

ESSEX BUS NEWS

**No. 592
AUGUST
2013**



Essex Bus Enthusiasts Group
www.essexbus.org.uk



Above: Four of the acquired ex London United Scania deckers arrived at Rochford at the end of July, YN55 NHP with YN55 NHC taken by **John Lidstone** by permission of Bill Hiron.

Front Cover.
On 4 August, **John Lidstone** took RM1966, ALD 966B, one of several of this age which, because of being Leyland engined, were snapped up by Blackpool Transport. Still Leyland engined and therefore now quite a rarity. A very pleasant sounding vehicle on which to ride. Seen at North Weald Station (Epping – Ongar Railway) with RT1700, KYY 527.



On 31 July, member **Arthur Nugent** was surprised to find Chelmsford Solo 53113 outside his house in St John's Road, Old Moulsham. It was off route on the Oaklands Park leg projection of the 46 from Ongar, as a result of the closure of Vicarage Road.

Essex Bus News; August 2013

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Members reports, quality photos, prints,
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The Editors exercise the normal discretion
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Every effort is made to ensure accuracy but
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Views expressed in EBN do not necessarily
reflect the opinions of the Group.

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DATES FOR YOUR DIARY by Owen Woodliffe.

SOUTH ESSEX MEETINGS. *There will be no South Essex meeting in August.*

Meetings resume in September 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 an unmade road so beware of potholes. 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.

Monday 30 September. "If I could turn back time..." If you could have just one day out enjoying the bus industry of old where would you go? Richard Delahoy takes us to Southend in Summer 1949 and shows us what you would have seen then.

Monday 28 October. Home Counties revisited - 2012. Owen Woodliffe.

Monday November 25. Tba.

Wednesday 18 December. Twenty Years Ago, Richard Delahoy plus social.

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 13 September . Nigel Turner.

Friday 11 October. Alan Osborne.

Friday 8 November. Steve Maskell.

Friday 13 December. Gary Sharpe.



A Blast from the Past!

Eastern
National
0753
D753RWC
Ford Transit
Dormobile
minibus at
Parkeston
Ferry Quay
1993.

**Paul
Harvey**

DATES FOR YOUR DIARY by Owen Woodliffe, cont.

EVENTS

Saturday 7 September. Bus Display at Royal Forest Hotel, Chingford to mark 45th Anniversary of withdrawal of services from terminal.

Sunday 8 September. Transport Museum, Great Yeldham. Open Day 10am to 4pm. Free Bus Service from Braintree via Halstead and local rides. see www.yeldhamtransportmuseum.co.uk

Sunday 13 October. Castlepoint Transport Museum, Canvey Island. Open Day.

NOTICE A sound video of 69 minutes duration has been made by John Wilks of the Moore's 50th Anniversary Run . Copies are available at £12. Please contact Owen by e-mail pat_woodliffe@hotmail.com or phone 020 8529 4454.

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



Russell Young snapped this on Sunday 7 July 2013 at "quite a nice location" (a recommended pub, Ed) with First Essex Optare Solo 53136 on the Sunday Essex CC contract service 351 passing the Black Bull in Margaretting.

Correction Corner.

Chris Stewart has pointed out that Bristol MW6G, reg. MOO177 shown in EBN591p19 is owned by David Bateman of Ingatestone, not Chris. David does kindly let Chris drive it from time to time. My apologies to David; that will teach me to repeat information without checking it first!

EBN592p3

The ABC ... to Z of Eastern National.

Bob Williamson writes...

"Ref. letter Z on p.27 of EBN 591, 'WALTON-ON-NAZE' in full on E.N. blinds is indeed rare. I have checked my detailed files and can only find it on:

Basildon: 1958 48" and a mid-1960s 41".

Bishops Stortford: Late 1970s 41".

Chelmsford: a May 1971 30".

Clacton: early 1950s 48" seen in 1964.

Many coach blinds had the name in full including the double-deck (FLF) ones."



Not the blind in question but it is in Walton depot and at least there is a **Z** on the livery!

Eastern National Open Top Bristol KSW ECW 2376 WNO 476 with Bristol VRT ECW 3500 WNO 546L & 3501 NPU 974M parked up in Walton depot over the Winter period, seen early in 1993.

Paul Harvey

Bob Williamson has kindly offered to provide some detailed information from his extensive collection of blinds. These will be published in the near future.

Andrew Colebourne has written:

In the last part of Jim Wait's ABC he asks whether Walton on the Naze ever appeared on destination blinds and says that "Walton" usually sufficed. That may be true, but some locally allocated buses, at least in the 1960/70s, had two displays to cover the two usual destinations in Walton; one with the qualifying point "Bus Station" and the other with "The Naze", these appearing on two lines. Earlier versions had the qualifiers in parentheses. There was also a "Walton-on-Naze" display and the Group issued a colour print (CPE42) of FLF CN2794 displaying this version. This, and the versions with parenthesised qualifiers, existed prior to the 1964 renumbering. The earliest relevant picture I have is of Bristol GO 107 NJ9057 on route 103A, which displays "Walton (Naze)" - this picture was taken between 1952 and July 1954 when the bus was renumbered 1243. The picture is in the Omnibus Society collection. My collection also includes a 1970s picture of MW CN1448 displaying "Walton The Naze" on one line, the last two words being in smaller lettering.

EBN592p4

It does seem that use of the qualified destinations was largely restricted to the Jaywick-Clacton-Walton routes, because the Walton terminal varied between the Bus Station and the Naze; even then they were not always used. Some buses displayed just "Walton" and others the "Walton-on-Naze" display. As far as I know the Naze did not feature on coach blinds; the usual display on scheduled coaches was "Clacton and Walton" but "Walton" might also be seen; of course reliefs with appropriate bus blinds had the option of "Walton-on-Naze".

This provides the perfect excuse to submit my picture of KSW open topper 2382 in Clacton Bus Station on 17th July 1979 incorrectly displaying the "Walton The Naze" destination; the picture was not set up, it was a genuine error by the conductor.



A better "Z" destination that Jim did not think of was Stanway/Colchester Zoo; I'm not sure whether that ever appeared on blinds. In the same year I took the picture of the KSW I photographed a Colchester Leyland National on the Sunday 105 working to the Zoo, but it simply displayed "Colchester". The Zoo, incidentally, is 50 years old this year (as stated on the side of Talisman's J343BSH on page 10 of EBN591) and the "Stand Tall" giraffe images are part of the anniversary celebrations. For some reason there are 30 giraffe images around Colchester (why not 50?) but I'm not sure whether the ones on the bus are included in that total! There are also 112 decorated giraffe sculptures both in Colchester and distributed over a much larger area, but they will all be at the zoo between 31st August and 8th September.

Another destination that deserved mention was that shortest of displays "Wix".

If I'm not mistaken Eastern National blinds, in addition to destinations appropriate to the routes and garage the vehicle was allocated to, included "generic" destinations for the main places on the network, if there was space. Thus loaned vehicles or reliefs on express services had a chance of displaying a correct destination. Such, I suspect, is the case with Tilling RELH T1641. The X12 was London - Jaywick Sands via Clacton; no doubt the blind included "Clacton" but not "Jaywick Sands". It would be interesting to know what else was on the blinds fitted to the "Tilling" coaches.

EBN592p5

Lyn Watson; VX1592 for EBN592.



EBEG collection

3217, VX 1592 was a Leyland TS2 with Metcalfe 32-seat bodywork built in 1929 and acquired from Enterprise Omnibus Company (Clacton) Limited in 1931 along with the rest of their vehicles and business. In fact, 1931 saw Eastern National in acquisition mode with 4 operators acquired, the largest being Silver Queen also from Clacton.

3217 was the only Enterprise bus to make it through to the 1954 re-numbering, becoming fleet-number 101. But it didn't last long being sold for scrap in April 1955.

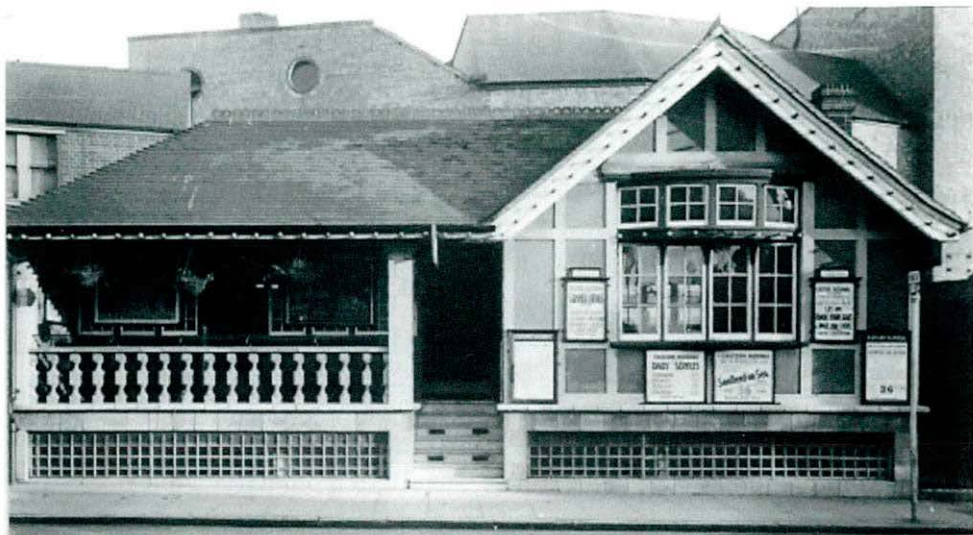
The destination on the photo is Colchester, which Lyn presumes is where it is photographed.



Right.
Thamesway 502
D590MVR Leyland
Tiger Plaxton 3200
seen at Central Bus
Station Southend
operating CitySaver
service from Southend
to London during 1993.

Paul Harvey.

QUERY CORNER by Alan Osborne



Included with EBN500 in December 2005 was EBEG Photo List 4 assembled by our Photographic Officer Lyn Watson. This contained views of Eastern National properties including this one which was listed by Lyn as being "Clacton (?) Enquiry Office". This most interesting picture has always puzzled me and I now invite your views as to its location, which I am sure is not Clacton!

Looking at the middle posters below the window, the right hand one advertises trips to Southend-on-Sea for 3/6 return. The left hand poster features similar rides to Colchester (3/3), Harwich and Dovercourt (each 5/6) and Felixstowe, via ferry (6/6). These poster frames are all titled "Eastern National". The two frames on either side of the window dealing with Summer Outings and Seat Bookings are headed "National", so this must be a view from the early 1930's.

From the level and range of the fares, I think that the location is MALDON. Services expanded in this area after the acquisition of Quest Motor Services on 1 January 1935. Before the Bus Station was opened in 1936, Eastern National had an office at 116a, High Street. Could this be it? A bus stop can be seen directly outside the premises. At the time, the Maldon terminal point was the Ship & Anchor. However, checking the return fares for services 19 in the 1936 timetable, does cast some doubt. These were as shown below, but they do not agree with the picture, particularly in respect of Colchester.

Maldon – Colchester ... 2/3 ; Maldon – Southend ... 3/0 ; Maldon – Clacton ... 4/3.

On service 53 the return fare from Tilbury Ferry to Colchester was 6/0 and to Harwich 8/6, an extra 2/6 which is similar to the rates on the posters.

Looking at the excellent book on 'The Years Between 1909/1969, Vol. 1' "The National Story to 1929", by RJ Crawley, DR McGregor and FD Simpson, the same view appears on page 112. However, in that volume, it has been printed in reverse and there is no caption.

Can anyone shed any light about this interesting building? **Alan Osborne.**

EBN592p7

SERVICE CHANGES by Paul Harvey.

Acme Transport Services

1 Sept 13	7/7A	M-S	Bishop Stortford to Stansted Airport: new service.
2 Sept 13	306	Sch	Wicken Bonhunt to Bishop Stortford: new school service.
3 Sept 13	1	Sch	Takely to Saffron Walden: new school service.

Amber Coaches

17 Aug 13	265	M-S	Pilgrims Hatch to Lakeside: new service.
1 Sept 13	269	M-S	Grays to Blackmore: new service.
2 Sept 13	268	Sch	Blackmore to Grays: new schoolday service.



Caetano Nimbus/Darts KU02 YBA and YBE were new in 2002 to coach-turned-bus operator Mitcham Belle for TfL contracts. Over a decade later, now reunited for another coach-turned-bus operator Amber of Rayleigh, this pair are at the Blackmore terminal of route 261 taken over on an ECC contract from Regal.

Owen Woodliffe.

Basildon Travel

3 Sept 13	C1	Sch	Laindon Forest Glade to Southend Schools: new service.
	C2	Sch	Chafford Hundred to Southend Schools: new service.

Cedric Coaches

2 Sept 13	7	M-S	Brightlingsea to Colchester: service withdrawn.
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Chambers

1 Sept 13	84	M-S	Colchester to Sudbury: revision to timetable due to the closure of Stoke by Nayland Middle School .
	754/5	M-S	Colchester to Sudbury: minor revision to timetable.

Ensign Bus

10 June 13	99	M-S	Tilbury Ferry to Tilbury Town Station: revision to route due to road closure until 13 July 13.
5 Sept 13	26	Coll	Corbets Tey to Palmers College: new college day service.

SERVICE CHANGES, continued, by Paul Harvey.

First Essex

12 Aug 13	100	D	Chelmsford to Lakeside: revised route in the Corringham area due to long term road works and road closures until December 2013.
24 July 13	31	D	Chelmsford to Burnham: introduction of evening journeys weekdays between Chelmsford and Maldon.
1 Sept 13	1	M-S	Greenstead to Ambrose Avenue: revised routing to match daytime commercial service to serve Forest Road and St Andrews Avenue instead of East Gates.
	5	D	Basildon to Pitsea Tesco: minor timetable changes.
	8/A	D	Pitsea to Laindon: minor timetable changes.
	9	M-S	Basildon to Warley: revised timetable to provide earlier and later journeys to/from Warley.
	9A	M-F	Shenfield Station to Knights Way: two am journeys and one pm journey withdrawn.
	15/A	M-S	Basildon Hospital/Langdon Hills to Runwell/Wickford: revised timetable on service 15A between Langdon Hills and Basildon with up to three buses per hour during the day, with one bus per hour to/from Wickford.



Jonathan Bale photographed Enviro 200 44597 (FJ58YSL) on Wednesday 24 July 2013, which only arrived in Clacton at the end of the previous week. Note the "Z" on the blind!

SERVICE CHANGES, First Essex, continued, by Paul Harvey.

1 Sept 2013	17	TFS	Great Bardfield to Saffron Walden: service withdrawn.
	20/A	M-S	Harwich to Parkeston: most journeys will be retimed to operate 5 mins later.
	25/A	D	Basildon to Southend: minor timetable changes on Mon to Fri mornings in the Wickford area.
	61/62	D	Colchester to Wivenhoe: minor changes to running time between North Station and High Street.
	63	M-S	Tufnell Way to St Michaels: minor timetable changes to early morning service.
	65	D	Stanway to Highwoods: minor changes to running time between North Station and High Street.
	66/A	D	Rowhedge/Old Heath to Colchester/West Bergholt: minor changes to running time between North Station and High St.
	88C	M-S	Colchester to Aldham: new service.
	100	D	Chelmsford to Lakeside: minor timetable change in am peak.
	103/4	M-S	Colchester to Harwich: introduction of evening timetable.
	193	Sch	Ardleigh to East Bergholt: the morning journey will operate 10 minutes earlier.
	200	M-S	Basildon to Grays: three college day journeys withdrawn.
	306	Sch	Wickham Bonhunt to Bishop Stortford: service withdrawn.
	318	ThO	Thaxted to Bishop Stortford: service withdrawn.
	509	Sch	Braintree to Colchester: revised route and timetable.
	562	Sch	Basildon to Chelmsford: am journey will operate 5 mins later.
2 Sept 13	21C	M-F	Canvey Eastern Esplanade to Benfleet: new service.



At Colchester on 29 July 2013, First Essex Buses recently acquired 44599 (YX08 HJF, working from Clacton depot, on 1415 Clacton - Colchester 76, loading up to work 1520 Colchester - Clacton 76 in Stanwell Street (part of Colchester bus station).

Robert Appleton.

EBN592p10

SERVICE CHANGES, continued, by Paul Harvey.

Fourways Coaches

9 Sept 13	431	Sch	Blackmore to Shenfield: revised route and timetable.
15 Sept 13	505	Sch	Danbury to Colchester Schools: new service

Galleon Travel (Trustybus)

1 Sept 13	392	M-S	Harlow to Hoddesdon Rye Park: new service
	541	D	Harlow to Loughton: new service main daytime service to operate Epping to Loughton with evenings and Sunday operating to/from Harlow.
	542/3	M-S	Debden to Loughton: new services.

Hedingham

1 Sept 13	1	ThO	Ashen to Sudbury: new service.
	10	WO	Braintree to Cornish Hall End: new service
	17	TFS	Great Bardfield to Saffron Walden: new service.
	21	M-S	Bocking to Black Notley: new evening service.
	50/92A	M-F	Colchester to Tollesbury: new services.
	59	M-F	Clavering to Haverhill: new service.
	74B	M-S	Colchester to Clacton: new evening service.
	76	Sun	Colchester to Clacton: new service.
	88	M-F	Colchester to Halstead: new evening service.
	88B	M-S	Colchester to Little Tey: new service.
	131	M-F	Jaywick to Clacton: service withdrawn.
	139	M-F	Clacton Circular: service withdrawn.
	318	ThO	Thaxted to Bishop Stortford: new service.
	352	M-S	Chelmsford to Halstead: new evening service.
	559	Sch	West Mersea to Colchester Schools: new service.
2 Sept 13	130	M-F	Jaywick to Clacton Retail Park: new service.
	135	M-F	Great Clacton to Clacton: revised route and timetable.



Ex
Hedingham
L285
M517NCG
Volvo B10
Plaxton
Premiere
seen with AC
Williams of
Ancaster
Grantham
operating
Rail
Replacement
Service at
Nottingham
Station on 30
July 2013.
Paul Harvey.

SERVICE CHANGES, continued, by Paul Harvey.

New Horizon Travel

1 Sept 13	59A/C	Sch	West Mersea to Colchester Schools: services withdrawn.
	59B	Sch	East Mersea to Colchester Schools: service withdrawn.
2 Sept 13	78	M-F	Brightlingsea to Colchester: new service.

NIBS (Nelsons)

2 Sept 13	2	Sch	Wickford to Ingatestone: revision to route and timetable.
4 Sept 13	49	Sch	Basildon to Brentwood Schools: new schoolday service.

Stephensons of Essex

1 Sept 13	1	ThO	Ashen to Sudbury: service withdrawn.
	5	M-S	Bishop Stortford to Stansted Airport: new service
	6	M-S	Stanstead Airport to Saffron Walden: new service.
	10	WO	Braintree to Cornish Hall End: service withdrawn.
	88C	M-S	Colchester to Aldham: service withdrawn.
	312/3	M-S	Great Dunmow to Saffron Walden: new service.
	505	Sch	Great Baddow to Colchester: revision to route and timetable to commence at Danbury.
	506	Sch	Heybridge to Colchester: new schoolday service.
	514	Sch	South Woodman to Westcliff Schools: service extended to include Southend High for Boys.
2 Sept 13	676	Sch	Broomfield to Colchester Schools: revision to route and tt.
	38	M-S	Witham Town Service: revisions to timetable.
	701	Sch	Harwich to Colchester Schools: new school service.
	703	Sch	Jaywick to Colchester Schools: new school service
	704	Sch	Great Holland to Colchester Schools: new school service.
15 Sept 13	505	Sch	Danbury to Colchester: service withdrawn.



John Lidstone. YN55 NHP, see under Stephensons of Essex notes.

EBN592p12

SERVICE CHANGES, concluded, by Paul Harvey.

TGM (Network Colchester)

31 Aug 13	21	M-S	Bocking to Black Notley: service withdrawn.
	50/92A	M-F	Tollesbury to Colchester: services withdrawn.
	74B	M-S	Colchester to Clacton: service withdrawn.
31 Aug 13	76	Sun	Colchester to Clacton: service withdrawn.
	88	M-F	Colchester to Halstead: service withdrawn.
	88B	M-S	Colchester to Little Tey: service withdrawn.
	104	M-S	Colchester to Harwich: service withdrawn.
1 Sept 13	1	D	Greenstead to Ambrose Avenue: service renumbered 1A on Sundays and will serve Forest Road and St Andrews Avenue instead of East Gates.
	8	D	Monkwick to Highwoods: revision to timetable.
	352	D	Chelmsford to Halstead: Mon to Sat timetable withdrawn.
	701	Sch	Harwich to Colchester: service withdrawn.
	703	Sch	Jaywick to Colchester: service withdrawn.
	704	Sch	Great Holland to Colchester: service withdrawn.

TGM (Network Harlow)

31 Aug 13	392	M-S	Harlow to Hoddesdon Rye Park: service withdrawn.
	541	D	Harlow to Loughton: service withdrawn.
	542/3	M-S	Debden to Loughton: service withdrawn.
1 Sept 13	901	Sch	Harlow to Brays Grove: revision to route and timetable.

TGM (Stansted)

31 Aug 13	1	Sch	Saffron Walden to Takeley: service withdrawn.
	5	M-S	Bishop Stortford to Saffron Walden: service withdrawn.

TWH

24 July 13	31	M-S	Chelmsford to Maldon: service withdrawn.
31 Aug 13	268/9	M-S	Blackmore to Grays: service withdrawn.
1 Sept 13	333	Sch	Abridge to Debden Park School: new schoolday service.
2 Sept 13	348	M-F	Ongar to Upminster Campion School: new service.
	349	Sch	Ingatestone to Upminster Campion School: new school service.
4 Sept 13	555	M-S	Harlow to Waltham Abbey: revision to timetable.
Viceroy Coaches			
1 Sept 13	59	M-F	Haverhill to Clavering: service withdrawn.
	312/3	M-S	Great Dunmow to Saffron Walden: service withdrawn.
8 Sept 13	59	M-F	Saffron Walden to Audley End Station: timetable revision.

Note: because of the very large number of service changes and the failure of some usual reports to appear at a time convenient to the EBN production schedule, Paul has several reports outstanding and will produce these when he can.

(acknowledgements to LOTS, Essex, Hertfordshire & Suffolk County Councils, Omnibus Society (Essex Branch), Richard Delahoy & Harlowide)

Fred Lawrance - More on BUF426C



I can confirm that the above vehicle was purchased by Harris Bus, Grays, after withdrawal from Southdown, along with PRX190B (416DCD).

At that time I worked as a part time driver for Harris Coaches/Bus. I was asked if I could arrange a day off from my regular job and go to Worthing Garage to collect two Leyland PD3's, one of which was to be used as a driver trainer, whilst the other was to remain as a source of spares.

On 9 March 1988, I travelled to Worthing in an Ex-Harris Group DAF artic unit, which was to be converted into an towing vehicle with Southdown. The second unit was delivered about a week later. We brought back the PD3's on trade plates. Although looking a little down at heel by Southdown's usual high standards, they were both in very good order mechanically. Both vehicles quickly placed in Service by Harris on both driver training and other duties. I was given the opportunity of taking the PD3's to various bus rallies; 426 was the usual choice because its roof was removed.

In May 1988 a further PD3, BUF 425C, arrived from Southdown in exchange for a third DAF artic unit. This vehicle went on long-term loan to Appleby's where it was used on the Scarborough Sea Front Service. This vehicle returned to Harris, after 416 & 426 had left the company, (collected by several EBEG members and myself). It was later repainted and used on contract and rail replacement duties.

After being sold for preservation in Sept 1990, BUF 426C returned to the Eastbourne area. Following several days of freezing weather during the early part of 1991 (-15c for 3 days) the block froze due to weak antifreeze and was totally wrecked. The bus was acquired by Ensign and remained derelict in their yard for 5 over years before being purchased for continued preservation. I acquired the bus in February 2010.



SOUTHDOWN 426 (BUF 426C) – VEHICLE HISTORY

CHASSIS:	Leyland PD3/4 – No. L24027
ENGINE:	Leyland O.600 – 9.8 Litre – 125 BHP @ 1800 rpm
TRANSMISSION:	4 Speed Manual
BODY:	Northern Counties – COT 30/39FD – No. 6169
NEW TO:	Southdown Motor Services, Brighton, East Sussex.

BUF 426C was one of five identical vehicles (BUF 425-9C) delivered to **Southdown Motor Services**. These were the last five of a total of 30 convertible open top buses delivered to the company during 1964-5. **BUF 426C** entered service in July 1965 with fleet number **426**; a number it kept until being renumbered 3225 in 1978. The livery was traditional Southdown apple green and primrose, which it wore until March 1975 before being repainted in the bland NBC leaf green. In common with **all** of the convertible open top PD3's, the offside front ventilator was removed and placed in the roof dome of the later "panoramic" members of the class to improve upper deck ventilation.

BUF 426C was initially allocated to Brighton Depot and remained there until being transferred to Eastbourne in January 1972. Whilst at Eastbourne it operated on all routes out the town including the route to the top of Beach Head, during the summer months. From October 1977 to June 1981, **BUF 426C** operated from various depots in East Sussex, before moving westwards to Chichester, where it was primarily used on School contacts and Rail Replacement work. The vehicle's final move prior to retirement in 1987 was to Worthing and sub depot Henfield, where it undertook similar duties.

Southdown's convertible open top Leyland PD3's outlived their fixed roof counterparts by many years. Even in their latter years with Southdown many of the type would be seen in open top form at the Derby each year, (often in preference to the later convertible Bristol VR's), something which **BUF 426C** did on at least 16 occasions, It has also attended on several occasions since with later owners.

Continued/

Fred Lawrance - More on BUF426C, continued.



In March 1988 **BUF 426C** and PRX 190B (416 DCD) went to Harris Bus, Grays, Essex, in exchange for two second hand DAF artic units, STW 356W and UHK 212W, two former Harris Group vehicles, that were converted into towing vehicles before being allocated to Portsmouth and Worthing depots. Fred Lawrance, the vehicle's current owner, was one of two Harris employees involved in their collection from Worthing depot on 11 March 1988. About 2 months later another DAF artic unit was exchanged for **BUF 425C**. After conversion this unit went to Eastbourne depot. **BUF 425C** was loaned to Appleby's for seafront work in Scarborough. The bus returned to Grays on 26 July 1992.

Whilst with Harris Bus, **BUF 426C** was used for driver training, private hire work and occasional forays on school contracts and local bus routes. During the summer months the vehicle was operated in open top form. The roof was removed by metal hawsers being attached to the lifting points and raised by a container lifting forklift. The company happily allowed the present owner to take it to various bus rallies that resulted in many enquiries to hire the vehicle.

In September 1990 **BUF 426C** was sold to Brian Birks of Eastbourne. During an extremely cold spell in the early part of 1991, the vehicle's engine was damaged beyond repair after water in the engine block froze. This was due to weak antifreeze. The vehicle was later acquired by Ensign (dealer). The vehicle certainly looked a sad sight, as it languished unloved in their yard at Purfleet and later Rainham for about 5 years.

By June 1996 the vehicle was acquired by Chris Pearce and others who later became the "Worthing 426 Group". **BUF 426C** was fitted with an engine from a former Brighton Corporation Leyland PD3 and was repainted into traditional Southdown livery in 1997. Due to his previous interest in the vehicle, the present owner became a "sleeping partner" in the 426 Group in 2007, following the death of group member, Dave Cowing. In February 2010, **Fred Lawrance** of Colchester, became the sole owner of **BUF 426C** and the vehicle has once again moved from West Sussex to Essex, albeit this time for continued preservation. The roof has now been removed, (June 2010). The bus expected to continue to operate in open top form. All photos and text by **Fred Lawrance**. EBN592p16

First Essex by Chris Stewart

This column is now being produced with the valued assistance of Adam Kelleher, for which your sub-Editor is very grateful. Reports should still be sent to the usual address.

Corrections:

EBN582/6/7: 32886 did go to *First Midland Red Ltd* at Redditch and is now with *Rotala*.

EBN583: 43446 (ex FEC) should read 42446. 43446 remained with FEC until disposal in July 2013.

EBN589: Acquired 33229 was allocated to HH not BE (first day in service being 18 April).

EBN591: 42448 should read 43448, for 43856 read 43857. Luton 19031 is YV3R7G7206A111588 (new 6.07).

Acquired vehicles

Alexander Dennis Dart/ADL Enviro 200, all from Ensign, Purfleet July 2013:

44597 FJ58 YSL SFD361AR28GY10802 B36F Body AD 7242/1 Premiere, Nottingham 11.08 (840/3315)

44598 KX57 BWF SFD321AR17GY10351 B37F Body AD 7202/5 Lee, Holywell 1.08 (Worcester P&R)

44599 YX08 HJF SFD361AR28GY10592 B37F Body AD 7241/4 Arriva Yorkshire 2.08 (1096)

44900 AY08 EKT SFD151AR27GY10520 B29F Body AD 7226/10 Carters, Colchester 4.08

Received in Essex 17 July (44597), u/k (44598), 21 (44599) and 26 (44900), first reported in service at Clacton (with 'Essex' local names) on 24 (44597), 26 (44598), 29 (44599) and at Chelmsford on 31/7 (44900, carrying 'Chelmsford City').

44598/9 were sold by their original owners to Premiere Travel, Nottingham where they joined 44597, were numbered 3318/21 and operated in an all red livery. 44900 is the first mini Enviro 200 in the First Essex fleet.

Vehicles on Loan Citaro demonstrator 12000 (BD62 LPX), on loan since 18 Jan, returned to Evobus in April (some time after 17/7). Wright StreeLite evaluation vehicle 47401, based at CR since 30 Jan, moved to *First South Yorkshire* by 25 July. 43488 (R688 DPW) was on loan to CR from Ipswich 2-3 weeks before its MOT ran out on 12 March and was towed to Northampton on 18 April. 43477 (R477 CAH) arrived from Ipswich on 15 April to replace accident-damaged 43473 but only lasted in service a few days and has now gone to Alpha for scrap. 65542 (P542 PNG) was on loan at CN from Ipswich on 22 June (see EBN591) but was back at Ipswich by 30/6.



A common sight for a number of years, but for how much longer? Colchester High Street on 1 July plays host to former Stagecoach 34018 (P546 EFL) and ex Yorkshire Rider 34304 (L304 PWR).
Chris Stewart.

FIRST ESSEX NOTES by Chris Stewart, continued.

Allocation Changes Period 4: 30 June to 4 August 2013

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 change of legal ownership); RES=reserve; Sh=shuttle bus (non PCV)

The following traditional depot codes are used in EBN, although they no longer appear on the company's listings:

BN-Basildon; BE-Braintree; CF-Chelmsford; CN-Clacton; CR-Colchester; DT-Harwich; HH-Hadleigh; (D)-Disposal.

34012 CN(D)-sold; 41647 CN-sold; 43678 CN-sold; 43744 CN-sold; 44597 Acq-CN; 44598 Acq-CN; 44599 Acq-CN; 44900 Acq-CF; 65521 CR-sold; 65554 BN-CN.

Earlier Transfers

43802 CN-CF between 3 and 15 June

42484, 43483 and 43485 are at BE not CF

62407 is at CR not CN while 66811, 66817, 66818 and 66837 are at CF not BE.

Disposals

April 2013: 42445 (25/7) ex HH

July 2013: to Alpha Recovery, Cramlington - 34012 (2/7), 41647 (1st), 43678 (3/7), 43744 and 65521 (both 11/7).

Other Vehicle News

Reports from Chelmsford's 'V' festival this month (17&18/7) will be welcomed.

Olympians

CF34314 was notable on 71/A (25 June), 42 (30 July) and 351 (8 Aug). Other reports include:

CR34013 on 61 (4 & 18 July) and CR34056 on 61 (8 July)

CR34304 on 64A (26 June), 65 (27 June & 19 July); CR34305 on 61 (8 & 11 July)

CR34307 on 71/A (27 July)

CR34308 on 61C (30 June), 61 (1 & 15 July), 65 (5), 62 (8) and 09.50 Mistley-CR 103 (1 Aug)

CR34056 was on loan to Harwich (DT) during mid July.

Clacton (CN)/Harwich (DT)

Member Robert Appleton noted the following on 29-31 July:

Acquired 44599 (YX08 HJF) at CR on 29 July working 1415 CN-CR 76 and 1520 CR-CN 76.

DT42937 worked 1250 Harwich-CR 104 and 1405 CR-Harwich 103 on 29 instead of the expected Trident.

DT44518 worked 1350 Harwich - Colchester 104 and 1505 Colchester - Harwich 103 on 29 July, and 1645 Colchester - Harwich 104 on 30 July instead of the expected Trident.

In addition, the early 103/104 journeys on 31 July were worked by four Tridents and two saloons:

DT32818 (0600 Harwich-CR 104 and 0715 return)

DT32809 (0710 Harwich-CR 104 and 0840 return)

CR65652 (0730 Harwich-CR 104 and 0905 return 103)

DT32849 (0900 Mistley-CR 103 and 0940 return 104)

DT32818 (0850 Harwich-CR 104 and 1005 return 103)

DT32804 (0920 Harwich-CR 103 and 1040 CR-Harwich 104)

DT42937 (0950 Harwich-CR 104 and 1105 CR-Harwich 103)

CR65652 stayed on loan to DT, also working 1745 Colchester - Harwich 104 on 31 July, 0905 CR-Harwich 103 on 1 Aug and 0900 Mistley-CR 103 on 2/8. On 1 Aug the second single decker was CN61057, on loan to DT, noted working 0950 Harwich-CR 104 and later the 1655 Harwich-CR 104. On 2 Aug, the second single decker (seen on 1005 CR-Harwich 103 and 1455 Harwich-CR 104) was CR65551, which was still on loan the next day (working 0820 Harwich-CR 103, 0935 CR-Harwich 104 and 1120 Harwich-CR 103). Also that day, DT44519 operated the 1020 Harwich-CR 103 and 1140 return 104, with the same four Tridents as above, namely DT32804/9/18/49. CR65551 was again on loan to DT on 8 August.

FIRST ESSEX NOTES by Chris Stewart, continued.

Braintree (BE)/Chelmsford (CF)

40008 (BE) has had gearbox problems and tends to be restricted local to duties – for example the 125 on 26 July. Also on that day at Braintree 42429 was on 21A, 42447 on 21, 43448 on 30, 43474 on 125 and 43483/5 on 132. The dot matrix equipment on BE42488 has been out of use recently. At Chelmsford, Bluebird 68000 is the usual Westway driver shuttle with Dart 46827 (non PSV) as spare. Hybrid E35H 67902 worked 36's to South Woodham on 30 July and was later on city route H3. 67901/3 have both been noted on early 42A's, which may be a regular occurrence.

Basildon (BN)/Hadleigh (HH)

BN66821 remains off road with the significant fire damage it suffered in October 2012 and HH33385 also remains off the road. East Lancs HH41010 is still in regular use. Use of a Basildon Volvo 7900 hybrid on Cooper's Coborn School contract C25 through Brentwood had become common prior to the end of summer term.

First Essex report EBN592

Sources: Own observations, with many thanks to *First Essex* and to R Appleton, S Austin, A Bird, N Clark, T Clark, D Edwards, J Long, A Kelleher, P Munford, J Podgorski, D Pretty, I Ransom, J Salmon, SoloOptare, D Stewart, 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.



Scania / Wright Solar 65665 (SN51UXX) in Clacton on 24 July, on its second week in local service.
Jonathan Bale.



I have no Arriva Southend news for you this month but I want to show off the new Corporate logo which Richard Lewis, Regional Publicity Manager for Arriva Southern Counties & Arriva The Shires has kindly agreed I can use in the future.

Incidentally, did anyone get to Arriva's Bus Driver of the Year south-east heats held at North Weald on 28 July? Any photographs would be appreciated.

TGM Essex - Network Colchester by Peter Mansbridge

Dennis Dart SLF/Plaxton W227 DNO (new to Stagecoach East London) arrived from TGM Gatwick at the start of August but has not yet seen service at Colchester.

Tridents 383/4 (W395/6 RBB) have transferred to Arriva Southern Counties at Gillingham as 5444/5 as a result of a new contract win there.

Omnicity 553 (YS03 ZKW) has transferred to Arriva The Shires at Luton.

Volvo B7RLE 634 is currently off the road due to engine failure and is awaiting a new engine.

with thanks to Richard Delahoy, David Harman, John Podgorski, Keith Sadler.

EOO590

Chris Stewart reports "it seems 2748 (EOO 590) has in fact very recently been sold by Western Greyhound to Ian Rudd of Porthmadog, North Wales for eventual restoration. Further details can be found at <http://www.bcv.robsly.com/eoo590.html>



Dave Longbottom

Rob the Webmaster asks:

"If you can correct or enhance the history of the vehicle or claim copyright on an unclaimed photo on this page please email rob@robsly.com and I will be only too happy to incorporate your comments."

Amber Coaches by Adam Kelleher.

Acquired Vehicles

- 1 KM51 BFY Dennis Dart SLF / Caetano
- 2 KU02 YBA Dennis Dart SLF / Caetano

New to Mitcham Belle in February 2002, fleet number 061 (1) and March 2002, fleet number 063 (2), B31D. They have been converted to single door, fitted with all round LED blinds and painted in all over creamy white livery with silver wheels and orange and red fleet names. Both have been seen operating route 261, 2 was the first to do so on the first day, 20 July.

Volvo B7TLs Y172 / 202 NLK were acquired from Ensign in July. New to Metroline as VPL 172 and 202.

Services

Amber Coaches commenced operation of Route 261, Brentwood to Blackmore, on 20 July 20 on an emergency Essex County Council contract, following the cessation the previous day of Regal's commercial operation of the service. The route has reverted to a basic hourly service (it had recently been mainly every 90 minutes) between Brentwood High Street and Blackmore with peak journeys extended to and from Brentwood station. Amber are to take over operation of Route 265, Pilgrim's Hatch / Brentwood to Lakeside from First (Dagenham) from 17 August 17. Amber have won the contract for ECC routes 268 / 269, Grays to Brentwood / Blackmore, replacing Travel With Hunny, commencing 2 September 2.

with thanks to Steve Carr, Ross Newman and Geoff Toon.



Blackmore, 24 July 2013 by **Chris Stewart**.

TLB592p21

Regal Busways by Adam Kelleher.

Acquired Vehicles

Four ex Metroline Dennis Trident / Plaxton Presidents are being acquired for additional work (Hylands School work has been gained from Fourways). They are being converted to single door. Former TP64 has entered service in as acquired livery with unpainted panels. Fleet numbers are yet to be decided, they may be in a new 14xx series. There is also a possibility that an Alexander example is to be obtained to replace de-roofed 1301.

Disposals

Lynxes 103 and 105 have been towed away.

Other Vehicle News

511 worked the 3 between Chelmsford and Southend on 31 July (with working dot matrix screen) but was then withdrawn from service that evening upon tax expiry. This leaves just two step entrance Darts left in service, 514 and 515.

Services

The last vehicle to operate route 261 on 19 July was 607. Two days earlier on the 17th a very unusual working was of Olympian 1204 (still in Arriva livery with red withdrawn band) - it is extremely rare to see a double decker on the 261. There are reductions on the 1 group of services from Canvey to Chelmsford / Oxney Green from 12 August with Battlesbridge and East Hanningfield no longer being served. After 9 August, route 4 from Oxney Green / Chelmsford to South Benfleet (two journeys Monday to Friday mornings) and from Pitsea to Chelmsford (two journeys Monday to Friday late afternoon) will cease.

Workings and Observations

Darts 515 and 607 replaced Solos on Bishops Stortford to Stansted routes 7/7A on 29 July 29th.

August 6th - PO1 unusual on the First Data contract

1st - 615 again on First Data contract. An unidentified President also at FD.

July 25th - 615 on First Data contract 21st - 602 on 88

19th - 202 on 52, 515 on 1, 606 on 3, 611 on 565 (and again on August 5th), 1206 unusual on Waltham

Abbey routes 212/3

18th - 511 on 3, 608 on 261

17th - 515 on 3

16th - 1206 on 3

12th - 1206 on 1

11th - 1204 on 5

10th - 1204 on 7

8th - 1206 on 3 (and again 9th and 16th) 2nd - 1204 on 3

with thanks to Terry Clark, Chris Hatley, Patrick Munford and Owen Woodliffe.



1204, still in Arriva Southend livery with red withdrawn band, at Brentwood Station on 17 July, two days before the end of Regal operating the 261. An extremely rare double deck working of this route.

Adam Kelleher.

SM Coaches by Adam Kelleher.

Unusual Working

Road Runner V808 KAG was seen on route 21 on 31 July 31st. (This is a Dennis Dart SLF / Plaxton which was new to London United in December 1999 as DPS 8 (B27D) and unusually has retained dual doors. It is in the shared SM / Road Runner white and blue livery.)

Disposals

By May 2013

MB709D N632 VSS scrapped.

AgoraLine EU06 KHK sold.

with thanks to LOTS

Travel With Hunny by Adam Kelleher.

Disposals

Olympians G551 VBB and F369 WSC plus Scania H465 GVM had all gone by April 2013. These double deckers had not been used for some time and were parked up over the winter. G551 VBB was the semi open topper that had been on hire to S&M for operation of the Southend seafront service 67 last summer (see EBN 582).

Darts R619 VEG broken up for spares April 2013, R621 VEG scrapped February 2013.

Other Vehicle News

The ex Procter's step entrance Dart TLZ 9467 which had been used on route 269 during June was originally M117 BMR, new to Thamesdown in August 1994 (B40F).

Services

The 31 (Monday to Saturday evenings) one year ECC contract was due to come to an end in August with the service returning to First. In the event, TWH gave up the contract early, with First taking over from 24 July 24.

with thanks to Peter Horrex, Geoff Toon and LOTS.



607 in Brentwood High Street on the last day of Regal operating route 261, July 19th. In the background, on Route 82, is Ensign's City liveried 729.

Adam Kelleher.

EBN592p23

SILVER END – 25 YEARS ON by Chris Stewart

Silver End was a new 'garden village' built around Crittall's window factory in the 1920s and intended to be self-sufficient, combining the spirit of enlightened employers who created such settlements a Saltaire (Titus Salt), Port Sunlight (Lever Bros), Bourneville (Cadbury's) and New Earswick (Rowntree) with that of Sir Ebenezer Howard's 'Garden City' movement which started with the development of Welwyn and Letchworth. Bus services were begun by the Silver End Development Corporation in 1927, linking to Witham and Braintree, and a wooden garage was built in 1930. Crittall's sold off the bus business in 1932, Hicks Bros being the successful buyers. Five years later Hicks built a new depot in Boar's Tye Road, capable of housing 9 vehicles inside and about 18 outside; although the bus allocation itself was much more modest, most of Hicks' coach fleet was relocated to Silver End during World War 2. At the time as the new depot was built, the first two double deckers for Silver End – ex Bolton Leyland TD1s 52/3 (WH 1552/3) – joined two single deck Leylands there.

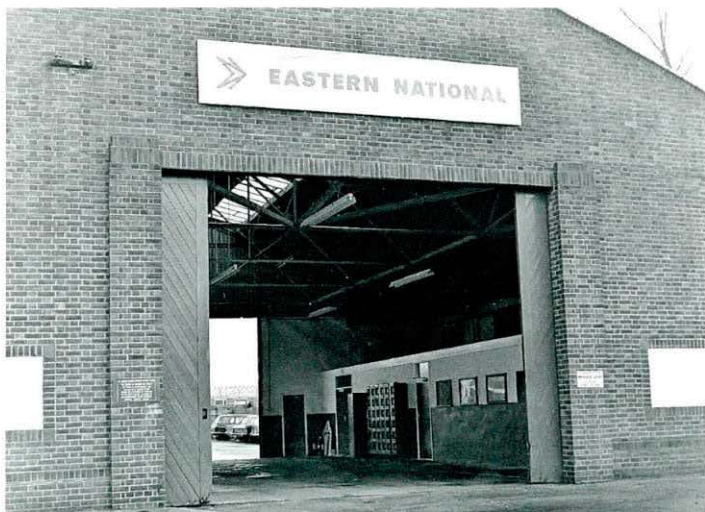


An official EN/NBC photo at the time Silver End was reopened in 1974 shows RE 1511, Guy 2018, an MW, VRs 3037/9 and two more REs. Courtesy **David Edwards**.

Hicks sold out to the British Transport Commission in 1950, Silver End's then allocation of four Guy Arabs holding sway until 1955 (the year Hicks was absorbed into Eastern National) after which Bristol/ECW vehicles started to appear. In 1963, however, ENOC bought out Moore Bros of Kelvedon bringing another influx of Guys, six of which were to operate from Silver End for a short while in 1974/75. Meanwhile, though, ENOC decided to close Silver End operationally from 1965 with which KSW5Gs 2342/8 (UEV 835/9), LS5G 1222 (568 CTW) and four crews were transferred to Braintree and the other four crews to Kelvedon. PVS Vehicle Sales used some of the depot while EN also stored withdrawn and delicensed buses and coaches there, until the creation of National Travel (South East) Ltd prompted EN to move out of Kelvedon and reopen Silver End after some fairly major refurbishment in October 1974, at last gaining its own depot code and plates (SE). The last (ex-Moore's) Guy ran from SE in March 1975 and a snapshot of the allocation in July 1976 gives RELs

1511/6/34/6, Leyland Nationals 1727/39/45, FLFs 2751/88, 2818/32/54 & former coach 2934 together with Series II VRs 3037/9. By 1980 the depot was entirely one man (person) operated and in 1985 three 45xx Olympian coaches were allocated for the 53 (Chelmsford-Colchester). Following the closure of Halstead in 1974 and Deregulation in 1986, SE depot sadly closed on 6 August 1988 and the site has since been redeveloped for housing.

A number of former Silver End vehicles survive, though – notably Hicks WH 1553 which is preserved in Bolton livery at Lincoln in addition to ex Moore's Guy 2017 and RE 1516 which are slightly closer to home. FLFs 2818 and 2934 are still in existence in Belgium, VR 3037 (although now scrapped) was for a long time with Witham United Reformed Church and 3039 is in the USA along with ex Moore's Guys 2015 (20 PVX).



Left:

The refurbished depot building on reopening in 1974. (EN/NBC, courtesy **David Edwards**.)

Below:

Silver End depot a week after closure, with accident damaged Leyland National 1858 awaiting removal. **Richard Huggins**.



with thanks to David Edwards and acknowledgment to the late Tony Langley's Hicks book and to David Smith's notes for the 70th Anniversary of Silver End village.

Group Visit; LODGE'S COACHES, 30 JULY by Chris Stewart

After a long spell of hot, dry weather, a hailstorm in Shenfield as I left for Chelmsford wasn't a good omen for the Group visit to Lodge's on 30 July. Nor, indeed, was my train failing at Chelmsford. However, Andrew Lodge clearly had more faith in the weather by coming to collect 19 of us in open-sided LTA 752, their second Bedford OB which was new to Western National but was bought and rebuilt in the late 1950s by Lincolnshire RCC for Skegness seafront work. After a photo stop in the evening sun at Pleshey Church, we were welcomed to Lodge's depot in High Easter where the full cross section of immaculately presented modern coaches, double deck school buses, single deck service buses and vintage coaches was available for inspection during what indeed turned out to be a bright evening. Four of the vintage fleet are in regular use for private hires and an increasing amount of film work, namely the two OBs (TMY700 and LTA), SBG (now diesel engined) MJB 481 and YMT/Duple Dominant YMJ 555S, while Bedford WTB BXM 568 and 1926 Chevrolet EF 5640 are in varied stages of restoration. Lodge's aim is to have an operational vehicle from every decade since the firm was founded in 1920, and the Chevrolet (the exact origins of which are still unknown) is likely to be next.



The current fleet includes 9 double deckers - seven ex East Yorkshire Olympians (five new to London United, G294-7/9 UYK, and Alexander bodied N592/3 BRH), ex Hong Kong Citybus and Talisman tri-axle Olympian J534 CEV and ex Arriva Cymru/North West R233AEY. Two Optare Excels, V118 LVH and V936 VUB, together with MAN/Optare M73 WYG and Mercedes 0810D R43 GNW, make up the single deck bus fleet with a mixture of high-quality Scania's, Mercedes-Benz Tourismos, Setras, a lone Dennis Javelin and an Optare Alero forming the coach fleet which are frequently seen throughout the UK and Europe (one was in Switzerland at the time). Unusually for an independent operator Lodge's also have a tree-lopper, Olympian PJZ 9463 (K110 YVN).

A very pleasant time was enjoyed by all, looking at or photographing vehicles and reminding ourselves that there is still a future for the independent bus and coach operator. Concluded EBN592p32.

EBN592p26



Sixty Years in Basildon by Alan Osborne.

To commemorate sixty years since the opening of the first Eastern National garage in the Basildon area, Chris Stewart contributed his excellent article in EBN574 (April 2012). However, at the time of writing much of the very early history and detailed operations of the temporary Bull Road premises were not known. In the interim I have conducted further extensive research and can now (hopefully) relate the full story, which is full of interest and conjecture. But to start, we need to go back to 1921. In that year an Agreement was made such that the National Omnibus and Transport Co. Ltd (NOTC) would withdraw from central London and instead operate bus services on behalf of the London General Omnibus Co. Ltd (LGOC) using vehicles supplied by the LGOC. The area was known as the 'Watford and North London District' and covered a substantial part of Hertfordshire with services numbered in an 'N' series ('N' for north). Although the area extended westwards into Buckinghamshire, penetration into Essex was somewhat minimal. This was limited to **N9** (Bishop's Stortford - Epping - Brentwood) and a short section of **N26** from Hertford through to Nazeing. Bishop's Stortford was a 'dual' garage operating both LGOC sponsored routes, as well as the NOTC service **N13** to Saffron Walden. NOTC started services in the Grays area early in 1922; buses were stabled in the yard of the "King's Arms" hotel, running service **14** (Rainham - Grays - Stanford-le-Hope) amid much competition from local independents. Later the sections from Rainham and Stanford-le-Hope were renumbered **31** and **32** respectively to start a new series of NOTC numbers reserved for the Grays district. It should be emphasised that these services were run by NOTC with no connection whatsoever with the LGOC.



National started service N20 in Romford in 1923, subsequently renumbered 308 and passed to London General. It became 103 in 1923 and still runs today! The view shows G382 (HGC161) on its way to Rainham on 20 October 1951. **Alan Cross.**

On 3 August 1923 a NOTC outpost was established in Romford in the yard of the "White Hart" hotel. The service worked was the **N20** (Havering-atte-Bower - Romford - Dagenham - Rainham - Aveley). Somewhat surprisingly this service was allocated a number in the 'N' series despite it being solely an NOTC initiative; it appeared in the Watford and North London timetable booklet. Since the service entered the Metropolitan Police District it became **308** under the "Bassom" system on 1 December 1924. Later, the NOTC Romford operation was closed and the route transferred to the LGOC and operated from Romford (RD) garage. Following the general renumbering of bus services by London Transport on 3 October 1934 it then became **103**, this number still being extant at the time of writing.

GENERAL

NATIONAL

Time Table Route 40 TO GRAYS

MONDAYS TO FRIDAYS (Public Holidays Excepted)

On and from December 3rd, 1930

	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Romford (New Mill Inn) ... dep.	9 29	10 59	11 50	12 50	1 50	2 50	3 50	4 50	5 50	6 50	7 50	8 50	9 50	10 24	
Romford, South Street	9 30	11 01	0 10	1 0	2 0	3 0	4 0	5 0	6 0	7 0	8 30	9 30	10 25		
Romford Station (L. & N.E. Ry.)	9 32	11 02	0 12	1 2	2 2	3 2	4 2	5 2	6 2	7 2	8 32	9 32	10 27		
Romford Garage (L.G.O.C.)	9 38	11 08	0 18	1 8	2 8	3 8	4 8	5 8	6 8	7 8	8 38	9 38	10 32		
Hornchurch (White Hart)	9 42	11 12	0 22	1 12	2 12	3 12	4 12	5 12	6 12	7 12	8 42	9 42			
Upminster (Bell)	9 46	11 16	0 26	1 16	2 16	3 16	4 16	5 16	6 16	7 16	8 46	9 46	10 27		
Corbet Tey (Huntman and Hounds)	9 52	11 22	0 32	1 22	2 22	3 22	4 22	5 22	6 22	7 22	8 52	9 52	10 31		
North Oxendon (White Horse)	10 11	11 41	0 31	1 31	2 31	3 31	4 31	5 31	6 31	7 31	9 1	9 41	10 40		
South Oxendon (Royal Oak)	10 11	11 41	0 31	1 31	2 31	3 31	4 31	5 31	6 31	7 31	9 1	9 41	10 40		
North Stifford (Dog and Partridge)	10 14	11 44	0 34	1 34	2 34	3 34	4 34	5 34	6 34	7 34	9 4	9 44	10 43		
Grays (Kings Arms) arr.	10 25	11 55	0 55	1 55	2 55	3 55	4 55	5 55	6 55	7 55	9 25	9 55	10 54		

F.O. - Fridays only.

SATURDAYS (Public Holidays Excepted)

On and from December 6th, 1930

	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Romford (New Mill Inn) ... dep.	9 29	10 59	11 50	12 50	1 50	2 50	3 50	4 50	5 50	6 50	7 50	8 50	9 50	10 24	
Romford, South Street	9 30	11 01	0 10	1 0	2 0	3 0	4 0	5 0	6 0	7 0	8 30	9 30	10 25		
Romford Station (L. & N.E. Ry.)	9 32	11 02	0 12	1 2	2 2	3 2	4 2	5 2	6 2	7 2	8 32	9 32	10 27		
Romford Garage (L.G.O.C.)	9 38	11 08	0 18	1 8	2 8	3 8	4 8	5 8	6 8	7 8	8 38	9 38	10 32		
Hornchurch (White Hart)	9 42	11 12	0 22	1 12	2 12	3 12	4 12	5 12	6 12	7 12	8 42	9 42			
Upminster (Bell)	9 46	11 16	0 26	1 16	2 16	3 16	4 16	5 16	6 16	7 16	8 46	9 46	10 27		
Corbet Tey (Huntman and Hounds)	9 52	11 22	0 32	1 22	2 22	3 22	4 22	5 22	6 22	7 22	8 52	9 52	10 31		
North Oxendon (White Horse)	10 11	11 41	0 31	1 31	2 31	3 31	4 31	5 31	6 31	7 31	9 1	9 41	10 40		
South Oxendon (Royal Oak)	10 11	11 41	0 31	1 31	2 31	3 31	4 31	5 31	6 31	7 31	9 1	9 41	10 40		
North Stifford (Dog and Partridge)	10 14	11 44	0 34	1 34	2 34	3 34	4 34	5 34	6 34	7 34	9 4	9 44	10 43		
Grays (Kings Arms) arr.	10 25	11 55	0 55	1 55	2 55	3 55	4 55	5 55	6 55	7 55	9 25	9 55	10 54		

SUNDAYS AND PUBLIC HOLIDAYS

On and from December 7th, 1930

	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Romford (New Mill Inn) ... dep.	10 10	12 10	1 10	1 40	2 10	2 40	3 10	3 40	4 10	4 40	5 10	5 40	6 10	6 40	
Romford, South Street	10 11	12 11	1 11	1 41	2 11	2 41	3 11	3 41	4 11	4 41	5 11	5 41	6 11	6 41	
Romford Station (L. & N.E. Ry.)	10 13	12 13	1 13	1 43	2 13	2 43	3 13	3 43	4 13	4 43	5 13	5 43	6 13	6 43	
Romford Garage (L.G.O.C.)	10 19	12 19	1 19	1 49	2 19	2 49	3 19	3 49	4 19	4 49	5 19	5 49	6 19	6 49	
Hornchurch (White Hart)	10 25	12 25	1 25	1 55	2 25	2 55	3 25	3 55	4 25	4 55	5 25	5 55	6 25	6 55	
Upminster (Bell)	10 29	12 29	1 29	1 59	2 29	2 59	3 29	3 59	4 29	4 59	5 29	5 59	6 29	6 59	
Corbet Tey (Huntman and Hounds)	10 33	12 33	1 33	2 3	2 33	3 3	3 33	4 3	4 33	5 3	5 33	6 3	6 33	7 3	
North Oxendon (White Horse)	10 32	12 32	1 32	2 32	2 32	3 32	3 32	4 32	4 32	5 32	6 32	6 32	7 32	7 32	
South Oxendon (Royal Oak)	10 47	12 47	1 47	2 17	2 47	3 17	3 47	4 17	4 47	5 17	5 47	6 17	6 47	7 17	
North Stifford (Dog and Partridge)	10 53	12 53	1 53	2 23	2 53	3 23	3 53	4 23	4 53	5 23	5 53	6 23	6 53	7 23	
Grays (Kings Arms) arr.	11 6	1 6	2 6	3 36	3 6	3 36	4 6	4 36	5 6	5 36	6 6	6 36	7 6	7 36	

Connections with the National Omnibus Company's Omnibuses:—

At Grays for Aveley, Billericay, Chadwell St. Mary, Chelmsford, Galleywood, Hornndon, Laindon, Orsett, Purfleet, Rainham, Rock, Stodford-le-Hope, Tilbury.

LONDON GENERAL OMNIBUS CO., LTD.,
32, BROADWAY, WESTMINSTER, S.W.1.
NATIONAL OMNIBUS & TRANSPORT CO., LTD.,
ARGENT STREET, GRAYS, ESSEX.

2543-400-15-11-30.

2002

Left:

Timetable of
joint service 40.
Note that in
December
1930, the
service was still
operated by the
National
Omnibus and
Transport
Company at
Grays.

EBN592p28

Sixty Years in Basildon by Alan Osborne. Continued.

Following the powers obtained by the main line railway Companies to operate road services, the Eastern National Omnibus Co.Ltd (ENOC) was registered on 28 February 1929 with Chelmsford as the Head Office. There was no specific date for the dissemination of the old NOTC concern. Until March 1930, the monthly NOTC timetable for the Essex operations featured red covers with the designation 'Chelmsford, Colchester and Grays Districts'. The April and May issues were to the same format but with green covers. The June timetable featured two fleetnames, 'Eastern National' and a much smaller 'National' in the usual curved emblem style. A new style timetable appeared in July, with an illustration of a Leyland saloon, then designated as the 'Essex Area'. However, since their future was still in some doubt, the Grays area services were shown as operated by NOTC, this distinction being discontinued from January 1931.

It is now appropriate to record an interesting event that took place in the Grays area a couple of years earlier. Service **40** had previously run northwards via Ockendon only as far as Upminster (the LGOC boundary). On 10 November 1928 it was extended through to Romford and renumbered **N40**. From this date joint operation with the LGOC (from Romford, RD garage) started using service number **G40**. This was the only example of a joint NOTC/LGOC route. Thus the only operation into Grays by LGOC was from a central area garage. A timetable for this route has been illustrated, dated December 1930, but note that the operator was still NOTC despite ENOC then operating all bus services in the remainder of their Essex area.



The London Passenger Transport area boundary was drawn along the joint **N40/G40** service which later became **370**. On 11 September 1948, veteran ST74 (GC3995) works a journey to Romford. Alan Cross.

In March 1932 NOTC operations in the 'Watford and North London District' ceased. They passed to a new concern, London General Country Services Ltd (LGCS). Route numbers in the 'N' series and NOTC style timetable booklets continued to be used. The London Passenger Transport Board (LPTB) came into existence on 1 July 1933. More than 75% of the London Passenger Transport (LPT) area was designated as a 'Special Area' within which the Board did not need a road service licence and other operators would only be permitted with the Board's consent. The remaining 25% was termed the 'Outer Area' where all operations would be subject to the conditions of the 1930 Road Transport Act. The inner boundary's allowance for 'inward/outward workings' to suitable terminals was generally based on the former LGCS area to the north and south of London. However, the boundary across Essex south of Brentwood was subject to considerable debate since LGCS was not represented in this area. There were two obvious options available to apportion the area, viz:

- (i) Draw boundary to the far west, near Rainham. This would leave the entire former NOTC Grays area with ENOC but would mean a very truncated LPTB area to the east of London.
- (ii) Draw boundary to the far east near Stanford-le-Hope. This would mean that the former NOTC Grays area would pass to LPTB with an 'outward working' allowed through to Coryton. This would then leave ENOC with no presence in South Essex.

In the event the decision made was to go for a British compromise so as not to favour a simple dissection and instead to split the disputed NOTC territory in two, with the boundary running along the alignment of the joint **N40/G40** route and then passing through the centre of Grays. This had the effect of producing a very neat cartographic result since that at the River Thames the outer boundary flowed most neatly between Grays and Gravesend. An 'outward working' to Tilbury by Green Line was allowed.

Consequently those ENOC services to the west of Grays towards Rainham (**31A, 36, 40**) passed to LPTB whilst the remainder were retained by ENOC.



Since the boundary passed through the centre of Grays, all services which previously crossed the town (including the trunk Purfleet - Grays - Tilbury service) now had to terminate in the Town Centre where a change of vehicle would be required. The folly of this decision to divide at Grays soon started to manifest itself.

To be continued in EBN593.

By Alan Osborne.

Left: Map showing the boundaries of the London Passenger Transport Area as drawn in 1933. (Courtesy History of London Transport).

Editor's Note.

There has been so much to put in EBN this month, I am "squeezing" several reports here at the end. No disrespect intended. Similarly, there are a number of very worthy articles and photographs I just cannot get in. They will be used in due course.

Also, Essex County Council has issued its Bus Passenger News for September just a day or so before going to press. For that reason, Paul Harvey's report misses a few forthcoming changes. It's not his fault – nor mine!

Stephensons of Essex.

Recently acquired buses have now been numbered:

Dart KV51KZK is 410

Solo MX06BPZ is 327

Scania deckers YN55NHA/B/C/F/P are 631-635. All will be allocated to Haverhill depot.

Plenty of pictures of these scattered throughout EBN592!

Withdrawn:

The following Olympians are now in store:

706 - G706TCD, 807 - P167BTV, 855 - H155BKH, 856 - H156BKH, 859 - H159BKH.

Smaller Operators. By Roger A Smith.

What is my fault is the error in a EBN591p23, it should have read:

Jackson, Bicknacre. Scania Iriza Century C49FT YN51MHE has been re-registered MJ15031.

Wicks Coaches of Braintree has an additional operators licence PF1119861/1 as JSM Vehicle Services Ltd. They are is still trading under the Wicks name (previous licence PF1054565/1).

Peter Godward Coaches (also trading as "Tours R. Us") has acquired two new Iriza coaches CC62PGC (C59F) and YN62DLX (C57F). This operator's legal address is in South Woodham Ferrers though its operating base is in Basildon.

Turners of Essex, Little Maplestead have recently acquired Volvo B10M with Jonckheere body C50FT form Three C's of Nedging Tye, Suffolk.

Target Dates for EBN593 (September 2013).

By	31 August	...	Reports to Sub-Editors
By	4 September	...	Sub-Editor drafts to Editor***
By	16 September	...	Dispatch by Printers.

*** early please to allow the Editor to go on holiday!

Back Cover photo's.

Top: Whippet is one of the few remaining operators of coastal express services, probably the only one left to Southend. Their Service F from St Neots and Cambridge runs every Friday until September and Volvo SF05 XYZ basks in the sunshine at Seaway Coach Park. Owen Woodliffe on 9 August.

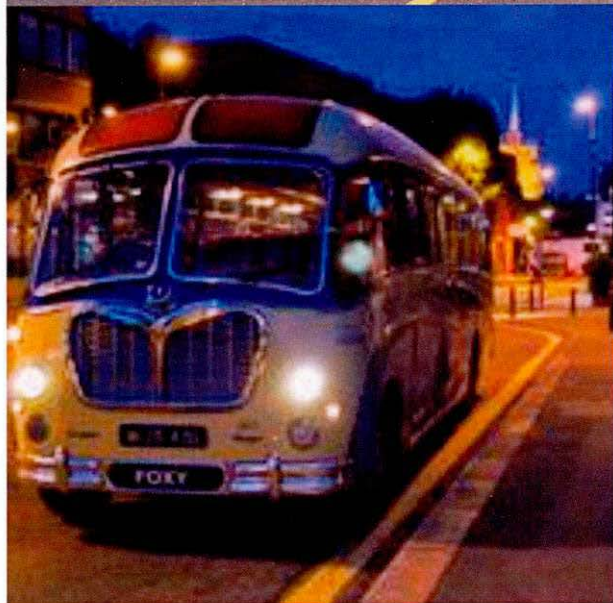
Bottom: Lodge's night-time Foxy trip home from the group tour on 30 July 2013.



Above: The latest and rather a nice addition to the LBC fleet is ex preservation RF180, a modernised Green Line coach version which entered service on Route 381 on Thursday 1 August. Pictured here in Blake Hall Road on Sunday 4 August. **Russell Young.**

Below: Another shot by **John Lidstone** of the back end of YN55 NHP in Rochford depot before being transferred to Haverhill for service.





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