongar to Harlow along some narrow lanes and the approach to Moreton was over a narrow, humped bridge approached from a bend. It was difficult to get single decks across but we had to do it with FLF's with their longer wheelbase and lower ground clearance- truly a work of art. CF only had one journey, an Ongar – Moreton short working (BS normally used MW coach conversions or Ford 1014's at that time) with a spreadover crew on an extended layover at Ongar between 32/323A journeys. New crews had to go on spreadover rota to start so it was usually an inexperienced driver facing that bridge.

On page 66 is a picture of 2480 (540 HVX) at Tilbury Ferry terminus of service 40. I worked this road many times as both conductor and driver but particularly poignant for me is that 2480 is the bus I learnt to drive on and passed my test on 17 November 1968 when conductor FF23105 became driver FF22864.

On page 60 is a photo of 2706 (86 TVX) working service 44B in the revamped bus station. It was policy at the time that if a decker was required for private hire, we would always have one that had been in for routine maintenance the previous day. As well as being mechanically sound, it would have been attacked by an array of cleaners so should be 'spotless'. I had the job one Saturday taking Boy Scouts from Witham to London. 2706, having been 'routined' on Friday was allocated and being the oldest FLF in the garage, although clean inside, looked a bit tatty. My drop was at Buckingham Palace so I pulled up near the Royal Mews and explained that this was the nearest I could get. The scout master then handed me a sheet of paper and two minutes later, permit in hand, I drove scruffy old 2706 though the Queen's front gate! Many tourists that day must have taken pictures of Buck House with an FLF in the courtyard and a young man in a very white jacket.

2510 (236 LNO) did not come into my clutches very often but I do remember in May 1976 taking her to Brighton to view vehicles in the HCVC rally. I was probably photographed more time that day than in my 45 plus years of driving buses and coaches.

On page 49 of Eastern National Lodekka book the driver escaping from semi 2925 is my old pal Steve Nicol. I believe his parents were refugees from Poland during or just after the Second World War. He was an excellent driver, a joy to work with and I would look for his duty when selecting a bit of overtime. In my time as a conductor (1966 to 1968) I would work a 7 day week as follows: Sunday single shift, Monday, Wednesday, Friday shift plus 3 or 4 hours overtime, Tuesday, Thursday, Saturday double shift, averaging 90 hours per week.

More on the late Bob Beaumont FCILT.

Bob Williamson writes:

Further to Richard Delahoy's article on EBN605p15, please see the photo of EN 1023 in service at Clacton Bus Station in 1961 or 1962. Note the upper deck front "windscreen" has been rebuilt in the same style as the Leyland MNO/NVX ex City. The photo of the tree lopper conversion has had it removed again!



photo by **R A Jenkinson, Bob Williamson collection.**

Anthony Spindler writes:

I was saddened and upset to read of the death of Bob Beaumont. We have kept in contact from 1964 to 2014 and I last saw him only 9 months ago.

He was the first person I saw, apart from Robert Hanley, Traffic Manager when I started work on 5 October 1964 and he came through to the TM's office to usher me to the Road Service Licensing department. Mr Farage (Traffic Assistant, Licensing) was unusually late into the office that morning so he was unable to "do the honours". I had a lot to do with Bob; he showed me what to do and where to find various places before I went to Duke Street for 11 months (April 1965 to March 1966). Subsequently, I worked with Bob from 1973 until the 1980's when he returned from his stint at Halstead and Braintree depots and when Mr Farage retired at the end of April 1973.

In answer to Terry Challis's query, I always understood from Bob that he started in the summer of 1957, and Ray Boreham in 1956. In 1958 he was given the post of Planning and Schedules Officer at Clacton, which he took for a short time. Travelling from Gosfield to Clacton was an ordeal. Then he worked at the late D R MacGegor's at Hedingham and later with Suffolk County Council in Ipswich until his retirement.

Geographical Glitch of the Month!

Last month we reported new member 1082 Terry Walsh was from Middleborough. He is actually from Middlesbrough! Just a few wrong letters but about 400 miles difference! Good job I wasn't loading a SatNav!!!

New Vehicles

63161	SN64 CHX StreeLite Max DF	Wrightbus	B41F	09/14	Delivered to HH 23/09
63162	SN64 CHY StreeLite Max DF	Wrightbus	B41F	09/14	Delivered to HH 24/09
63163	SN64 CHZ StreeLite Max DF	Wrightbus	B41F	09/14	Delivered to HH 25/09
63164	SN64 CJE StreeLite Max DF	Wrightbus	B41F	09/14	Delivered to HH 25/09
63165	SN64 CJF StreeLite Max DF	Wrightbus	B41F	09/14	Delivered to HH 25/09
63166	SN64 CJJ StreeLite Max DF	Wrightbus	B41F	09/14	Delivered to HH 26/09
63167	SN64 CJO StreeLite Max DF	Wrightbus	B41F	09/14	Delivered to HH 29/09
63168	SN64 CJU StreeLite Max DF	Wrightbus	B41F	09/14	Delivered to HH 30/09
63169	SN64 CJV StreeLite Max DF	Wrightbus	B41F	09/14	Delivered to HH 29/09
63170	SN64 CJX StreeLite Max DF	Wrightbus	B41F	09/14	Delivered to HH 23/09

These are 11.7m Micro-Hybrids in Urban livery. They are the first new vehicles for Hadleigh since 721 (now 43721, R721 DJN) was delivered in 1997. The first to enter service was 63162 on route 28 (followed by the interlinked route 22) on 7 October. It has small "First Essex" names, plus f symbol, above the entrance door, but only "First" and the f on the offside above the driver's cab. It has depot stickers on both sides, but it does not have main fleet names. It has an advert frame on the nearside but not on the offside.


John G. Lidstone

was present (and on board) when 3 of HH's StreetLites were moved to BN for storage on 3/10 - this being their first move out of the depot since delivery. They were not then licensed, so his job was to cover the reg. plates with masking tape (having been uncovered!) and look after trade plates. Here, 63167 is cautiously leaving HH depot.

Acquired Vehicle

65630 V830 FSC Sca L94UB 1835492 Wt B715 B40F 11/99 First Beeline 830

From First Eastern Counties w/e 20 September (it had been in service at Ipswich on 18th). Seen on route 64 on 26th. In old First livery (Barbie) with Ipswich fleet names on cove panels and dot matrix destination equipment. This vehicle was previously with First Essex (acquired from Beeline) between September 2005 and April 2013, based at Basildon. The assumption about 53008 in EBN 605 proved incorrect and it has indeed entered service, at CF, first seen on 22 September.

69532 and 69533 (see EBN 605), not being new to First, have non-standard interiors. Seats are in red moquette with small coloured squares, the stanchions are orange. They do not have driver assault screens. They carry Transdev fleet numbers 1851/2 on plates in the driver's cab. 69532 was seen on 9 September with "Ipswich" fleet names below the side windows plus Ipswich garage stickers and First Eastern Counties legal lettering (albeit FEC's legal address is Westway, Chelmsford). By the 17th, the legal lettering had been changed to First Essex, the nearside garage sticker had been removed and the first two letters of the nearside fleet name had also been removed to leave the name "Swich". The offside was as seen on the 9th. By 1 October both fleet names and the offside garage sticker had been completely removed. 69533 was also seen on the 17th, with FEC legal lettering and Ipswich garage stickers both sides, but it has adverts both sides covering its Ipswich fleet names.

Allocation Changes

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

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

The following traditional depot codes are used in EBN, although no longer by the company:

BN-Basildon; BE-Braintree; CF-Chelmsford; CN-Clacton; CR-Colchester; HH-Hadleigh; DS-Driving School

Period 6 (25 August - 28 September)

30902 BE-CN, 40008 BE(res)-CF(out of use), 42482 BE-CF, 42483 BE-CF, 42484 BE-CF, 42485 BE-CF, 42931 CF-BE, 42932 CF-BE, 42933 CF-BN, 42934 CF-BN, 43489 FEC-CN, 43845 BN-CF, 43846 BN-CF, 44516 CN-FEC, 53008 CF*-CF, 60766 CN(store)-sold, 60767 CR-CR(out of use), 60863 CN(store)-sold, 63161 New-HH*, 63162 New-HH*, 63163 New-HH*, 63164 New-HH*, 63165 New-HH*, 63166 New-HH*, 63170 New-HH*, 65630 FEC-CR, 66169 CF-CR, 66985 CR-FEC, 66986 CR-FEC, 69434 CF-CR, 69532 FEC-CF, 69533 FEC-CF

* being prepared for service

The observations reported in EBN 605 did indeed prove to be transfers, except for 43679 which remains at BE.

The reason for the swap of 03 and 05 reg Darts between Braintree and Chelmsford is that BE required newer Darts for newly won Essex County Council evening contract work on routes 21 and 352. Similarly, the swaps between Chelmsford and Basildon were because CF required shorter vehicles for newly won ECC routes 14/15/A.

66165 (see EBN 605) has been repaired and had entered service at BE by 17 September when it was seen on route 70.

Disposals

September 2014: 60766 and 60863 to Alpha Recovery

Correction to EBN 605: the words "Marshall bodied" were omitted when referring to 41239 - there are plenty of Plaxton bodied R and S reg. Darts still in service (at least for the time being)!

Repairs

To Urban livery at Clacton:

CN30902, seen on Harwich route 2 on 23rd September, "Essex" fleet name on lower nearside panels, no fleet name on offside, depot stickers both sides. Picture taken hot out of Clacton paint shop on its rota line of Manningtree schools and Harwich town service 2. **Stephen Barham.**



CF53008, seen in service in Chelmsford on 22 September, "Essex" fleet name on lower nearside panels, no fleet name on offside, no depot stickers

BE66168, seen repainted in the paint shop on 16 September. Back in service at BE on 18th. No fleet name on offside (nearside not seen), no depot stickers.

HH66801, seen in the paint shop on 24 September. Back in service at HH by 30th. "Essex" fleet name on nearside cove panels, no fleet name on offside, no depot stickers.

Re EBN 605, BE66165 does not have a fleet name on the offside (it does have "Essex" on nearside cove panels). It now has fleet numbers (although not on rear).

EBN606p13

Other Vehicle News and Workings**General**

CF20500 has had a front LED blind display fitted (seen on X30 on 17 September, but with the old, scrolling vials, display). CR32652 has received Colchester fleet names. BN69902/6 have recently received new rear super ads for Essex Fire & Rescue, replacing the ones for the same organisation that they had carried for the last year. CF66817 and BN69916 have also received the new version. BN69909 was reported in EBN600 as having had its rear route number covered by magenta masking. However, it has now had its whole rear vinyl removed, the first Volvo Hybrid so treated (and so its number is once again visible). (69901/3/7/11 have had the vinyl removed from the rear window as previously reported.) Buses have been gaining pink ribbon stickers in the front nearside window for Breast Cancer Awareness Month (October).

Olympian

The last Olympian, 34305, remains in service at CF. Noted on: 42 on 5 and 25 September plus 1 and 3 October; 31X on 9 September; 71/A on 10, 15, 18 (also 71X on this date) and 19 September plus 6 October; 41 and later 42 on 16 September; the 41 which becomes the 542 on 17 September pm; 72 on 24 September.

School Buses / Services

It has previously been reported that CF68531 has branding for Cranbrook School, Ilford and also that sightings of it in Essex had been rare. It now transpires that the previous First London (Dagenham) contract for the school has passed to First Essex and that this bus continues to be regular on the service to and from Dagenham via East Ham to the school. It is also thought that the bus is used as required during the day for school activities. It is possible that it is out stationed away from Chelmsford, which would help explain the lack of sightings. Both CF68532 and CF68535 were seen in Romford on 18 September, the former with "Chelmsford King Edward Grammar School 527" on the blinds and the latter with "Anglo European School 617". CF68521 is still off road with the accident damage it sustained last November (see EBN 596).



As described in Adam's notes above. Waiting outside Cranbrook School in September 2014. **Brian Pask.**

Clacton (CN) and Colchester (CR)

When the new school term started in September, CN30902 was noted as the main vehicle working school contract C30 Harwich - Manningtree High School. This used to be school service 30A with the timetable on the First website, but now it is a contract so the timetable is not shown. However the route is the same, from Harwich via Dovercourt, Little Oakley, Great Oakley, Wix, then non-stop to Manningtree High School. 30902 worked the am journey on 4 September, with CN65538 working the pm journey. 30902 was also seen on 9, 10 and 11 September. After the morning journey, this bus runs light from Manningtree High School back to Harwich to start work as the second vehicle on service 2 with the 0920 departure. On Saturday 6 September when service 2 runs every 40 min throughout the day and needs only one bus, 30902 was noted on routes 5/5A Clacton-Flatford Drive. Throughout this period the rear route number box on 30902 has been stuck displaying 70 (from its days at BE). Later in the month 30902 was repainted as noted above. Whilst it was being painted, CN32810 was seen on the C30 / 2 on 12 September and CN32856 on 15th and 16th. 30902 was back on 23rd. Other sightings on route 2 have been CN42937 on 2 September, CN43712 on 3rd, CN43714 on 9th, 10th, 16th, 25th and 26th and CN42918 on 15th. First Essex has taken over the Essex County Council contract for service 9 Great Holland - Walton-on-the-Naze from Heddingham. This service operates Tuesdays, Thursdays and Fridays only. On the first day, Tuesday 2 September, CN44599 was used. Other observations have been CN42918 on 5 and 18 September, CN44596 on 11th and CN44598 on 12th, 25th and 30th. Recently acquired CN43489 was seen on routes 7/8 on 4 and 12 September. The two summer services, 16 Clacton - Bockings Elm Circular and 19 Clacton-St Osyth Beach, ended on 27 September. CN30902 operated the former on the last day with CN43735 on the latter. CN65554 has had its LED destination display reprogrammed so that the route number is now on the nearside, previously it was on the offside.

Other sightings:

- 1 Sep CR32483/4 on 103/4
- 3 CN43714 on 76
- 12 CN32856 on 16, CN43735 on 19
- 14 CN43857 on 74A
- 15 CR66982 seen on tow at Hadleigh garage and also seen turning into HH out of service on 30th
- 17 CF66794 on 65 (on loan to CR)
- 18 CR32477 on 103
- 24 60809, 60810, 60811, 60863, 60865 and 65576 seen in various stages of cannibalisation at the back of CN depot (60863 has since been sold), CF66817 on 88C (on loan to CR, seen back at CF on 1 October)



On Wednesday 17 September First Essex had a stall in Chelmsford High Street promoting World Car Free Day the following Monday (22nd). Park & Ride liveried 69514 was on display alongside the stall. **Adam Kelleher.**

**Chelmsford (CF) and Braintree (BE)**

Monday 22 September was "World Car Free Day". In conjunction with this, First had a stall in (the pedestrianised) Chelmsford High Street the previous Wednesday (17th) and were giving out leaflets and free day tickets for the 22nd. Park & Ride liveried CF69914 was on display alongside the stall (see picture, previous page).

After 43845-8 were acquired from First Hampshire & Dorset in March 2009 they were predominantly used on Brentwood local service 73 until that route moved from Basildon to Chelmsford in May last year. Now that 43845/6 have transferred from BN to CF they have again made appearances on the 73, the former seen on 19 and 24 September (LED blinds not in use, number in windscreen) and the latter on 25th (LEDs in use).

Very unusually, coaches have recently been used on early morning journeys on bus route 31X; noted have been CF20463 on 16 September, CF20804 on 29th, CF20801 on 30th and CF20500 on 1 October.

- 5 Sep CF67903 on 71/A
- 16 BN32631 on 17.10 Sandon Park & Ride extra
- 17 CF65030, which was previously in black livery for Sandon Park & Ride, made an unusual return to this service. Then seen again on 19th and 20th. Also, ex black P&R CF65029 seen on 8 October.
- 20 CF68535 unusually parked at Sandon Park & Ride (although no reports of it being used on the service)
- 24 CF53135 on 71/A
- 26 CF42484 on 71/A
- 29 CF20463 on 509, CF43845 and CF53121 on 71/A
- 1 Oct Two MPDs, CF43360 and CF43846 on 31X, CF42935 on 71, CF53126 on 42/42A
- 3 CF53128 on 71/A
- 4 CF44900 very unusual on Chelmer Valley Park & Ride, CF65031 on X30
- 6 CF65032 on X30

Basildon (BN) and Hadleigh (HH)

- 7 Sep BN69919 on 25
- 14 BN66820 on 251
- 17 BN32863 on 8
- 19 BN33047 on 9

Other News

HH33191 and BN69909 attended Showbus at Duxford on 21 September, the former operating site shuttles. Former Eastern National vehicles seen at the rally were Bristol LH 1103, Bristol MW 1356, Bristol RE 1546, Leyland National 1924, Bristol LD 2400 and Bristol VR 3107. 2400 had also been at the Carlton Colville open weekend on 6/7 September and was used on free services at the event. Bristol REs 1516 and coach 1404 were also in attendance. 1546, which had been owned by Carters Coaches since 1993, passed into private preservation last year and has been repainted into late 1970s NBC livery, complete with SE (Silver End) depot and fleet number plates on front and rear plus a "Pay As You Enter" display on the front (although the central white band incorrectly extends over the beading). Former Thamesway 608 / 20108 (N608 APU), which was sold in June 2004, has recently been acquired by Blueline Travel, Rochford, Essex from Munden (formerly known as Crown) of Bristol. It had previously been with First Devon & Cornwall. An earlier report of it going to Erith in March 2011 therefore seems to be incorrect. First Essex's Luton operation, from Parkway Station to the Airport, has been deregistered from 7 December 2014. This is related to First losing the Thameslink franchise (which they operated under the "First Capital Connect" name).

Sources: Own observations, and with thanks to R Appleton, M Austin, S Barham, N Bartlett, J Bennee, N Clark, T Clark, R Delahoy, J Lidstone, D Lund-Conlon, C Nixon & Ipswich Bus Blog, B Pask, J Podgorski, I Ransom, J Sadd, J Salmon, K Smith, C Stewart, M Wadman, the Essex yahoo! group, Essex Buses Google group, Flickr, www.bustlistsontheweb.co.uk, Real Bus News, LOTS, PSV Circle and 'Terminus'. Also, apologies to J Podgorski for accidentally omitting his name from EBN 605.

Reports relating to First Group may be sent by e-mail to adamxxx4@yahoo.co.uk or by conventional post. Many thanks to all those who do so.

Recalling 60 years “wire-less” in Southend

Richard Delahoy.



Around mid-day on Thursday 28 October, 1954, Southend's Mayor, Alderman Bride drove the ceremonially-decorated last trolleybus 128 into the depot to mark the closure of the Southend trolleybus system. Sixty years on we mark the anniversary in Essex Bus News.

Trolleybuses had been introduced in 1925, initially as an experiment to double the frequency of the Prittlewell tram service. Deemed a success, expansion followed and routes were established through the late 1920s, 1930s and finally in the 1940s to replace the final parts of the tramway. A summary history is on-line at the excellent and highly recommended “sct61” site, at www.sct61.org.uk/hist3.htm.

The system is probably best remembered in its final form with the Eastern and Western Circulars, 28A/28B/63A/63B. But the looming Co-Ordination Agreement with Eastern National and Westcliff and the need to replace worn out vehicles and infrastructure led to the demise of the system.

The last day of normal operation was on 27 October, but 128 was then brought out the following day for its commemorative final run at 1132 once round the Western Circular 28A, out via London Road to Chalkwell Schools, back to Victoria Circus via Fairfax Drive.

At least one EBEG member was on that final run (not me!). SCT Inspector Reg Sims took the photo of 128, a Strachan bodied AEC, in the depot approach road.

Richard Delahoy collection, courtesy the late Cyril Rayner.



"Arriva Southend" by Peter Mansbridge.

New 11.5m StreetLites (B44F) 4261/2 (GN64DXR/DXS) have been delivered to Southend. 4261 entered service on 8 October on Wednesday only service 10. 4262 entered service the following day, it had been observed on type training on 7 October – all drivers need to be trained on them before entering service, as they have a different stop/start system to the earlier StreetLite.

Dart SLF 3279 (T279 JKM) has been withdrawn.

Loaned Dart SLFs 3073 and 3191 are both now out of use.

with thanks to Richard Delahoy.



As reported, the two new Wright StreetLite Max DF Micro-Hybrids were at work on 9 October!!!

4262 (GN64 DXS), seen above, entered service on the Tues/Thurs 'shopper' 6As.

4261 (GN61 DXR) was on its 2nd day in service (John believes it did an 18 on the 8th), so it was on its 'first day in service on route 1'. These have 'low carbon emission bus' on the side - so are presumably Micro-Hybrids? They also have free WiFi!

John G. Lidstone.

EBN606p18

TGM Essex by Peter Mansbridge.

Acquired vehicles from Arriva London are 6130/1 LF02PLN/O Volvo B7TL / Wright. These have been refurbished, converted to single door, led destination fitted and repainted into TGM livery prior to entering service at Colchester. A third Volvo B7TL / Wright due is LJ03 MHV.

Network Colchester. Acquired vehicles at Colchester from TGM Classic, Annfield Plain are 1562-5 RX07 KPG/J, HX04 HUH/K Dart SLF / Caetano Nimbus. 1564 entered service on 30 August, 1563/5 following on 3 September. 1565 carries Nexus Red/Grey livery and entered service in Nexus colours with NC fleetnames. 1562 (also in Nexus colours) passed immediately on loan to New Enterprise at Tunbridge Wells and has not yet seen service at Colchester.



Picture above; one of the two recently acquired Caetano bodied Dennis Darts, 1565, from Classic of Annfield Plane taken in mid-September. **Fred Lawrance.**

Network Stansted. Dennis Tridents / Alexander 5451/2 have been returned off lease to Dawsonrentals. Dennis Dart SLF 3312 (S310 JUA) has been withdrawn and is parked at Stansted.

Network Harlow. At Harlow, Volvo B6 / Wright 3255 (V255 HBH) is reported as withdrawn. Arriva Southern Counties Dennis Trident/ East Lancs 5443 (T406 SMV) is at Harlow for school route 901 as a replacement for Trident 5451. The vehicle was for several years part of the Network Colchester fleet prior to transfer to Kent.

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

Ensignbus Dealing Stock Movements - September 2014.

Mark Lloyd with thanks to Ross Newman.

Vehicles In

Dawson Rentals	KM02HFK	Dart
Freedom Travel	T697KPU	Trident
Go-Ahead London	W467/8/95/6/7WGH	Volvo B7TL's
	W578DGU	
Go-Ahead NE	S815 / 817FVK	Olympians
Go-Ahead Oxford	PN02XCA/T/K	Volvo B7TL's
Hatts Travel	W218UMV	Volvo B7R
Isle of Man Transport	HMN220/1A	Tridents
	GMN372N	
London General	Y987TGH	Dart
Redline, Aylesbury	A8HOF/R754DRM	Volvo B10M's
Stagecoach E Midlands	FY52PMV/U/PLX/Z	MAN's
Stagecoach London	LX04FXV/W/FYA/B	Tridents
Stagecoach Manchester	N660VSS	Mercedes 709
Stagecoach Wales	V143/53MVX	Darts
TGM	UK05 / GB05BCL	Volvo B12B's
WebberBus	WA09FHJ	Enviro 200

Vehicles Out

Aintree Coaches	GMN372N	Trident
APT Travel, Rayleigh, Essex	W218UMV	Volvo B7R
	N946LBX	Javelin
Arthurs Coaches, Coatbridge	V143MVX	Dart
WB Chambers and Son, Maidstone	R747FGX	Dart
G Charlton and Sons, Maidstone	FXZ2175/ NFZ3255	Darts
Coach Services, Thetford	X547EGK	Volvo B7TL
Collins Coaches, Cambridge	R267LGH	Olympian
Crosville MS, Weston-Super-Mare	YX07HPJ/HNO/BNF	Primo's
DA Coaches, Coatbridge	V153MVX/W215DNO	Darts
First Bus Stop, Gravesend	V857/62/77HBY	TridentsT884KLF
Freedom Travel, Ely	R754DRM	Volvo B10M
GHA Coaches, Wrexham	YJ06YSE	Solo
Grey's Coaches, Ely	R270LGH	Olympian
Heritage Coaches, Brighton	SNZ7259	
	KM51BFZ	Dart
	SN57DXC	
	SN08AAF	Enviro 300's
London General	SK07HLO	Enviro 200
London United	SK07HLP	Enviro 200

** Renewals **

We are pleased to announce that there is to be no increase in subscriptions for 2015, which will remain at **£21** for the third year running. Whilst we can expect some cost increases during 2015, these will be absorbed from existing Group funds. We hope you have enjoyed your membership of the Group and Essex Bus News over the past year and look forward to receiving your renewal. A form is enclosed and this can be posted back or handed in at meetings. If you wish to use PayPal, send the payment to admin@signal-training.com, use the "send money" option, then "I'm paying for goods or services" and put "EBEG sub" in the subject box and your name in the message box. We ask that you send £21.90 so that we receive the correct net amount after PayPal deduct their fee.

For overseas members, the subscription rates (airmail) are:

Europe **£35**,

US/Canada **£47**.

Marchants Coaches, Cheltenham	CX58AUA	Versa
Red Kite, Tilsworth	L487NTO	Olympian
Redline Buses, Aylesbury	X154FBB/Y703TGH	Volvo B7TL's
Stagecarriage, Middlesbrough	R245/9KRG	Volvo B10BLE's
	A8HOF	Volvo B10M
Stott's Tours, Oldham	KG52VAA	Dart
Travelmasters, Sheerness	LF52ZNZ	
Velvet, Eastleigh	UK05BCL	Volvo B12B
Watts Coaches, Bonvilston, Wales	P199OSE	Volvo B10MA

Other Movements

Merc 814 T116SOA	Fast Fleet Services UK, Birmingham.
Volvo B7TL's W512 / 513WGH	Forest Environmental Services, London E5.
Volvo B10BLE P601JBU Darts	X228FBB GRZ4522 - Mike Lawrenson, Preston.
Tridents X963HLT / W901VLN	Delta Force Leisure, Woking
Dart FD54FGG	Dartmouth Steam Railway and River Boat Co, Devon.
Olympian D251FYM	Regional Transport, Oswestry.
Volvo B7TL Volvo B7TL X167FBB	Qaliti Conversions, Southampton.

Ensignbus

Mark Lloyd with thanks to Ross Newman.

Ensign Fleet - September 2014

Withdrawals	649	Y349FJN	Dennis Dart SLF	ALX200
	731	Y331FJN	Dennis Dart SLF	ALX200
Subsequent Use	649	Nottingham Minibus Co		
	731	WB Chambers and Son, Maidstone		

Stephensons of Essex – Richard Delahoy.

New vehicles 423 (Enviro 200) and 607/8 (Scania/ADL E400) have all entered service as reported last month, the former at Boreham depot for Braintree area services 9/10 and the Scania's at Rochford. The Scania's have higher backed seating than previous similar deliveries, making them more suitable for rail replacement work.

Disposals 866, J566HAT, has been sold to a private buyer in Colchester for non-psv use.

Other news Olympians 947/9/51/2 (H/VAT) are all now in reserve. This reduces the ranks of *Leyland* Olympians to just 862/3 in use at Haverhill on Cambridge Regional College contracts and 724 at the Clacton outstation, but 10 *Volvo* Olympians remain in use.

Not previously reported, 855/9 (H155/9BKH) were sold to J P Travel of Manchester, passing on to Stagecoach as 14071/2 with the takeover of JP. They have been noted in service with Stagecoach earlier in the year, still in Stephensons white/green!

Dart 456, XS2210, has been re-registered to GU52HJX (the original mark issued to this bus). The XS mark is now on a Land Rover.

More on the Westcliff Trident Tour.



The Westcliff "Trident Tour" in August aimed to recreate some old scenes. First we see AJN825 with the Trident behind in Rochford Market Square on route 8 to Rayleigh High Street; the Trident couldn't have worked the full route as it is too high to clear the bridge in Rectory Road Hawkwell. Later in the day we went to Canvey – somewhere that AJN probably never served – to recall the former Canvey & District operations taken over by Westcliff in 1951. Hence the Trident poses at the 1938-built, art-deco styled Monaco Hotel on Canvey seafront as red-liveried Westcliff buses would have done in the early 1950s on the service that ran from Benfleet Station "in accordance with traffic requirements" in the summer only. Pictures and text by **Richard Delahoy**.

Hedingham and Chambers by Mark Lloyd.

Allocations

69	P608 CAY Volvo Olympian	Northern Counties Palatine	HD-CN
73	R643 MNU Volvo Olympian	Northern Counties Palatine	HD-TY
86	M294 UKN Volvo Olympian	Alexander RH (Belfast)	CN-TY
253	EU04 BVF TransBus Dart SLF	TransBus Pointer 2	HD-TY
260	EU56 FLR ADL Dart SLF	ADL Pointer 2	HD-TY

Darts 253 and 260 transferred across to TY to meet new 10-year age requirements on Essex County Council supported services, following the large scale withdrawal at HD from occasional and market day services at the end of August.

School services 418 and 419 (Great Saling / Wethersfield – Newport, Joyce Frankland Academy) were sub-contracted to Stephenson's of Essex from 15 September; the formal transfer of service registrations takes effect on 1 December. Volvo Olympians 69 and 73 had transferred out of HD by early October.

Withdrawn

250 W312 CJN Dennis Dart SLF Plaxton Pointer 2

This was towed from TY to CN in early September and is now a source of spares.

Services The overall peak requirement for five buses on services 88 and 89 between Colchester / Great Yeldham, Halstead and Braintree is in the hands of Volvo B10BLEs 480-4/6 (S376 MVP; R216/27/29/31/33 HCD) and Dennis Tridents 738/9 (T108/17 DBW). Timetables will be further revised from 1 December.



Seen in Colchester High Street on 23 September is ex Brighton Volvo B10/Wright (R216 HCD) of Hedingham on the extended service 88 from Braintree via Halstead. **Ken Coldwell.**

Ticketing

Since 1 September, a new Anywhere ticket has been available at two different price levels – either Hedingham network (£7 adult, £6 young person, £5 child) or Hedingham & Chambers combined (£8 adult, £7 young person, £6 child, or Endeavour cardholder starting in Suffolk).

with thanks to Jeff Clayton & Essex-Buses yahoo group

Vehicles on Hire

A number of Panther Travel buses have been used by Regal in recent months. It is not known if these are on short or long term hire or just borrowed as and when required. For now, they will be reported under "Workings and Observations".

Disposal

In EBN 590 it was reported that 1301 was de-roofed when attempting to pass under Chelmsford's Duke Street railway bridge while on route 3 on 16 May 2013. In the same issue it was also reported that 1303 also had a coming together with railway property when the upper deck came into contact with a roof canopy whilst on a Lowestoft rail replacement service but damage was slight and it was repaired. However, 1303 was not so lucky on 4 September this year when it collided with Battlesbridge Railway Bridge whilst also on route 3, from Southend to Chelmsford. Like 1301 last year it lost its roof. Luckily there were no serious injuries. 1303 has now been disposed of after having donated its engine to 1402. A report with a photo of the incident is available at <http://www.essexchronicle.co.uk/Bus-passenger-ducks-Regal-Busways-double-decker/story-22883342-detail/story.html> with another photo at <https://www.facebook.com/essexchronicle/posts/765447096831732>

Other News

During September, Regal were parking some vehicles at Braintree Freeport coach park. 203, KP02 PUH and YJ03 PGZ were all seen parked there.

Workings and Observations

5 September	515 on 3
9	611 on 565, 802 on Braintree Freeport shuttle
10	206 on B2 (and again on 17th)
14	602 on 71C
16	PO2 seen back in service, on Braintree Freeport shuttle (and displaying route number 900)
17	203 on 3D, 515 on 52 and 3, 604 on 52, PO2 on 565 (and again on 24th and 25th), Panther Solo S627 JRJ on 1, 1404 on Braintree Freeport shuttle
18	KP02 PUH on Braintree Freeport shuttle
19	605 on 3B, 1404 on 1
20	802 on 565 (and again on 22nd)
21	515 on 11A
22	206 on 52, Panther SIL 6719 on 3 (and again on 24th and 1 October)
25	802 on First Data shuttle, Panther SIL 6719 on 52
27	205 on 1
28	604 on 11A
1 October	207 on 52, 209 on 31A, 615 on 565, PO2 on 3
3	Panther SIL 6719 on 75
6	515 on 381, Panther BIG 9248 on First Data shuttle
7	211 on 381

With thanks to Maurice Austin, Terry Clark, Ian Hardie, Chris Hatley, Jonathon Cush, John Podgorski, and Owen Woodliffe



Regal 606 for EBN 606.

Regal 606 was acquired in 2012, it was previously Metroline DLD 124. It retained dual doors and scroll blinds. It has been out of service for a few months having donated its engine to 602 and it is thought likely it will be disposed of. Seen in happier times at Brentwood High Street on June 20 2013.

Adam Kelleher.

A Tribute to Hedingham L160 H160HJN; Mark Lloyd.

Who else under the age of 20, remembers getting excited about 1 August, the yearly new vehicle registration date? Before the greed of the motor industry and the Government created two new registration dates per year, 1st August was the first legal date on the road for the "new year" registrations. I remember the excitement of "spotting" my first new registration each year. Cast your minds back to 1990. I was a student at the time and August was an ideal time to spot new registrations on the road as it was holiday period for me. I remember waiting patiently for the 1010 Service 88 to pass our house on the 1 August to see the rumoured new double decker Hedingham had purchased. I was not disappointed as L160 H160HJN; Hedingham's first new double decker was on its first day in service.

L160 was an Alexander RL bodied Olympian with Cummins L10 engine supplied in the, then new, revised double deck livery of red below bottom window line, red band and red around upper windows, all other areas cream. In fact, the same livery which has lasted through to Go Ahead era with the ALX400s L415-7 thus treated. It was the forerunner of all Olympian liveries, plus the ex Norfolk Atlanteans which were thus treated, whereas the similar aged VRTs were in the more familiar traditional scheme. L160 was purchased primarily for the 88 Halstead – Colchester service, for the first nine years of its life worked from head office at Hedingham, moving to Clacton circa 1999 after the arrival of Volvo Olympian L300. In turn moving to Tollesbury from circa 2009 to withdrawal in 2014. Precise information on these dates would be appreciated.

The Olympian came from low height stock that Alexander had produced. It was not until researching the body numbers and chassis numbers around L160, that the history became very interesting for the batch. Hedingham were not the first independent running into Colchester to operate the type. Chambers had 3 examples running before Hedingham, namely F243RRT, G706VRT & G864XDX. These were all the same specification i.e. ONCL10/1RZ RLs but the interest came from the numbering: -

Registration	Chassis Number	Body Number	Operator	Fleet number
G623OWR	ON10978	RL43 1788/1	Yorkshire Rider	5200
F243RRT	ON10979	RL43 1788/2	H C Chambers	
G601OWR	ON10980	RL43 1788/3	Yorkshire Rider	5201
G602OWR	ON10981	RL43 1788/4	Yorkshire Rider	5202
G603OWR	ON10982	RL43 1788/5	Yorkshire Rider	5203
H160HJN	ON10983	RL43 1788/6	Hedingham	L160
G604OWR	ON10984	RL43 1788/7	Yorkshire Rider	5204
G605OWR	ON10987	RL43 1788/8	Yorkshire Rider	5205
G606OWR	ON10988	RL43 1788/9	Yorkshire Rider	5206
F747XCS	ON10989	RL43 1788/10	A1 Service	

As can be seen the first Chambers vehicle and Hedingham's were in the same body batch and also chassis-wise were only four apart, but 18 months registered apart! These being Alexander body orders from 1988 where L160 did not enter service until August 1990. All chassis had the de-rated 180BHP version of the L10, giving a lower performance akin to a Gardiner engine Olympian. When new the Olympian wore no advertising and carried a huge HEDINGHAM between decks. This subsequently was removed and advertising took the place, moving a usual Hedingham fleet name to the lower panels.

A mainstay on the 88, its use reduced as passenger numbers declined and the route was largely serviced by Lynx II L196. Moving to Clacton saw the fitting of Dayglo blinds and operation on Clacton town route 135 and schools until low floor operation became 100% on Clacton town services. By the time of service at Tollesbury the Alexander headlights had been replaced with round ones, creating a very unusual look to the lower dash panel. The headlight replacement panelling originally painted black gave a boss-eyed appearance and this was lessened by the painting back to red in later years. The final years saw the old lady give good service on the 95 Tollesbury – Maldon service and schools in the area. She also gained a tree guard to the top nearside to preserve her looks.

L160 has been the subject of a painting by Malcolm Root, a local artist, used in calendars and greeting cards. L160 was rallied a great deal during her early days and became a popular sight around the bus rallies of Southern England. She was a pioneer, first new double decker, new double deck livery, new chassis type and body combination. She served well and provides a fascinating history. The two competing independents eventually coming under the same ownership, each showed their muscle by purchasing new deckers from stock, which were within the same small body construction run although registered 18 months apart.

EBN606p25

Route 606 for EBN606.

By way of a change, Alan Osborn has delved into his extensive timetable collection to remind us of this former route.

First

BRAINTREE - INGATESTONE ANGLO EUROPEAN SCHOOL		606	
Schooldays only		From: 02/09/2002	
Notes :		Notes :	
Braintree, Coggeshall Road, Bartram Avenue	0730	Ingatestone, Anglo European School	1550
Braintree, Coggeshall Road, Albert Road	0731	Terling, New Road, opp School	1619
Braintree, South Street	0733	Faulkbourne, Bus Shelter	1633
Braintree, London Road, Acorn Avenue	0735	White Notley, Cross Keys	1638
London Road, White Court	0737	Black Notley, The Stores	1646
Black Notley, The Stores	0742	London Road, White Court	1651
White Notley, Cross Keys	0750	Braintree, London Road, Acorn Avenue	1653
Faulkbourne, Bus Shelter	0755	Braintree, Rayne Road, Co-op	1655
Terling, New Road, opp School	0809	Braintree, Coggeshall Road, Albert Road	1657
Ingatestone, Anglo European School	0840	Braintree, Coggeshall Road, Bartram Avenue	1700

Publicity News by Ian Ransom.

More recent items are: -

- First**timetable booklets for Braintree dated 31.8.14; Clacton area dated 31.8.14; Harwich area dated 31.8.14
- First**timetable leaflets for services 61/62/62A dated 31.8.14; 63 dated 29.6.14; 65 dated 31.8.14; 67/A (incl 67B/D/E dated 31.8.14)
- ECC**leaflets for services 9/10 dated 31.8.14; 37 dated 31.8.14 and Hylands Bus dated 12.5.14

New Enviros for Stephenson of Essex – Flickr.

John G. Lidstone has put some magnificent photos of Stephensons new Enviros onto Flickr. They can be seen at: - <https://www.flickr.com/photos/46986413@N07/sets/72157647405735531/>
There is also an HD video at: <https://www.youtube.com/watch?v=ZvaCQpub9Sg>
The two Scania's are for Rochford, the 200 Dart for Boreham.



Robert Appleton was on First Essex service 103 from Colchester to Harwich a few days ago and noticed this bus stop in Lawford still referring to First Eastern National! This bus stop is mainly served by First Essex 103/104 Colchester - Harwich, Network Colchester Sunday service 102 Colchester - Harwich, and Carters 92 Ipswich - Manningtree and 193 Ardleigh - East Bergholt.

Correction Corner.

Eagle-eyed Martin Farmer has pointed out that the caption to former EN 1058 on EBN605p2 should be TJN 981W as shown on the registration plate! Your Editor really should check the captions provided instead of blindly copying them!

Subscription Renewals.

Just a reminder to renew your subs as mentioned on p20 this issue.

NIBS Fleetlist by Ian Ransom.

As mentioned in EBN605p12, Ian's fleetlist for NIBS is set out below. It is now more than a month old so there may have been some further changes. We will try to keep you up-to-date as we receive new information!

BIL 4419	Dennis Trident	East Lancs	H45/28F	T401 SMV
BIL 4539	Dennis Trident	East Lancs	H45/28F	T410 SMV
BIL 4710	Scania N94UD	East Lancs	H51/33F	YN04 YJT
BIL 6538	Dennis Trident	East Lancs	H45/28F	T404 SMV
BIL 7894	Scania N94UD	East Lancs	H51/33F	YN04 YJS
BIL 9406	Scania N94UD	East Lancs	H51/33F	YN04 YJU
G601 KTX	Scania N113DRB	Alexander	H47/33F	
G603 KTX	Scania N113DRB	Alexander	H47/33F	
H226 LOM	Scania N113DRB	Alexander	H45/31F	BIL 4710
H228 LOM	Scania N113DRB	Alexander	H45/31F	
V434 KGF	Dennis Dart SLF	Caetano	B39F	
YN04 YJR	Scania N94UD	East Lancs	H51/33F	
PO54 ADV	Vo B7TL	East Lancs	H47/31F	
PO54 OOD	Vo B7TL	East Lancs	H47/31F	
EU05 ECV	Scania N94UD	East Lancs	H51/33F	
NK55 KBU	Alexander Dennis Dart	Alexander Dennis	B36F	
SN55 DVR	Alexander Dennis Dart	Alexander Dennis	B35F	
LX08 ECD	Scania N230UD	Scania	H41/22D	
LX08 ECE	Scania N230UD	Scania	H41/22D	
LX08 ECF	Scania N230UD	Scania	H41/22D	
LX08 ECJ	Scania N230UD	Scania	H41/22D	
LX08 ECN	Scania N230UD	Scania	H41/22D	
LX08 ECT	Scania N230UD	Scania	H41/22D	
LX08 ECW	Scania N230UD	Scania	H41/22D	
MX08 UZK	Optare M880SL	Optare	B28F	
YN08 OCR	Scania N270UD	East Lancs	H51/30F	
EU58 BLJ	Scania N270UD	East Lancs	H51/30F	
EU59 BFK	Scania N270UD	Optare	H51/29F	

The H41/22D seated Scania's, are being rebuilt with centre doors removed

Smaller Operators by Roger A. Smith. With thanks to the PVC Circle.

APT Coaches, Rayleigh

BMC B55F, reg. BX07 OPH is here from Bishop Burton College, East Yorkshire.

Ford, Althorne

YN14 FXX, a Berkoff bodied Scania CH57/20DT is new here. This is understood to be the last ever Scania chassis supplied to VDL, owners of Berkoff.



The last Berkoff Scania at Showbus, Duxford on 21 September 2014.

Roger A. Smith.

Greenfield (Richards Travel), Great Baddow

YJ06 LGC, a Van Hool C54FT is here from Eavesway, Greater Manchester, as is BK08 XYG, a Setra S415HD, C49FT, from Wheadon, Ely Bridge, South Wales.

Lodge, High Easter

Setra S416GT, reg. BX05 UWR is understood to have gone to Evobus (Dealers) of Coventry. Recently acquired are two MAN/Marco Polo C53F, reg. MB04 TCY and MB04 TCZ.

Nicholls (P & M Coaches), Wickford

N962 DWJ, a Plaxton bodied Volvo B10M, C53F is now here from Swift, Great Yarmouth, Norfolk.

Wards Coaches, Alresford

N703 LTN, a Plaxton Olympian with Alexander H47/28F bodywork is here, still in green and white livery, with red Welsh Dragon symbols of its previous owners, Watts Coaches of Bonvilston, Vale of Glamorgan, South Wales (thanks to Robert Appleton whose picture is shown on this issue's front cover.

EBN606p28

The Epping Ongar Bus Rally!



What's this? TfL taking over yet another Essex route?

No, the first New Bus for London, Borisbus or New Routemaster, whatever you care to call it, operated in service for the first time in Essex on 28 September, when Stagecoach London 'Year of the Bus' silver LT256 worked several journeys on London Bus Company route 339, in connection with the Epping Ongar Railway End of Tube event, 20 years since tube trains operated in service between Epping and Ongar. Photographed by **Russell Young** in Ongar High Street.

Your Editor and fellow member, Jim Swan, attended, travelling to and from Shenfield Station on red RTL1076 on the 339 and later on the 381 operated by a packed RF180 as well as riding on the Cravens Heritage tube trains and, an unexpected bonus, a Thumper which was moved to make way for a Diesel which had to rescue steam Metropolitan 1 which had a spot of mechanical bother!

In addition to the "Borisbus", the London Bus Company seemed to have its full, beautifully maintained, fleet out, the first four Routemasters out together for a first time, XF1, T1, R197DDX and no doubt others! Most were seen operating on the 339 at some time during the event.

Russell Young also took the photos on the next page,

Top: London Bus Company Leyland Titan **T1** putting in an appearance on the normally RT/RM operated route 339 (Shenfield – Ongar – North Weald – Epping) service.

Bottom: London Transport Museum ex Ipswich Buses Optare Excel R197 DDX – This was converted some years ago into an exhibition unit that toured schools, promoting safety on buses. In 2014 it received a vinyl 'Year of the Bus' wrap and has attended numerous 'YOTB' events during the year promoting the campaign.

His picture of the RM line up is on the outer back cover. Incidentally, TfL Director Leon Daniels once based at First at Westway was seen driving CRL4causing some ribald comments from staff in the restaurant car!



The Letters Page.

Alan Tebbit, BEM of Truro

Firstly, may I thank you for my promotion to MBE*. I obviously do not deserve it; then I am not too sure I deserved the BEM either! I assume you saw one as an anagram of the other!

The main purpose of this letter is to back up Doug Brown's comments. Yes, we did have to fight those old buses. The KSW and LD cabs were full of freezing draughts in winter, I used to tuck my trousers into long, woolly socks to prevent the cold penetrating the nether regions, yet, in summer, the heat from a 5 cylinder Gardner would nearly melt the cab side wall. The steering would build up muscles that Charles Atlas would be proud of!

Getting reverse on an LS whilst on the slope at Tilbury Ferry would entail opening the cab door and pushing the lever with both hands whilst standing on the clutch.

But, what a great job it was. Teamed up with a good mate, the hours flew by. I still enjoy driving coaches down in Cornwall, or wherever they send me but you are constantly looking over your shoulder for the VOSA man, even when you are doing the job correctly and have nothing to fear. I was incensed when I had to take an NVQ to prove I could do the job I had been doing for over forty years. I must be doing it right by now!

I will close now as I have to study for my next CPC module!

** if this is the last EBN you get, it is probably because I have been locked up in the Tower of London for usurping the Royal Prerogative!! Incidentally, I have not had the pleasure of knowing Alan but I do know "gongs" are not given away on a whim, so he must have thoroughly deserved the BEM. Ed.*

Doug Brown of Hutton

The tree lopper in September EBN was stationed at Brentwood Depot. It stayed in the back of the garage, radiator empty and when it was bought out in the spring, everything inside was rusty. It had to be serviced and possibly have new batteries. It had a locked box in the front for the tree cutting equipment. It also had a 15-foot ladder which was handy when we parked the tree lopper up against the wall to use for skinny dipping. This TL had the back end painted in yellow stripes with Tree Lopper in large letters. There was also a sister bus to the TL. This was a KSW but it was made into a uniform vehicle and twice a year it used to visit Wood Green, Brentwood, Chelmsford and Southend to give us our summer/winter clobber. This bus was holed up in Chelmsford for the winter. Noite I have left BN out as it didn't exist at the time. The company had a set of trade plates and these were used for the tree lopper, the uniform bus and the breakdown crane.

The branches from the TL went to Wash Road or Button Common, Herongate for the Guy Fawkes bonfire. Some of our passengers who had wood fires asked us to put a load in their garden. I think the TL should be poked back in service as when 'deckers go down Orchard Ave on the 9, I am surprised windows are not smashed. I know most 'deckers have window guards but the trees will only get bigger.

Anthony Spindler of Chelmsford

Just a convenient spot to say that Anthony has sent a nice portfolio of photos of the Talisman tour in June and the Canvey Island museum trip in July. As soon as I have space, I will publish a selection of these.

Terry Challis of "near Blackpool"

Sorry to be a nuisance and pedantic, but in EBN604 on page 29, Maurice Doggett's reference to the Westcliff Regent should be JN4745 not JN 4744.

Part of my reply to Terry reads

"you may well be pedantic but pedantry is valuable in ensuring accuracy for readers now and in the future; you are certainly not a nuisance to me. I would rather correct an error than leave it "in the air".

An 80th Anniversary!

On 1 October 1934, Eastern National took over Pattons Coaches of Wickford who ran services from Chelmsford to Wickford and to Pitsea.

More Flickr sites from John G. Lidstone.

First Hadleigh StreetLites at: <https://www.flickr.com/photos/46986413@N07/sets/72157648024953181/>

Arriva Southend StreetLites at: <https://www.flickr.com/photos/46986413@N07/sets/72157646742585749/>

My 4th quarter 'Southend bus update is at: <https://www.flickr.com/photos/46986413@N07/sets/72157647897649188/>

EBN606p31



Just as we go to press, this picture pops in the inbox! Dave thinks this the first time Stephenson's have used a 'decker on this route. Seen entering a superstore in Maldon on Saturday afternoon, 11 October. **Dave Arnold.**

Eds note, I have driven 'deckers on the 90 when it was operated by Hedingham from Kelvedon.

Target dates for EBN607 (November 2014).

By	...	1 November 2014	...	Reports to Sub-Editors.
By	...	8 November 2014	...	Sub-Editor drafts to Editor.
By	...	17 November 2014	...	Dispatch by Printers.

Back Cover Photos.

Inside Top: Canvey Museum resident Bristol LD 2400 paid a visit to the East Anglia Transport Museum at Carlton Colville for its open weekend on 6 & 7 September. 2400 is seen at picturesque Beccles, again on the 6th, having worked a free service from the museum. **Adam Kelleher.**

Inside Bottom: Regal's last step entrance Dart, 515. Its longterm defective flip dot indicator is still broken, the only indication of route and destination being a label '3B' in the windscreen. Seen at Leigh on 10 October heading for Southend. **John G. Lidstone.**

Outside Top: For the first time in 20 years the four prototype Routemasters appeared all together. London Transport Museum **RM1**, London Transport Museum **RM2** (rebuilt with original design front and repainted this year), London Bus Preservation Trust **RML3** and London Bus Company **CRL4** (launched at the EOR event, rebuilt with its original design front, repainted in Green Line livery and internally refurbished). See EBN606p29. **Russell Young.**

Outside bottom: First Essex 63165 (SN64 CJF) was the first to be 'used' at Hadleigh - going out at half-hourly intervals for driver familiarization between about 9am and the last at 4pm (pictured) on 6 October. **John G Lidstone.**





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