

Essex Bus News

50
Years

**No. 597
JANUARY
2014**



Essex Bus Enthusiasts Group
www.essexbus.org.uk



Left: First Essex 65032 worked the Southend to Stansted X30 service on Christmas Eve (the 2200 ex Southend) as well as on Boxing Day and, as it is now tacho fitted, it may become a regular sight when there are coaches off the road (which seems to be pretty much all the time!). Only a limited number of buses can be used on X30, because of the need to have a tacho. It has usually been one of the Wrights bodied Scantias such as 66794. 65032 is one of the ex Chelmsford Park & Ride Scania Omnicities, and actually has better (high backed) seating and is more suitable than the Wrights buses used some times.

Ian Banks photographed it on the 1500 Boxing Day departure. Richard Delahoy (who drafted the caption) photographed it on the 1100 with a different driver.



Bottom picture this page: Whilst John Lidstone was at Ensign to take detail photos before the Ensign Running Day, 336 came in for test. It was a sight for sore eyes indeed - Mardens has done very well, with good attention to detail. John has worked with Mardens to try to gain accuracy, and emphasizes this is 'Southend Corporation Transport 336', not 'Southend Transport 336' (i.e. after 1974). John has a personal link with this bus, as he was the last person to drive it in ST service. More details inside. **John G. Lidstone.**

Front cover: c2c is off every weekend from January to July owing to Pitsea junction relaying. As c2c want coaches for longer distance runs, Ensign have painted up some Volvo B10Ms and 2 Volvo arctics similarly dressed in the attractive c2c/Ensign partnership livery. More inside and outer rear cover. **John G. Lidstone.**

Essex Bus News 597; January 2014

Editors & Other Officers

First in Essex

Chris Stewart,
10 Crossways,
SHENFIELD CM15 8QX
shenfield252@gmail.com

Arriva Southend/Network Colchester/

Network Harlow/TGM Stansted

Peter Mansbridge petemans_1@hotmail.com

Ensignbus/Heddingham

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

Regal Buses/TWH/Amber

Adam Kelleher,
74 Park Road,
BRENTWOOD CM14 4TU adamxxx4@yahoo.co.uk

Service Changes

Paul Harvey,
3 Orangewood Close, Gonerby Hill Foot,
GRANTHAM NG31 8QW
pw.harvey@ntlworld.com

Social Secretary; meetings, events, tours

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

Distribution Officer;

missing/defective EBN's

Owen Woodliffe as above

Publication Sales;

orders for publications to:

Owen Woodliffe as above;
he 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.

Smaller Operators

Roger A Smith,
67 The Street,
Little Waltham,
Chelmsford CM3 3NT

Magazine Editor

Maurice Austin,
Tindal Lodge, 11 Valletta Close,
CHELMSFORD CM1 2PT
maurice.austin@phonecoop.coop

Subscriptions

A calendar year subscription is £21,
renewable in January.

New members may join from any
month, but subscriptions will always
run to December, from whichever
month the member chooses.

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

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

Printed by DirectCDs Ltd,
Unit 9 Swaines Mill, Crane Mead,
WARE, Herts SG12 9PY
01920 465023
www.directcds.co.uk

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.

©2014 Essex Bus Enthusiasts Group

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

SOUTH ESSEX MEETINGS. The winter meetings are at **Wickford Cricket Club, off Swan Lane, Wickford**, 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 – but it is now surfaced! Doors open at 1930 for informal chat with main show from 2000 to 2145/2200. A cash bar is available. Members and guests welcome - £1.50 donation towards cost of room, please.

For **2014**, we are experimenting with meetings on **Wednesdays**, not Mondays, viz:

Wednesday 22 January. A Lodekka Evening! Chris Stewart will talk about the long-awaited book "Eastern National's Lodekkas" and we hope to have autographed copies available for sale, followed by a slide show by Richard Delahoy looking at Lodekkas across the UK (and a bit beyond).

Wednesday 19 February. Talk by Jeff Clayton, new General Manager of Hedingham/Chambers.

Wednesday 19 March. AGM, **1945 start!!!**; followed by slide show by Alan Osborne - 'South'.

The Spring session will move to **Freight House, Rochford** for meetings on

Wednesdays 16 April. Nick Blackall will talk about his time with Eastern National and latterly with ECC public transport team.

21 May. To be confirmed.

18 June. Dave Arnold and Richard Delahoy. Jersey and Guernsey 1975 onwards.

There will be an outside visit on **Wednesday 16 July**, no meeting in August.

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, 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 10 January. Trevor Brookes & Dave Arnold. 3rd International Old Timer Bus/Coach Rally.

Friday 14 February. Trevor Brookes. The Isle of Man Then and Now.

Friday 14 March. Michael Hunt (former Moore's driver). Moore's of Kelvedon.

Friday 11 April. Owen Woodliffe. Midlands, North-West and Scotland Bus Rallies.

Friday 9 May. Richard Delahoy. 20 years ago, part 2.

Other dates: **Fridays 9 May, 13 June, 11 July, 8 Aug, 12 Sept, 10 Oct, 14 Nov, 12 Dec.**



Just for a Change!

After First Bus withdrew bus services from Benfleet Road and Essex Way these covers are on all the bus stops on this route.

Ian Banks.

Paul Harvey's Blast from the Past returns next month.

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

GROUP TOURS.

Saturday 24 May 2014. Planning is well advanced for an exciting programme of visits to Cambridgeshire and Lincolnshire operators so make a note of the date!

Tuesday 24 June 2014. Evening tour from Colchester

EVENTS.

Saturday 5 April 2014. South East Bus Festival. Kent Showground, Detling***.

Sunday 13 April 2014. Spring Bus Gathering, LBPG Museum, Brooklands

Sunday 4 May 2014. Ipswich to Felixstowe Run.

Sunday 18 May 2014. Yeldham Transport Museum Open Day.

Sunday 1 June 2014. Clacton Bus Rally.

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.



Part of last year's Detling Festival; a multi-coloured feast in black & white!

Richard Lewis.

*** Three anniversaries will be celebrated at the South East Bus Festival this year, allowing themed displays to mark the 60th anniversary of the AEC Reliance, the 60th anniversary of the AEC Routemaster and the 75th anniversary of the London 'RT' class.

As with the previous events, this year's bus festival will take place alongside Kent Showground's own Heritage Transport Show which brings together around 400 cars, commercials, motorbikes and tractors, the combined events ensuring plenty to see and do for people interested in all types of road transport.

Full details of the event can be found online at arrivabus.co.uk/southeastbusfestival and there is a Facebook page at www.facebook.com/southeastbusfestival, on which latest news about the event and vehicle entries is regularly posted.



Happy 50th anniversary to us!

Yes; Essex Bus News has reached its Golden Anniversary! Our history is outlined succinctly on the Group web site but we thought you might like to see the original newsheet, slightly shrunk!

EASTERN NATIONAL ENTHUSIASTS GROUP

NEWS SHEET NUMBER 1

JANUARY 1964

EDITORIAL

The management committee (A. G. Osborne, B. M. Barrett, T. L. Murphy) welcome all members to the Group. As there was only a limited quantity of information available for the first News Sheet we have taken the opportunity of publishing a complete fleet allocation of Eastern National and a list of all new and acquired vehicles received since the publication of the Fleet List E.C.1. As all members will eventually obtain this News Sheet it is hoped that it will function as a starting block for all subsequent allocations, transfers, and details of new and acquired vehicles. In order that next month's News Sheet may be filled to the brim will all members please send in any notes that they consider will be of interest to the Secretary. In future the News Sheet will be published at about the 15th of the month, this edition was delayed owing to enrolment of new members.

ILFORD MEETING

Wednesday 22nd January, 1964 at 7, Cambridge Drive, Seven Kings. 7 - 9 p.m.

EASTERN NATIONAL OMNIBUS CO. LTD.

New Vehicles

1657	993 KOO	Bristol FLF6B	217.048	E.C.W. LD38/32FD	13944	10/63
1658	994 KOO	Bristol FLF6B	217.049	E.C.W. LD38/32FD	13945	10/63
1659	995 KOO	Bristol FLF6B	217.050	E.C.W. LD38/32FD	13946	10/63
1660	934 LWC	Bristol FLF6G	217.068	E.C.W. LD38/32FD	13947	11/63
1661	935 LWC	Bristol FLF6G	217.069	E.C.W. LD38/32FD	13948	11/63
1662	936 LWC	Bristol FLF6B	217.076	E.C.W. LD38/32FD	13949	12/63
1663	937 LWC	Bristol FLF6B	217.077	E.C.W. LD38/32FD	13950	12/63
1664	938 LWC	Bristol FLF6B	217.078	E.C.W. LD38/32FD	13951	12/63
1665	AVX956B	Bristol FLF6B	217.081	E.C.W. LD38/32FD	13952	12/63
1666	AVX957B	Bristol FLF6G	217.097	E.C.W. LD38/32FD	13953	12/63
1667	AVX958B	Bristol FLF6G	217.099	E.C.W. LD38/32FD	13954	12/63
1668	AVX959B	Bristol FLF6G	217.100	E.C.W. LD38/32FD	13955	1/64
1669	AVX960B	Bristol FLF6	217.101	E.C.W. LD38/32FD	13956	1/64

N.B. 1663-5 have Cave-Brown-Cave heating systems.

1665-7 were delivered as 727-9 WWC but were re-registered by Essex C.C. under the new system, which had commenced in 12/63, but with 'B' suffixes as they did not enter service until 1/64.

579	AVX962B	Bristol RELH6G	E.C.W. C47F	13722	1/64
580	AVX963B	Bristol RELH6G	E.C.W. C47F	13733	1/64

N.B. These vehicles were delivered as 940/1 LWC.

It seems likely that outstanding Reg. Nos. reserved for E.N. under the old system (LWC 870-6, 939-45 LWC) will not be issued and all future new vehicles will be registered under the new system.

Acquired Vehicles

043	MXB 742	Bristol LL6G	87.063	E.C.W. FC35F	6274	1952
044	SLA 760	Bristol LS6B	119.083	E.C.W. C34F	9950	1957
045	SLA 761	Bristol LS6B	119.105	E.C.W. C34F	9951	1957
046	10 DLY	Bristol MW6G	184.245	E.C.W. C34F	12846	1962
047	12 DLY	Bristol MW6G	195.001	E.C.W. C34F	12848	1962
048	13 DLY	Bristol MW6G	195.002	E.C.W. C34F	12849	1962
049	NWC 14	Bristol MW6G	204.013	E.C.W. C34F	13675	1962
050	YBD 200	Bristol MW6G	184.037	E.C.W. C34F	12229	1961
051	YBD 201	Bristol MW6G	184.038	E.C.W. C34F	12230	1961
052	YBD 202	Bristol MW6G	184.058	E.C.W. C34F	12231	1961

043-9 are ex Tillings Transport, acquired 11/63.

YBD 200-2 are ex United Counties (Nos. 200-2), acquired 1/64.

GENERAL

The first of the companies Bristol SC's to be sold are 435-7, to Cumberland Motor Services, Whitehaven in 1/64.

Another T.H.C. company reported to have Bristol Lodokkas registered under the new system is Eastern Counties. The vehicles in question are:-
LPS 73/4 AAH 173/4 Bristol FS5G E.C.W. LD60R entered service 1/1/64
A complete list of withdrawn vehicles since the publication of E.P.1. will be given next month.

Do note that Alan Osborne still holds regular meetings at his house [by invitation only], is still on the Management Committee and is very active in many other ways. What a record of service!

Is it a co-incidence that the bulk of new deliveries to ENOC were Bristol FLF's and the Group's new book on these magnificent machines is just about ready for publication?

Of course not! This is all carefully planned (!) and this issue contains some explanatory information, pictures and an advert for the new book all prepared by Chris Stewart.

I know that other readers have some super photos, which Chris was not able to squeeze into the book; I hope to publish a few of these in the forthcoming year.

Please do try to come along to the group meeting in Wickford on Wednesday 22 January for a special Lodekker evening (see this issue, p2).

Chris Stewart writes:

As can be seen from ENEG News sheet no.1, January 1964 saw the introduction of the suffix letter system to vehicle registrations issued by Essex. Only a handful of authorities had allocated the 'A' suffix in 1963 but the 'B' suffix became universal for 1964. 'OO' and 'WC' had themselves only been made available in 1962/3 and several pre-booked 'WC' registrations were never taken up, including those intended for the first Bristol RELH coaches and FLFs which instead were given AVX-B numbers. 36ft RELH6G coach 579, seen here, entered service as AVX 962B having been allocated both LWC 871 and 940 LWC on paper. In August of the same year, it became 401 under the new fleet numbering system brought in by the then Chief Engineer following his move from Lincolnshire RCC, which used a similar scheme. This coach was later demoted to a bus as 1612 before being sold in 1978.

Continued next page.



Bristol RELH6G coach 579. See text for details.

EBEG collection.

Number ranges

Acquired coaches (Bristol LL/LS)	0xx
Ex Moore's Commers	037-039
L/LL/LWL buses	302-358
SC4LK	395/6, 424-7/35-40/5 - 8/50-5
LS buses and coaches	359-423, 441-444
MW buses, DPs and coaches	434/49, 456-577
Ex Moore's Guy Arab D/D	1024-50
Acquired Bristol K	1051-6
Leyland Titan D/D	1108/10-39
Bristol K	1257-1342
Bristol KS/KSW	1343-1430
Bristol LD	1431-1540, 1542-68
Bristol LDL	1541
Bristol FS	1569/70
Bristol FLF	1571-1666



EBN597p5

More on the Lodekka, by Chris Stewart.

The FLF 'Lodekka' was the staple diet of many Tilling/THC operators from 1960 to 1968, Eastern National accumulating the second largest fleet in the country. 2787 was delivered in December 1963 (as 1664) in time to enter service, carrying registration 938 LWC. The next vehicles (1665-9) became AVX 956-60B rather than 727-31 WWC as originally planned. Not only that, it was the third FLF in the fleet to be built with Cave-Browne-Cave heating, as evidenced by the radiator grilles each side of the destination blinds – this sometimes troublesome system, designed to improve upper deck heating, had been fitted experimentally to LD6B 1489 (2458) in 1956 and was to feature on EN's FLFs up to the penultimate batch of semi-automatic FLFs in 1967.



2787 is seen resting in Brentwood depot alongside an earlier Lodekka, a mid/late 1950s 60-seat LD.

EBEG collection.

The detailed history of Eastern National's Lodekkas will very shortly be available in an EBEG book by Chris Stewart. Tracing the need for low-height double deckers, through the use of the prototype LDX6B LHY 949 by Westcliff and EN in 1951, the introduction of the first LD (XVX 19) in 1954, the move from 60-seaters to 70-seaters with prototype LDL 236 LNO and the introduction of the FLF, the 15 coaches for the X10, the 'semis', the first VR/FLF swap of 1971, one-man conversions, driving trainers and subsequent disposals far and wide, this 96 page hardback is illustrated in monochrome and colour using photographs (many from the Group's collection or from members) which include a number of official ECW shots, together with a wide range of others showing the numerous variations of design, livery, their regular haunts and their subsequent uses in this country and abroad. There is also a complete fleet listing and a list of known survivors, as well as a short chapter on those in preservation.

EASTERN NATIONAL'S LODEKKAS

Chris Stewart



ESSEX BUS ENTHUSIASTS GROUP

EASTERN NATIONAL

operated one of the largest fleets of Bristol/ECW Lodekkas in the country, the first of them arriving in 1954 and the last departing in 1981. Operating from the heart of London (working the famous 251 from Wood Green to Southend and X10 coach service) across the diverse county of Essex and over the border to Suffolk and Hertfordshire, these buses combined low-height bodywork with conventional seating layout upstairs for the first time and hence overcame the twin operating obstacles of low bridges and depot buildings which beset many bus companies.

In this book we follow the evolution of the type from the prototype Lodekka of 1949 to the last semi automatic FLFs of 1968, the use to which they were put throughout Eastern National and the afterlives of many examples, some of which are still to be found in use around the world today.

To be published February 2014.
Casebound A4 size, 96 fully illustrated pages including 12 in colour.
£15 plus £3 P&P* from EBEG, 196
Sinclair Road, Chingford, London
E4 8PT.

Web: www.essexbus.org.uk
(*Members are entitled to one copy each post free).



Service Changes by Paul Harvey.

Chambers

17 Feb 14 111 M-F Braintree to Sudbury: new service.

Ensign

18 Jan 14 22 M-S Aveley to Grays: additional early am journey introduced from Aveley and revised evening timetable.
 23 Coll Belhus to Palmers College: minor timetable changes.
 24 Sch Aveley to Palmers College: minor timetable changes.
 25 Sch Lakeside/Grays to William Edwards School: revised route in Stifford Clays.
 26 Coll Corbets Tey to Palmers College: minor timetable changes.
 33 M-S Lakeside to Grays: minor timetable change to the 0810 from Lakeside on Monday to Friday.
 44 M-S Lakeside to Grays: the 0755 from Lakeside to operate 5 minutes earlier on Monday to Fridays.
 66 M-S Lakeside to Chadwell: revised timetable with Chadwell served hourly.
 73 D Lakeside to Tilbury: revised timetable.
 82 M-F Brentwood Circular: service withdrawn.
 83 M-S Lakeside to Chadwell: revised timetable.
 88 M-S Grays to Lakeside: reduced evening service and Saturdays operates hourly between Stifford Clays and Grays with limited journeys extended to/from Lakeside.
 20 Jan 14 81 M-S Brentwood Circular: revised timetable.

First Essex

5 Jan 14 300 M-F Basildon to London Gateway Port: new service.
 6 Jan 14 507 Sch South Woodham to Chelmsford: revised route and timetable.
 508 Sch Great Dunmow to Colchester: revised timetable and route.
 509 Sch Little Dunmow to Colchester: revised timetable and route.
 525 Sch Chelmsford to Colchester: revised timetable and route.
 618/619 Sch Debden to Ingatestone: service withdrawn.
 620 Sch Epping to Ingatestone: service withdrawn.
 2 Feb 14 5/A M-S Bockings Elm to Holland: revised timetable with section of route between Holland and Clacton cancelled, service extended to Brook Retail Park.
 5B M-S Clacton to Bockings Elm: service withdrawn.
 7/8 D Clacton to Walton: minor timetable revisions with off peak service diverted via Morrisons.
 10-12 D Telford Road to Jaywick Sands: revised timetable with service extended to Clacton Common Shop'g Centre off-peak.
 16 M-S Clacton to Bockings Elm: service withdrawn.
 17/18 D Clacton to Point Clear: revised timetable with 17A withdrawn.
 40 M-S Great Baddow to Chelmsford: revised timetable and service extended to Broomfield Hospital via Woodhall Estate.
 41 D Galleywood to Chelmsford: minor timetable changes.
 45 D Oxney Green to Moulsham Lodge: revised timetable.
 47 M-S Chelmsford to Broomfield Hospital: new service.
 72 M-F Chelmsford to Chelmer Village: new peak hour service.
 351 D Chelmsford to Brentwood: revised timetable.
 H1-H3 M-S Broomfield Hospital to Chelmsford: services withdrawn.

Hedingham Omnibus

6 Jan 14 557/8
559

Sch East Mersea to Colchester: services withdrawn.
Sch West Mersea to Colchester: service withdrawn.

New Horizon Travel

3 Feb 14 14
15

M-F Walton to Clacton: service withdrawn.
M-S Clacton to Walton: revised timetable.

Regal Busways

3 Feb 14 3

B1
3 March 14 1

M-S Chelmsford to Southend: revised running times for the 0645 service 3E to Southend which starts 0700.
M-F Bournes Green to Basildon: service withdrawn.
M-S Oxney Green to Canvey: revised peak timetable.

SM Coaches

21 Nov 12 17

M-F Harlow Circular: it is believed this service ceased operating shortly after introduction but was never officially cancelled.

6 Dec 13 E4

Sch Harlow to Bishop Stortford: school service w'drawn.

Stephensons of Essex

6 Jan 14 91

506

M-S Tollesbury to Witham: 0830 journey from Tiptree to operate 10 minuets earlier.
Sch Heybridge to Colchester: revised afternoon route and timetable.

Townlink Buses (Previously operated under the SM Coaches O Licence)

20 Dec 13 20
21

M-S Harlow to Ongar: new service
M-S Harlow to Brentwood: new service.

TWH

20 Jan 14 444

555

M-S Loughton Circular via Waltham Abbey & Upshire: revised timetable.
M-S Harlow to Waltham Abbey: revised timetable with most of the service withdrawn except for a schoolday journey between Debden and Theydon Bois only (updated information).

Whippet Coaches

22 April 14 E
F

TThFS Cambridge to Clacton: revised timetable.
FO Cambridge to Southend: revised timetable.

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



Regal Busways 604 (R510 SJM) a Dart/Plaxton in Chelmsford Bus Station on service 1 to Canvey, Leigh Beck on Thursday 12 December, a misty and dirty day!

Ken Coldwell.

Ensign 597 for EBN 597 by Richard Delahoy.

To link with this month's issue number of 597 we could have chosen the preserved Bristol VR UAR597W but have instead opted for something a little more obscure, with a Southend/Ensign theme. In 1989 Ensign acquired 6 of Southend Transport's P registered batch of Fleetlines, 206/7/9/13/4/7 (originally 386/7/9/13/4/7) for use on London Regional Transport tendered services, including the 246 passing under the railway bridge at Cranham where the low height of these buses would be essential.

⁹JTD387P was withdrawn by ST in July 1989 and passed to Ensign immediately, being given fleet number 597 (hence this month's connection). The acquired buses were in a mix of the traditional ST livery of blue/cream and the later blue/white deregulation style (as illustrated last month on ex Southend 233, now in Ensign's heritage fleet) and initially they operated in ST colours, before being repainted in Ensign blue/silver.



Richard Delahoy photographed the bus at Ensign's Purfleet premises on 29 August, 1989, still in blue/cream, the front view showing how the destination box had been replaced by what he described at the time as an "RCL type" layout. The X1 blinds seem a trifle optimistic but are a reminder that Ensign did provide emergency cover on that service for ST, while the rear number blind shows 252, more appropriate for the LRT services. The bus passed to Fronrunner South East in July 1990 still for these services but by autumn 1992 had succumbed to the great Barnsley scrapyards, in this case PVS at Carlton.



Picture above, see text, previous page.

Richard Delahoy.



Lower Picture.

Co-incidence or serendipity?

The amazing sight on Monday 23 December - ex ST 233, now with Ensignbus, on its first 'working job' rail replacement between Shenfield and Southend!

John G. Lidstone.

Vehicle on Loan.

61533 (R121 GSF), a Scania L113 / Wright, on loan from FEC Ipswich to Braintree. First noted on route 70 on 20 December. Subsequent sightings: 132 on 27 December and 70 on 3 and 4 January. Dot matrix destination equipment not in use and paper route number in windscreen.

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 they no longer appear on the company's listings:

BN-Basildon; BE-Braintree; CF-Chelmsford; CN-Clacton; CR-Colchester; DT-Harwich; HH-Hadleigh;

DS-Driving School; (D)-Disposal, RES=reserve; Sh=shuttle bus (non PCV)

Correction to EBN 596: 65676 FEC-CR, not FEC-CN: it may have been delivered to CN initially before moving to CR. It was seen on route 62 on 2 December.

Period 9 (24 November to 28 December):

Official information not yet received by the time EBN went to press, the following being from observation:

43740 BE-BE(out of use); 65574 DT-CN; 65626 DT-CR; 68000 BE(rest room)-BE(Sh). In addition, CR65538 has been seen on Clacton services (see notes below) but it is not known if this is a transfer or just a loan.

43740, which had recently passed its MOT, is reported withdrawn from service because of a blown engine. 65574 and 65626 were the last two vehicles officially allocated to Harwich. The former was noted on route 7 and the latter on 66A both on 11 December.

Disposals.

Former First Essex Tridents 32881 and 32894, which had been sold to First Midland Red West in August and September 2012 and later moved on to Rotala, moved within the Rotala group from *Diamond Bus* to *Preston Bus* in August 2013 and are being used for spares.

Other Vehicle News and Workings.

General

On 18 December, Father Christmas and First's 'Freddie the Frog' (first seen locally with the launch of the Hybrids) were both giving out leaflets in Chelmsford Bus Station. A vinyl of the frog together with a Christmas present was attached to the front nearside window of some vehicles during December.

Work has commenced on modernising and improving Chelmsford Rail Station, which will include a new entrance/exit opposite the bus station (leading to both platforms - at present there is a peak hours only exit from Platform 2).

A new local fleet name, "Colchester", has been introduced, applied above the side windows towards the rear on 65682 and first noted on 23 December.

Olympians

During December Chelmsford's 34305 was noted on 71/A on 5th and 19th, 525 on 16th and 42 on 31st. Colchester's four remaining Olympians, 34014, 34018, 34304 and 34307 were variously on services 61, 62, 63, 64, 65, 75/A and 88 during December, whilst some were parked at Harwich outstation during the month and may have been used on routes 103/4 (see notes below). Also 34014 very unusually worked Sunday service 61C on 29th. However, there have been no reports of 34304 or 34307 in service since 17th when the former worked the 75 and the latter the 88. 34014 and 34018 continued in service into the New Year, with 34014 on 88A (2 Jan), 75 (3rd), 63 (4th) and 65 (7th) and 34018 on 61/62 (7th).



The last day of Harwich as a depot, 30 November 2013, 65569 receiving maintenance in the depot, and sister 65574 prepares to work the 0950 service 104 to Colchester. **Robert Appleton.**

Clacton (CN) and Colchester (CR) (including Harwich (DT) outstation).

On 10 December, recently acquired CR69421 was seen with its 'Ipswich' local fleet names removed, but CR69430 still carried them when seen on 9 January.

In the first week (w/e 7 Dec) of Harwich becoming an outstation of Colchester, Stephen Barham noted the following vehicles in service in Harwich: 32654, 32856, 34014/18, 43742, 44597/9, 65527/32/51/70/87, 65653. It appears that buses out-stationed at DT are refuelled at Colchester Queen Street between 1631 and 1915. Looking at the Monday to Friday timetable this means:

1525 DT-CR 1631 103 refuel 1655 CR-DT 104; 1605 DT-CR 1714 104 refuel 1735 CR-DT 103;
1625 DT-CR 1734 103 refuel 1800 CR-DT 104; 1655 DT-CR 1801 104 refuel 1830 CR-DT 104
1745 DT-CR 1851 104 refuel 1915 CR-DT 104

It is assumed that CR works 1715 CR-DT 104 and return 1835 DT-CR 104.

Following on from Robert Appleton's reports in EBN 596 about the workings of routes 103/4 in the transitional days of Harwich becoming an outstation, he observed the following on 11 Dec:

CR65669 worked 1235 CR-DT 104, 1353 DT-CR 104, 1505 CR-DT 103.

CR65676 worked 1153 DT-CR 104, 1305 CR-DT 103.

CR32652 worked 1223 DT-CR 103, 1335 CR-DT 104, 1455 DT-CR 104, 1615 CR-DT 103.

CR65565 worked 12.53 DT-CR 104, 14.05 CR-DT 103.

CR32654 worked 1323 DT-CR 103, 1440 CR-DT 104.

Of note are the two double deckers being used after the routes had been mainly single decker operated in the last few months of Harwich operation. Robert says that this was particularly useful on the 1615 Colchester departure where most seats were filled and use of a single decker would have resulted in a lot of standing passengers. The 0710 104 and 0720 103 (school days) Harwich departures are also scheduled for double deck operation.

Later observations (by Stephen Barham) of vehicles – all CR - parked at Harwich outstation:

Sunday 15 December: 32651/2, 34014, 34304, 65576 and 66977

Sunday 22 December: 32652/4, 34018, 60206, 65671 plus one other Scania saloon

Boxing Day: 32651/2/4, 65654, 65671

Monday 30 December: 65565/9/70/6 plus one other Scania saloon

New Year's Day: 32478, 62410, 65569/70, 65626, and 65653

2 Dec CR32482 (61/62 branded) on 104

11th CN65587 on 65, CR65538 on 76

13th CF66808 on 63

15th CR32476/8 on Ipswich to Felixstowe rail replacement/cont EBN59p14.

CR, CN & DT, cont.

19th CR65538 seen at CN garage
20th 65671 back at CR from loan to CF and on 88 (and, as noted above, parked at DT on 22nd/26th)
23rd CR65538 on 74, CR65666 on 71
24th CN43743 on 74
29th 66837 seen at CR Queen St depot, on loan from CF in exchange for 65671 (again back at CF)
3 Jan CF66837 on 88

Chelmsford (CF) and Braintree (BE).

5 Dec CF43360 on 71/A
7th CR65671 still on loan to CF and on 42
11th BN33425 on evening peak hour Sandon P&R
16th 20128, still on loan from *First Eastern Counties*, on driver training in Chelmsford
18th CF44549 on 42A, CF53131 and CR65587 on 71, CF53701 on 56
21st CF53113 on 42, CF53701 on 42A - first report of this narrow Solo on this route
24th Recently repainted CF65032 on X30. Note that this has gained normal size fleet numbers on the front - recent deliveries and repaints have had small fleet numbers on the front, although with normal sized ones on sides and rear - but since its repaint it has not received any fleet names at all. It was on the X30 again on 26 December and 3 January.
27th Enviro hybrid CF67903 on 71/A (particularly unusual working)
2 Jan CF42931 on Braintree route 9
3rd CR65671 back again at CF, on 42 and on 31 and 36 the next day
6th BE40008 on 30
7th CF53701 on 351 / 73 - first report on these routes
8th CF65032 on Driver Shuttles

Basildon (BN) and Hadleigh (HH).

7 Dec BN32801 and BN33077 on consecutive 9 journeys
18th BN60811 on 100
10 Jan The final Dart / East Lancs HH41011 noted still in use (on 28)

Sources: Own observations, and with thanks to R Appleton, J Bale, I Banks, S Barham, N Clark, T Clark, J Clayton, S Coates, L Cornwell, D Flatman, D Lund-Conlon, C Nixon, J Podgorski, D Pretty, I Ransom, J Salmon, K Smith, G Toon, D Warren, R West, the Essex yahoo! group, *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 those who do so.



Resting at Showbus 2006, ECW B53F with Gardner engine FWC439H, formerly ENOC1516 may bring back a few memories! We believe it is currently owned and preserved by Dave Edwards of Witham. There is a dedicated website bcv.robsly.com/fwc439h.htm

John Salmon.

It is also an opportunity to say I have a great shortage of pictures of current First Essex operations. Can someone produce one of new route 300 and the new Colchester FC services, please! Editor.



Just across the County Border!

Courtesy London Transport Museum.

The building in the photograph is 39 South Street, Bishop's Stortford, which came into transport use in 1929, when local hay merchant, Frederick Smith, set up the Acme Pullman company on this site. The building at number 39 became the company's office and a large garage was built on the land behind, which was down the narrow alley seen to the left of the building. The garage was a large steel-framed open building incorporating a workshop and could accommodate 18 coaches undercover and ten more in the open.

Services were operated between Newmarket and London, using a fleet of rather splendid Gilford coaches. Acme quickly went on to become a very successful company and sold out to London General Country Services for a high price on 21 September 1932, to become part of the Green Line network. In 1933, the garage passed to the newly formed London Passenger Transport Board with the rest of the L.G.C.S./Green Line companies.

Uncertainty surrounds the closure of 39 South Street by London Transport, but it was replaced by the new garage at Epping (EP) when it opened 5 September 1934. There was also another garage operating buses rather than coaches, which was a little further down South Street; it was owned by the London General Omnibus Company, but operated on their behalf by the National Omnibus & Transport Company. This garage was taken into the LPTB empire upon formation in 1933, but was rented to Eastern National in 1934 and sold to them on 18 June 1935. It remains uncertain what happened at either of the South Street sites between the formation of London Transport in 1933 and the opening of Epping garage in 1934. It is often said that either garage was given the code "BS" by London Transport as official photographs exist showing buses with BS garage plates./ continued next page.

EBN597p15

Just across the County Border! Continued.

Courtesy London Transport Museum.

It appears that, although plates were produced, the garages were actually closed and out of use before the Country Area adopted the same garage code system as the Central Area.

39 South Street was later brought back into use by London Transport as a waiting room for Green Line passengers and this is how we see it in the mystery photograph. It was later closed and went through various retail uses, including a period as an off-licence. The garage building was later demolished and replaced with a car park. Today, 39 South Street still stands and is in use as the Cross Gallery. The outbuildings immediately behind and seen in the accompanying photograph (taken in late April 2013) also still stand. The car park on the garage site has recently been built on and a ring road passes through it too. Interestingly, the National garage further down the road also still stands and is in use by National tyres. Close inspection shows both premises to be very recognisable from their bus and coach days.



Sincere thanks to

Barry Le Jeune, Editor of the LT Friends News for giving permission to reproduce this fascinating article and to **Damon Cross**, author of the text and photographer of the modern view. The photographer of the early view on this page is unknown.

This article originally appeared in *Friends News*, the magazine of the London Transport Museum Friends, and is reproduced here with their kind permission.

The Museum Friends support the work of the Museum through volunteering (including stewarding at events), research and fundraising. The Friends also have an active programme of meetings and visits on transport related subjects.

2013 was dominated by the events to mark the 150th anniversary of London Underground - and there will be more steam trains this year. 2014 will also see the celebration of "The Year of the Bus", marking the 75th anniversary of the RT; the 60th anniversary of the Routemaster; and 100 years since the outbreak of the First World War. A major current project is the restoration of a B-type bus, in the form in which the London buses and busmen went to the WW1 battlegrounds. The Heritage Lottery Fund and the Museum Friends have funded this project, known as "Battle Bus".

For further details of Friends' activities, projects and membership, please visit the website: www.ltmuseumfriends.co.uk
EBN597p16

***go on, get on!* Arriva Southend;** by Peter Mansbridge.

Dennis Dart SLF 3325 (T825NMJ) has been withdrawn following an accident on 14 December.

As part of the on-going reorganisation/simplification of Arriva's subsidiary companies and licences, a new Operators Licence PF1116442 was granted for Arriva Kent Thameside Ltd in December 2013 in the Eastern Traffic Area, covering the depots at Grays (authorisation 50 vehicles) and Southend (85 vehicles). This is in addition to the O Licence that Arriva Kent Thameside already holds in the South Eastern & Metropolitan Traffic Area (PK0001285) for the depots in that Traffic Area.

It is expected that during 2014, the services at Southend and Grays will be re-registered to Arriva Kent Thameside and the existing Arriva Southend Ltd licence PF0000093 will be surrendered. The licence identity F93 (the P for passenger and the leading zeros were added when records were computerised) in fact dates back to the Road Traffic Act of 1930 and the licence granted to Southend Corporation Transport, the first recorded instance being in 1931 when an application was made to run bus services. So another little bit of local transport history will be lost and another link with the old S(C)T operations severed. We will update members in due course.

with thanks to Richard Delahoy, Essex Buses Yahoo Group.



With Arriva Southend now having 12 DAF SB120/Wright Cadet buses that were at one time driver trainers before being refurbished and converted back to bus use, it is appropriate to illustrate another that is still in use as a trainer. T3536, LF02PNX, was at Southend Travel Centre on 18 December. Will this bus come back to Southend for service work in due course, to join 3530/1/2 from the same batch, we wonder?

Matthew Evans.

Arriva Southend, continued.

In contrast, here's a bus that did operate in Southend in service from March 2008 until February 2011 but is now a trainer. It had originated with Town & Country at Grays. On New Year's Eve, **Ian Banks** photographed Dart/Plaxton (T)3401, R311NGM in the same location as T3536 but in a contrasting, more attractive livery.

Captions on this and previous page by **Richard Delahoy**.



TGM Essex - Network Colchester by Peter Mansbridge.

Ex Arriva Southend Dart SLF 3391 (P261 FPK) was withdrawn and in storage at Stansted by mid December.

TGM Essex - Network Harlow by Peter Mansbridge.

3873 (KE57 EPA) and 3857 (KE54 LPC) both received SX Connect livery during December completing the batch of Volvo B7RLE/ Wrights at Harlow.
with thanks to Harlowride and Essex Buses Yahoo Group.

New Vehicles:

605 EU63 UZV

606 EU63 UZW, both Scania N230, ADL Enviro 400 H75F, delivered in late December.

A further pair are due in mid 2014 to take the tally of low height Scania deckers to 13 (ADL bodied 601-8 and East Lancs 631-5). In addition, 12 x 2005 ex London Sovereign Scania/East Lancs deckers are due after conversion to single door and will be numbered 513-24. (Low height deckers are in the 6xx number series, the 5xx series is for full height buses).



Stephensons 464, Enviro 200, (EV62 FDF) on route 32 to Ongar outside Chelmsford Railway Station on Thursday 12 December, a misty and dirty day!

Ken Coldwell

S. M. Coaches by Adam Kelleher.

Rebranding.

During November "SM Coaches" (in capitals) fleet names were removed from the front, rear and sides of vehicles and replaced with "townlink" (in lower case scroll) fleet names at the front and on rear windows. Roadrunner buses have also gained this branding. Interestingly, what is now TGM in Harlow, and was originally part of London Transport, then London Country and London Country North East, used the fleet name "Townlink" in the 1990s when part of County Bus until the formation of Arriva in late 1997.

With thanks to Owen Woodliffe.

EBN597p19



Vehicles on Loan. 614 and 615, which had been on loan to Trustybus since the beginning of September, are now back with Regal. 614 was seen at Regal week ending 7 December and 615 was seen on route 3 on 18 December.

Disposal. 1301, which was de-roofed when attempting to pass under Chelmsford's Duke Street railway bridge while on route 3 on 16 May 16 (see EBN 590), has gone for scrap.

Other Vehicle News. At the beginning of the year 606, 608, PO1 and PO3 were all off road, with 608 possibly terminally.

Workings and Observations.

The storm surge and subsequent high tides and rising river levels on the night of 5-6 December caused damage to rail lines in the Lowestoft area. Initially Norwich to Lowestoft trains were ending one station short at Oulton Broad North, before a partial service to Lowestoft was introduced and then the full service on the 12th. Ipswich to Lowestoft trains were ending two stations short at Beccles. Regal were operating replacement bus services - PO2 was seen on 8th and 11th and 802 on 10th. As at the 12th the Beccles - Oulton Broad South - Lowestoft line was still closed but had re-opened by the 18th.

2 Dec	210 on 565
18	515 on 31A, 1206 on 7
23	802 on 565 (and again on 30th and 31st)
8 Jan	PO2 on 3 with number in windscreen and "Regal Busways" as destination
9	1302 on 7

With thanks to Chris Stewart and Owen Woodliffe

Travel With Hunny by Adam Kelleher.

Acquired Vehicles, December 2013:

X646 WTN Mercedes 0810D / Alexander minibus B27F new 12/2000 to Arriva Northumbria (2646). Entered service in overall red, still with "M&M Coaches Accrington" fleet names on front and rear. Scrolls fitted, including three piece number at front and side, both in use when seen on 555 and 848, plus "lazy" front destination blinds (as described in EBN 594).

M458 JPA (see EBN 596) was originally operated in overall red but by 14th December the complete rear plus front and side lower panels had been repainted in TWH dark blue.

Vehicle on Loan. LR02 BFA, which had been on loan from Ensign at the end of September (see EBN 594), was sold to McGills, Greenock during October.

Disposal. Super Pointer Dart X954 VAP was sold back to Ensign in December.

Services. TWH have introduced a new circular route 444 between Loughton Station and Waltham Abbey with school journeys extended to and from Debden Park School. However, as reported in EBN 596, from 20th January route 555 is reduced to one journey in the morning to Debden Park School from Abridge and Theydon Bois with one return journey in the afternoons on schooldays only.

With thanks to Peter Horrex.

EBN597p20

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

Acquired Vehicles.

September 2013: V653/660 HEC Dennis Dart / Plaxton MPD 8.8m B26F new 1/2000
From Ensign, ex Rotala, new to Blackburn (653 and 660).

October 2013: Y248FJN Dennis Dart / Alexander ALX200 8.9m B28F new 8/2001
From Ensign, ex Roadrunner, new to Stagecoach London (SLD 248). Seating later reduced to B26F.

November 2013: X649LLX Volvo B7TL / Plaxton President 10.6m H43/25D, new 1/2000
From Ensign, new to Metroline (VPL149). Converted to single door and repainted at Mardens, Benfleet in November, gold with a dark red skirt upswept towards the rear, rear all dark red. Re-seated to H47/33F and fitted with seatbelts.

December 2013: S411TNO Dennis Dart / Alexander ALX200 B29DL new 10/1998
From Ensign, new to Stagecoach London (LCY11)
R821HCD Dennis Dart / Alexander ALX200 B37F new 5/1998
From Ensign, new to Stagecoach East Kent (21)

LT02ZDO remained unfit as at the end of October, but the other three ex Metrobus Darts (see EBN 595) were in service by then.

Vehicles on Loan. Regal's 614 and 615, which had been on loan from Regal since the beginning of September, were back with Regal by December. 614 was seen at Regal week ending 7 December and 615 was seen on Regal's route 3 on 18 December. As well as W572JVV (see EBN 595), Rotala's W366ABD was also on loan for a period this autumn.

Disposals. Dart RX51FNP has been written off following an RTC in October 2013.
Former Logic Bus W126 WGT and W139 ULR (see EBN 595) went to Khoka (City Speed), Smethwick, in May 2013. T35 KLD was another former Metroline dual door Dart that was operated by Logic in red / blue skirt livery.

Rail Replacements. SPD 2 / 4 / 7 / 10 were noted on Greater Anglia Broxbourne-Chingford RRP on 17 November, with SPD 1 / 2 / 10 and X649 LLX on this on 24th.

With thanks to Ross Newman, John Podgorski and LOTS.



Do You Know?

Ian Banks asks, "Whether this could this be an ex. Eastern National bus stop (it is green, the right colour!). He was travelling on a London bus near the old Tramway office in Walthamstow.

The stop is on the corner of Evesham Avenue and Chingford Road across the road from Monoux Collage. It can be clearly seen on Google Street Maps.

Ian Banks.

Hedingham and *CHAMBERS* by Mark Lloyd.

New Fleet Numbering System.

Late December witnessed the removal of the old L prefix fleet numbers used since the formation of Hedingham & District Omnibuses, with the complete removal of them planned by the time you read this. Early in 2014 both Hedingham and Chambers will adopt the Norfolk-led three digit setup. Details to be published next month.

Acquired Vehicles.

907	YT51 EBF	Optare Solo M850	Optare	B25F	ex-Anglian 907
New to Connex in 1/2002.					

Withdrawn and Sold Vehicles.

L369	K518 ESS	Leyland Olympian	Alexander	DPH43/27F
-	R941 YOY	Volvo Olympian	Alexander	H47/25F
Both to A. Barham (dealer).				

Allocations.

907	YT51 EBF	Anglian – SY
L356	EY57 FZE	SY – CN
L420	V303 LGC	CN – SY
VP4/8	X153/9 FBB	TY – Go Ahead London
VP6	X157 FBB	CN – Go Ahead London

Fleet. Solo 907 has entered service at SY in yellow/blue livery, minus Anglian fleet names. It is allocated to a Suffolk school contract and will not normally appear on service work. It retains its fleet number from Anglian. 907's arrival released ADL Enviro200 L356 (EY57 FZE) back to CN. Volvo B7TL/Plaxton President L420 (V303 LGC) has gone back to SY from its period on loan at CN, where it covered for Dennis Tridents undergoing repair work. Volvo B10M/Plaxton Premiere coach L286 (P530 CLJ) was loaned by CN to SY for one day in mid-December. Plaxton President-bodied Volvo B7TLs VP4/6/8 (X153/7/9 FBB) returned off loan to Go Ahead London on 13 December.

Volvo Olympian/Alexander L384 (R702 DNH) and Volvo B10BLE/Wright L409 (R216 HCD) have been fitted with new LED front destination displays.

Dennis Lance SLF/Wright Pathfinder L212 (M211 WHJ) is due for withdrawal in 2014. Hedingham are open to expressions of interest for preservation; all offers must be received by the end of January: please email services@hedingham.co.uk with L212 in the subject line. L211 and L212 were instrumental in introducing low floor services in North Essex in the mid-1990s and were among 10 such vehicles (Southend had M761-4 JPA, County Bus had M266-9 VPU). These were deployed on the 90 Maldon-Witham service and on Hedingham's Sunday ECC routes in their early days. L211 suffered terminal accident damage in October 2012.

Additional Related News.

L101 MVX878C former Eastern National FLF ex 2841 has passed via Ensign (dealer) to Julian Patterson, thus reinstating its link to Hedingham.

Mercedes Benz Sprinter R995VJO, ex crew ferry, has been sold to a private owner.
with thanks to Jeff Clayton, Dave Arnold & Essex-Buses yahoo group.



Top picture: Heddingham L347 (R643 MNU), a Volvo Olympian awaiting school duties.

Lower picture: Heddingham L404 (W791 VMV), a Dart/Plaxton on service 34 to Great Notley.

Both pictures taken at Brainree Bus Station on 12 December by **Ken Coldwell**.

Ensignbus

By Mark Lloyd.

Ensign Fleet December 2013

Vehicles Acquired:

704	PX12BSYADL	Enviro 200	ADL Enviro	ex Reays
-----	------------	------------	------------	----------

Vehicles Withdrawn:

101	V147MEV	Dennis Trident	Alexander	ALX400
104	V122MEV	Dennis Trident	Alexander	ALX400 ex 864DYE
106	V476KJN	Dennis Trident	Alexander	ALX400

101/4/6 sold to Brylaine Travel, Lincs.

744	Y344FJN	Dennis Dart SLF	Alexander	ALX200 orig SC34344
-----	---------	-----------------	-----------	---------------------

744 sold to TownLink Buses, Harlow. *with thanks to Ross Newman.*



© John G. Lidstone Photography

The intrepid **John G. Lidstone** was out and about for the Boxing Day X10 service by Ensign. He writes "Other than (I think, one rounder) the Hybrid trip, all others were worked by Volvo B9TL/Olympus buses.

This is a true family shot, at Hadleigh, with Ensign Operations Director Ross Newman at the wheel, and Ensign Chairman Peter Newman (with Mrs Newman) enjoying a ride on the top deck.

Well done to the ever-excellent Ensignbus for enterprisingly offering Southend a 30min bus service on Boxing Day along the A13 to Southend from Lakeside via Basildon, when c2c rail, First (X30 apart) and Arriva Southend all chose to abandon their customers - unlike Southend Transport of old, which ran a core network of its own services on 26 Dec, as well as even Eastern National routes (when they gave up).

EBN597p24

Ensignbus Dealing Stock Movements. December 2013. By Mark Lloyd

Vehicles In.

Dawson Rentals	KP02PVJ/K	Dart MPD ex Abellio	
	KN52NFD/E/P/X/Z		
	YT51EAJ		
Go Ahead N East	V215ERG	Dart MPD	
	NA52AWH/J/R/P/F/U/V/W	525/6/31/30/23/32/33/34	
	NK51MJUY	515/18	
	NK51MKD/A/C/E	521/19/20/22	
	X501/12WRG	501/12	
	X551FBB	510	
Reays	PX12BSY	ADL Enviro 200	
Stagecoach E Scotland	S322CCD	Olympian Alexander ex 16322	
Stagecoach Manchester	P730GND	Olympian Alexander ex 16800	
Stagecoach Midlands	R172/8VPU	Olympian Alexander ex 16072/8	
Stagecoach West	W805VDD	Dart Plaxton SLF ex 33505	
Uno Buses	PN03ULS	Dennis Trident President ex TP271	
Wilts & Dorset	F707/12RDL	Leyland Olympian ex 4707/12	
	G713/7/9WDL	Leyland Olympian ex 4713/7/9	
	G723/7XDL	Leyland Olympian ex 4723/7	
	H734WDL	Leyland Olympian ex 4734	
	K738ODL	Leyland Olympian Northern Counties Paletine I 4738	
	R383LGH	Volvo Olympian Northern Counties Paletine II	

with thanks to
Ross Newman.

Vehicles Out.

Acorn Bus, Tamworth	S865ONL	DAF Plaxton Prestige ex Go NE 4865	
Aintree Coachlines	KN52NFD/E	Dart MPD ex Dawson Rentals	
Belle Vue, Stockport	PJ02PZX	Trident President (ex Ensign 909)	
Bordabus, Bungay	X643LLX	Volvo B7TL Plaxton President ex VPL143	
Brylaine, Lincs	L526YDL	Volvo B10B Alex Strider ex W&D 5626	
City Sprinter, Glasgow	KP02PVJ/KN52NFX	Dart MPD	
Carters Coaches, Capel	G727XDL	Leyland Olympian ex W&D 4727	
Evergreen C, Birmingham	Y178/97/246NLK	Volvo B7TLs Plaxton President ex Metroline	
Galleon Travel, Roydon	S411TNO/R821HCD	Dart ALX200 ex SC 33361/33021	
Golden Tours, London	Y373NHK	Trident ALX400 ex Stagecoach 17373	
Goodwins, Manchester	TSV778	Neoplan Skyliner ex SC50142	
JD International, Lowestoft	P887PWW	DAF SB3000 Ikarus ex Go Ahead South Coast	
Kent Metro	KP02PVK	Dart MPD ex Dawson Rentals	
Nextbus, Chippenham	FJ09NZK	MAN Wright ex Premiere 3304	
Reading Buses	LG02FGA/FFK	Dart SLF ex Transdev (DPS)	
Rotala Group	MX08MZD/E	Solo	
	YN08NXL	Volvo B7RLE Plaxton Centro	
	PO58KPY	Volvo B7RLE EL/Optare ex Kent TT 309	
	YJ56YDO	Volvo B7RLE Wright ex Lanc Utd 1815	
Stagecoach South	PN03ULS	Trident President ex Uno TP271 (parts)	
Travel Express, Wolverhampton	Y244/52FJN	Dart ALX200 ex SC34244/252	
AC Williams, Lincs	R383LGH	Volvo Olympian NC Paletine II ex Go S Coast	

Others Matters.

R172/8VPU, S322CCD, P730GND Drew Wilson Coach Sales, Glasgow.
R476RRA Olympian East Lancs ex Western Greyhound 476 to Mike Lawrenson, Preston.
FJ09PXO MAN Wright ex Premiere 3305 to Newcastle Airport.
R835MFR Olympian EL ex Go South Coast 4835 to Central First School, Northumberland.
N16WAL DAF Ikarus ex Damory 5047 to Exclusive Jet Charter, Southampton.
RML2321 to Bus and Us, Melton Constable, Norfolk.

More of the Ensign Running Day by Chris Stewart.



Leyland Tiger TS7/Harrington C32R DUF 179 was new in 1937 as Southdown Motor Services 1179 for their London to South Coast express services, but within two years the advent of World War II saw a number of its sister coaches requisitioned for Army use. After many years in preservation 1179 passed to Ensign in 2012, but by then was in need of major body reconstruction which was completed just in time for the December 2013 Running Day. Ensign Chairman Peter Newman seemed particularly at home in the cab of this coach as we were treated to a ride out from Lakeside to the Orsett 'Cock' roundabout and back via Grays.



Green Line '10T10' AEC Regal T499 (ELP 223) was new in May 1938 and worked initially from Grays garage, then at Watford and Hatfield before being requisitioned as a public ambulance in 1939. It was returned to LT in 1945 and served until 1954, when it was sold to a school bus operator in Western Australia. Out of use since 1962, it was acquired for preservation in 1997 and later donated to Ensign who repatriated it in 2004. Restored to working order between 2010 and 2013, it made its first appearance in service at the December running day wearing the wartime grey livery of the American Red Cross, for whom 50 such vehicles worked during World War II driven by LT drivers. The 'Clubmobiles' toured US bases dispensing a little taste of home; each was named after an American state, the real 'Oklahoma' being sister T659 but re-created by T499 as the Ensign directors still have personal connections with Oklahoma, the state to which some of their first exports were destined. Following this one-off appearance, T499 is now scheduled for completion in full Green Line livery.

EBN597p26



Top; a fabulous 'Ensign contrast' of Leyland Cub and Volvo B9TL.

Bottom: GreenLine RT3232 from rear with yellow blinds looking fabulous.

Both pictures by **John G. Lidstone.**

More on the National HQ from John Taylor.

May I add something to Bob Palmer's article in the November 2013 issue of EBN.

The National Steam Car Company Limited's head office had been at 16 St. Helen's Place, London EC3 from 1913. With the expansion of the company in Essex, Bedfordshire and at Stroud and Taunton, the accommodation and new premises were sought and the company (by now The National Omnibus and Transport Company Limited) moved to 206 Brompton Road in November, 1920. This too became inadequate and additional offices were leased opposite at 153 Brompton Road and also either above Harrods Store in Knightsbridge or very close to it; the exact location has not been found. With the move of all secretarial, accounts, traffic and senior management staff to Exeter and Chelmsford, the offices were finally vacated on 17 May 1932 and remained empty for some 2 years, presumably until the lease expired. A private hire office remained at 202 Brompton Road until 1934. The chief engineer had always been at Anchor Works, Chelmsford.

The National Omnibus and Transport Company Limited had become a holding company with responsibility of keeping some accounts, paying dividends and continuing to manage the garage in Becklow Road, Shepherds Bush and an office in the adjoining Princess Victoria Tavern. The office closed in 1933 and the garage in 1934 and National had no operational function anymore, the private hire office at 202 Brompton Road having closed about the same time.

National would only have had a small number of staff that was easily accommodated at Tilling headquarters in Victoria Street and Dean Farrar Street, SW 1 adjoining.

The superintendent at Shepherd's Bush, Jack Speller, moved to Bedford immediately on the closure of the garage and is thought to have continued to work for Eastern National under the district traffic superintendent, Harry Kishere and later John Kershaw with responsibility for Bedford. Jack died in 1966; any further information about him would be appreciated.

As the late Alf Monk once said to me, our favourite bus companies, i.e. Eastern, Western and Southern Nationals have now disappeared.

I do recall back in 1948 seeing plates at Crewe House, Curzon Street, London, W1 showing it as the registered office of National and Midland and Northern National.

And Now For Something Completely Different!



Travel with Hunny M458 JPA (new to London & Country) at Brentwood working service 848 to Upminster - 30/12/13.

Peter Mansbridge.

EBN597p28

Smaller Operators by Roger A. Smith.

With thanks to the PSV Circle.

Cook, Westcliff-on-Sea.

Bova C57F, reg. YJ07DWU is here from MRM Travel, Edmonton, Greater London.

Don, Dunmow.

Lahden bodied Scania C61FFG was previously with C-MAC, Accrington, Lancs.

Greenfield, Great Baddow (Richard's Taxi & Minibus Service).

Setra S250, reg. UPV337 has been acquired from Chenery Travel, Dickleburgh, Nordolk but it is believed to have reverted to its original registration number N882JLW.

Nicholls (P&M Coaches), Wickford.

NIL3296 (ex M126UWY) a Plaxton bodied Volvo B10M, C50F, was previously with McKechnie, Bathgate, W. Lothian, Scotland.

Viceroy, Saffron Waldon.

GCO2CLA, an Iriza bodied Scania C49F was formerly with Steel, Addingham, W. Yorkshire. Also, Bova Futura M214UYD has been re-registered RUI 9458,

WHM (Brentwood Coaches), Hutton.

Volvo/Plaxton B9, reg. FJ58LUL (C53F) has been acquired from Redline, Penwortham, Lancs.

Scania demonstrator YT13YUN, featured in EBN 595, an Iriza bodied Scania K360EB4 from Scania, Worksop was variously with Panther, Parkestone, Phillips, South Woodham Ferrers and Stephenson's of Essex, Rochford during October 2013.

Malta is in the news, you might find this Essex Exile of interest!

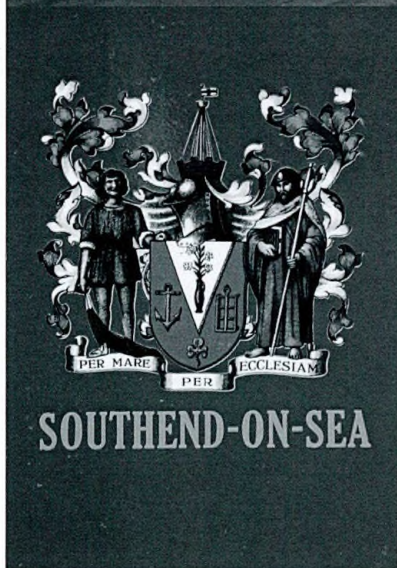
The only Setra on the Island is with recently formed coach co-operative Focalpoint. Last with Talisman of Great Bromley as EW03 NLY, it gleams in the livery of Smart Transport. **Owen Woodliffe.**



EBN597p29

Southend Corporation Transport 336 –

more pictures by John G. Lidstone.



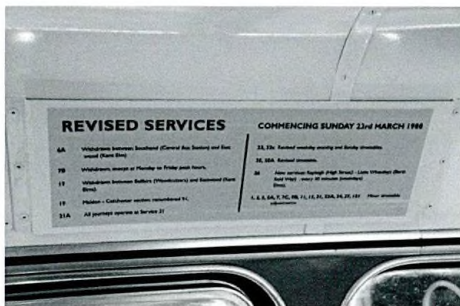
John G. Lidstone has been busy helping Ensign and Mardens with detail historical information to ensure that refurbished Southend Corporation Transport 336 (shown in colour on the inner front cover) is as accurate as possible. Here are several more of his pictures showing the superb results. So there is a point to all this photography after all!

There are many more fantastic pictures of 336 on:

<http://www.flickr.com/photos/46986413@N07/sets/72157638585626525/>

Another gallery for SCT 233 is:

<http://www.flickr.com/photos/46986413@N07/sets/72157638592066184/>



Pictures above: Period advertisements in SCT336.

Picture below: Looking forward in the lower deck. Does this bring back any memories?

John G. Lidstone.

John G. Lidstone.



Those Ensign Bendy-buses by John G. Lidstone.

As well as the lovely photographs shown elsewhere in this EBN, John has written an article for last week's Bus & Coach Week describing how c2c, the South Essex-based train operating company was to operate bendy coaches on rail replacement work in the first half of 2014 as part of the company's continuing drive to improve the travel experience when the railway is closed. Extracts from his article are:-

"The norm is now for modern Olympus-bodied Volvos from Ensignbus joined by Enviro400 and Olympus-bodied Scania's from Stephensons, with Ensign providing around 75% of vehicle input.

2013 has seen hybrid electric buses appear for the first time, Ensign's Wright Gemini B5LHs bringing a low-emissions contribution when available (usually only on Sundays when their regular route 22 pvr is reduced).

For vehicles perhaps not in their first flush of youth, Ensignbus has scored a winning hit with its train operating partner c2c for sure, whilst c2c now stands out in rail replacement terms by virtue of this innovative solution and its closely focused approach."



SX Connect Optare Versa (YJ58 PFZ) at Chelmsford Bus Station on 12 December 2013 on service 59 to Harlow. **Ken Coldwell.**

Note from the Editor.

The January 2013 issue of EBN was heavily influenced by Ensign and it's activities. This issue is dominated by Ensign and I suspect January EBN's will be re-named as Ensign Bus News! 2014 is to be a year of anniversaries and I hope to reflect this in future issues. My sincere thanks go to all contributors (including those with "timeless" items waiting for a space), to Chris Stewart, Richard Delahoy and David Harman for their help during the year, and to my loyal readers for your forbearance.

Target dates for EBN598 (February 2014).

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

Back Cover Photos.

Inside Top: Yes, SCT223 is also shown on page 11, but it has been restored so beautifully you deserve to see it in colour! Now in the Ensignbus heritage fleet, recently acquired Fleetline from Stephenson's ex Southend Transport and now carrying ST post-privatisation blue and white. Shown here leaving Lakeside. **Russell Young.**

Inside Bottom: Also with ST 233 on Shenfield-Southend rail replacement on 23 December was Ensign's RMA50 (NMY 634E) – John thinks the first time ever that an RMA has worked on emergency rail (we've had RM, RMC and RCL before) here. Taken at Southend Victoria by **John G. Lidstone.**

Outside Top: Why is it considered an insult to say someone looks like the back end of a bus? I think this is a gorgeous view but as I said last month "beauty is in the eye of the beholder!". Green Line T449, taken by Chris Stewart and described by him on page 26, completes a turn round the Lakeside car park. **Chris Stewart.**

Outside Bottom: It's that Ensign/c2c bendybus again! Taken and described inside by ... **John G. Lidstone.**

EBN597p32





50
Years

www.essexbus.org

