Essex Bus News

No. 599
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2014



Essex Bus Enthusiasts Group
www.essexbus.org.uk



Left:
On 5 March three of the four acquired AD Enviro 200s allocated to Clacton were on Clacton - Walton on the Naze services;
here we see

44598 in Kirby Cross on 0943 Walton - Clacton service 7X.

Robert Appleton.



Bottom picture this page: After comments in EBN598p16 about double-deckers making rare appearances at Harwich outstation, 4 March was a very good day for passengers on services 103/104 with no less than three double-deckers operating from Harwich to provide plenty of capacity at peak times/school times.
32654 is in Colchester Road Lawford on 0710 Harwich - Colchester 104. **Robert Appleton.**

Front cover: Now number 1 in the renumbered Hedingham/Chambers combined fleet, Mercedes Touro BX55 FYH, still carrying it's 1877 branding crosses Waterloo Bridge on 5 March 2014. The post-it note reads "'The Bodyguard, Matilda the Musical and London Shopping' so it must be a London Theatre and Shopping trip. **Russell Young.**

Essex Bus News 599; March 2014

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

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Welcome to new members -
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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.

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Your reports and observations
Members reports, quality photos, prints, slides or JPGs to about 5"x4" size and 300dpi resolution and original articles are always welcome.
The Editors exercise the normal discretion to publish contributions in full, in part or not at all and cannot guarantee publication in any particular month.
Every effort is made to ensure accuracy but the Group cannot accept responsibility for any errors published.
Views expressed in EBN do not necessarily reflect the opinions of the Group.

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

SOUTH ESSEX MEETINGS. The winter 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**, to avoid clashes with other events, we are experimenting with meetings on **Wednesdays**, not Mondays, viz:

Wednesday 19 March. AGM, **1945 start!!!;** followed by slide show by Alan Osborne - 'South'. Can we beat the AGM record by 2 minutes? It's Alan's slides versus governance!!!
Copies of the Group EN Lodekka book will be on sale and author and Chair, Chris Stewart, will be on hand to sign copies!

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

Wednesday 16 April. Nick Blackall will talk about his time with Eastern National and latterly with ECC public transport team.
Copies of the EN Lodeka book will be on sale to members, £15 special members price.

Wednesday 21 May. Welsh Wanderings in the 1970s and 1980s, slides by Richard Delahoy.

Wednesday 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.



A Blast from the Past!

Eastern National Dennis Dart Plaxton 712 R712DJN seen in Southend Central Bus Station on the Diamond Service (Southend to Chelmsford) during 1998 in First livery.
Paul Harvey.

First Essex have kindly given permission for me to use the new Aircoach logo, left. More later this year when we mark 10 years of the **X30** service.

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

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 11 April. Owen Woodliffe. Midlands, North-West and Scotland Bus Rallies.
Pre-order your EN Lodekka bus to pat-woodliffe@hotmail.com or phone 020 8529 4454.

Friday 9 May. Richard Delahoy. 20 years ago, part 2.
Other dates: **Fridays 13 June, 11 July, 8 Aug, 12 Sept, 10 Oct, 14 Nov, 12 Dec.**

GROUP TOURS.

Saturday 24 May 2014. "The Delaine Crusader".
Join us for this day tour visiting some very interesting operators.
Our morning visits will be to Greys of Ely, Emblings/Judds of Guyhirn and Decker Bus of Whittlesey. After a lunch break in Peterborough Town Centre we will spend the afternoon with Delaine at Bourne. Departure from Colchester North Station at 0800/Return 1850 and Dunmow High Street at 0840/Return 1815. Fare £20. To book, please send cheque payable to E.B.E.G. and S.A.E. to Keith Woods, 34 Normandie Way, Bures, Suffolk, CO8 5BE. Please state choice of pick up point.

Tuesday 24 June 2014. Evening tour from Colchester.
Pick up Colchester North Station at 1900.
The cost is £10 (payable on bus) which will be donated to Essex Air Ambulance.

EVENTS.

Saturday 5 April 2014. South East Bus Festival. Kent Showground, Detling. A Talisman vehicle will leave Colchester North Station at 0800 with pick ups at Ingatestone and Thurrock Services (also on line of A12 by arrangement may be possible). Fare is £20, plus £8 admission.
Phone 01621 857509 or e-mail david@arnold1.fsnet.co.uk to book and pay on day.
The Group Stall will be at this event with copies of EN Loddeka book for sale.

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.
The Group stall will be at this event. Group publications, pre-owned books, large selection of 1990's Essex CC timetables and photos for sale.

Sunday 1 June 2014. Clacton Bus Rally. ***The Group stall will be at this event.***

Sunday July 6. Cambridge Omnibus Society have a trip to Wirksworth Classic Bus Rally in conjunction with the Ecclesbourne Valley Railway. Travel by ex OK Tiger, pick up at Sawston at 0800. Contact Owen Woodliffe as above for further details.

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.

60 years ago this month ... by Chris Stewart.

... saw Eastern National's first Bristol Lodekka delivered, better known today as preserved 2400 (XVX 19) but new as 4208 in the original 'National' fleet number series, soon renumbered to 1431 but here photographed very early on outside Southend Victoria railway station (**late Peter Snell collection**). The revolutionary design of a lowheight bus with central gangway upstairs evolved over the next 14 years, during which time EN had amassed 387 of the type encompassing 137 LDs, 247 FLFs, 2 FSs and a single LDL prototype. The origins of the type, it's evolution over the years, variations, operation and subsequent disposals are covered in detail by Chris Stewart in the newly-published EBEG book "Eastern National's Lodekkas" which is now available for £18 including P&P from Owen Woodliffe, Sales Officer (address and details at the front of the magazine). Members are entitled to one copy post free for £15 or they may be bought at the Group's AGM in Wickford on 19 March. Copies will also be available at Colchester meeting on 14 March or at the South East Bus Festival in Detling on 5 April.



At the South East Bus Festival, Detling, on **Saturday 5 April**, three guest speakers will be giving talks during the course of the event: James Freeman, Roger Davies and Richard Delahoy, all well-known names in the bus industry.

Richard will tell the story of one of the developments that resulted from the deregulation of coaching activities in 1980, the rise and fall of the X1 service that was run by Southend Transport between Southend, London and, for part of its history, Reading.

All of the talks will take place inside the showground's Clive Emson Conference Centre and all are scheduled to last for around thirty minutes.

More on those Lodekka's!



Halstead in its Lodekka heyday – Kelvedon's LD5G 2488 (77 JNO) uncharacteristically resorts to displaying 'SERVICE' as it presumably hadn't got the relevant blind fitted, while FLF6G 2716 (96 TVX) and FLF6B 2763 (RWC 605) have come in off the trunk 311 route to/from Braintree.

EBEG collection, courtesy Lyn Watson.

See `Chris Stewart's excellent article on the closure of Halstead depot 30 years ago this month, next page.

Controversy breaks out amongst former EN Bus Drivers!!!

Ian Banks FF20374 writes.

"I have to disagree with Doug Brown's comments about Lodekka's being awful; having driven them in service from Southend depot I found them quite nice to drive, a bit slow but solid buses.

I don't remember being shaken about or being abused!

The longest run we did with them was a 251 duplicate from Southend to Brentwood and return in the afternoon when on late shift.

One of the routes we used to curse having to use a crash box on was the old 62 route from Southend Central to Westcliff Plough which ended up around the back streets of Westcliff. This was a round trip of approx. 25 minutes so after a 3 to 4 hour half a shift we had had enough! Before that it was KSW's.

Even today driving a preserved LD is still fun and I am a lot older now!"

THE CLOSURE OF HALSTEAD DEPOT, 30 YEARS AGO; by Chris Stewart.

30 years ago this month saw the closure of Halstead depot, one of the Company's 'Tilling' era bus station/depot structures, which followed a common design from the hand of H J Starkey, Chief Architect and Surveyor to the group. It had opened in 1938 to replace facilities in Rosemary Lane acquired in December 1934 with the business of Bird Motors (Akers), a firm who had been operating to/from Braintree since 1919 (originally with horse buses). National OT&C had been running to Halstead from Colchester since 1920 on what is now the 88 route, a road also covered by Blackwells (and now Hedingham) as well as Pullman (Griffith) of Halstead who were acquired by ENOC in June 1933 along with three buses. Mr Griffith remained in charge of EN Halstead until his retirement. National also served Sudbury from Halstead in 1921/22, the Hedinghams from 1922 and Greenstead Green from 1924 but it was to be a long while before a formal depot was established.

The final relevant acquisition was Horn of Braintree in August 1935, whose London express service was combined with that of Bird Motors to form EN's service B, later the X14, to/from the Hedinghams. Horn's depot in Rayne Road, Braintree was also taken over, but this was only used for storage and as a workshop/paintshop by EN. Horn's local Braintree services to Greenstead Green, Felsted Sugar Beet Factory and Great Bardfield were run from Halstead depot until Hick's, the predominant operator in Braintree, sold out to the BTC in 1950. Once Hick's had been fully absorbed by EN in 1955, numerous changes naturally followed, one of which was the extension to/from Halstead of the 311 (Hick's 11) in May 1958 taking over part of the former Bird Motors 23 (EN 323), which had itself been extended to Sudbury in 1948.

EN reached over the county border to Suffolk with services to Sudbury, Haverhill and Long Melford from Halstead, which, apart from being a thriving market town, was also home to a Courtauld's mill, foundry and two breweries. 20 vehicles were allocated in 1959 but with retrenchment this had dwindled to a mere 9 by the mid 1970s, and the end came on 3rd March 1984 when the depot shut its doors for the last time. The site was subsequently redeveloped as a supermarket but Halstead continues to be served by EN's successor, First Essex, from both Braintree and Colchester. The trunk route to Braintree and Chelmsford has been split at the former and single deckers now prevail, but for many years the 311 group and later the 352 brought Lodekkas, VRs and Olympians.



The end is nigh ... 25 February 1984, the week before closure, finds VR 3118 (XHK 223X) on the forecourt with RELL 1524 (KVX 570J) lurking in the background. **Richard Huggins.**

June 1959
Bedford-Beadle 170 (NVX 532), OB 210 (DHJ 625), L5G/DP31R 298 (MPU 32), LS5Gs 365/7/97 (UEV 843/5, 473 BEV) and 413/9/23 (855/61 ETW, 439 FEV), MW5Gs 460/1/9 (1864/5 F, 206 MHK), GO5G 1250 (ENO 932), K5Gs 1304/31 (NNO 95, ONO 64), KSW5Gs 1370/81/92 (TNO 681, UEV 831, FJN 158) and LD5Gs 1521/36 (79 JNO, 1850 F).

February 1975
MW5Gs 1361 (OWC 610) & 1432 (JHK 456C), RELL6Gs 1535/43/4 (MHK 917J, RPU 883/4K), LD5G 2509 (1854 F), FLF6Bs 2744/63 (EOO 586, RWC 605), FLF6Gs 2789 (AVX 957B), 2876 (STW 764D) and OMO FLF6LX 2942 (AVW 401F).

On the final day, service 311 was worked by National BE1902 (0615-1850), VR HD3058 (0650-2330), National CF1762 (0710-1820), VR HD3059 (0730-1950) and VR HD3048 (0750-2020). BE3128 (XHK 233X) worked the 88 from 0650 to 1505 while RELL BE1524 (KVX 570J) was allocated to the 88 and 329 between 0800 and 1305. LN2 BE1932 (MHJ 728V) covered the 322 and 328 from 0900 to 1554 and HD1544 remained spare all day. 3058 may have worked back empty to BE depot at the end of its duty.

with acknowledgement to 'The Years Between' (Crawley, MacGregor and Simpson) and thanks to Terry Clark (1959 allocation) and Nigel Turner (last day notes).



Closed for good...the doors are shut as Colchester's LN2 1935 (MHJ 731V) loads outside on what would have been a Halstead depot duty. **Richard Huggins.**

Service Changes by Paul Harvey.

Ensign Bus

2 March 13	C2C	SSu	Canvey to Basildon Station: new rail replacement service operating until 18 May 14.
5 April 14	22	M-S	Grays to Aveley: minor timetable revision to the 0500 from Aveley will terminate at Lakeside.
	24	Coll	Aveley to Palmers College: the afternoon return journey from Palmers College will operate 5 minutes later.
	25	Sch	Lakeside to Stifford Clays: afternoon return journey from Kingsman Drive to Grays will operate via Jesmond Road.
	44	M-S	Grays to Lakeside: additional journeys introduced on Saturday's late evening. New Sunday service introduced.
	66	M-S	Lakeside to Chadwell: on Mondays to Fridays revised running times for journeys to Lakeside only.
	73	M-S	Lakeside to Tilbury: the 24 hour overnight service is withdrawn.
	88	M-S	Grays to Lakeside: minor timetable revision to early am journeys.
7 April 14	81	M-S	Brentwood to Hutton Circular: revised timetable.
27 April 14	C2C1	Sun	Canvey to Stanford-le-Hope Station: new rail replacement service operating on 27 April 14 only.
24 May 14	FSTVL	SSu	Aveley to Damyns Hall Aerodrome: new shuttle service for event on 24 and 25 May 14 only.



Part of the massive Rail Replacement contract on Sunday 23 February. **Richard Delahoy.**

First

2 Feb 14	42/A	D	Galleywood to Broomfield Hospital/Stansted Airport: revision to route and timetable due to road works at Parkway Chelmsford until 31 March 14.
	351	D	Chelmsford to Brentwood: revision to route and timetable due to road works at Parkway Chelmsford until 31 March 14
	CVPR	M-S	Chelmer Valley Park & Ride: revision to route and timetable due to road works at Parkway Chelmsford until 31 March 14.
3 Feb 14	100	D	Lakeside to Chelmsford: revision to route and timetable due road works at Parkway Chelmsford until 31 March 14.
	140	Sun	Chelmsford to Basildon: revision to route and timetable due road works at Parkway Chelmsford until 31 March 14.
14 March 14	300	M-F	Basildon to London Gateway Port: revised timetable with introduction of Saturday & Sunday service.
6 April 14	100	D	Chelmsford to Lakeside: extra journey introduced from Lakeside on Sunday mornings and additional schoolday journeys.
	200	M-S	Basildon to Grays: minor timetable revision to early morning jny.



Usually the preserve of 'deckers, **Adam Kelleher** caught this Volvo B10BLE Wright Renown, 66186, on route 70 in Chelmsford Bus Station on 22 January 2014.

Go Ahead Blue Triangle

29 March 14	498	D	Brentwood to Romford: revised timetable.

Service Changes by Paul Harvey, cont.

London Borough of Havering

3 Feb 14	333	Sch	Chigwell Station to Debden: new schoolday service.

LCB Travel

21 Jan 14	LCB1	M-S	Old Harlow to StapleTye: it appears this service has recommenced operating Mondays to Fridays between 0900 and 1400.

P&M Coaches

3 Feb 14	QM236A	Sch	Ingatestone to Campion School Upminster: new schoolday service.
	QM236B	Sch	Ongar to Campion School Upminster: new schoolday service.

Regal Busways

21 April 14	380-3	M-S	Ongar/Toot Hill to Harlow: revision to timetable.
	391	WF	Bumbles Green to Harlow: revision to timetable.



Another Chelmsford Bus Station shot! This time, it is Regal Busways ex-Arriva Southend Leyland Olympian H263 GEV still going strong. It retains Arriva withdrawn stock red stripe livery.
Departing from Chelmsford Bus Station on route 7 to Epping on 12 February 2014.
It did turn left out of the Bus Station to avoid the railway bridge! **Russell Young.**

Roadrunner

The only registered bus services operated under the Roadrunner "O" licence is 245, 255, 511, 512 R1 & R31 from January 2014 within Essex (updated information).

4 Feb 14	254	Sch	Waltham Abbey to Debden Park High School: new sch'lday svc.

Stagecoach East London

29 March 14	372	D	Lakeside to Hornchurch: revision to timetable.

TGM Group (Stansted)

6 April 14	308	M-S	Bishop Park to Stansted Airport: revision to timetable and route to serve Takeley.

Trustybus

10 Feb 13	246	M-S	Waltham Cross to Brookfield Centre: new daytime service.
3 March 14	C3	M-F	Hundred Acre Estate to Hammond Street: service withdrawn.
	C3A	M-S	Harlow to Brookfield Centre: service withdrawn.
	410/411	M-S	Harlow to Waltham Cross: new services operating every 30 mins Mon to Fri and hourly Saturdays as 410. Service 410 operates via Hunsdon.

Wyvern Community Transport

8 March 14	174	TS	Southend to Canewdon/Rochford: route amended to no longer serve Fambridge Road with amended timetable.

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



Basildon Travel's ex Stagecoach Mercedes 709D / Alexander M668 FYS was used on Amber's route 265 on London Underground strike days 5 and 6 February (and again on 7th) whilst Amber's Tridents Y172/202 NLK were used on TfL route 26. It is seen in Brentwood High Street on the 6th. **Adam Kelleher.**

For 599 takes a rest – almost!

We have no suitable pictures of 599 registered vehicles this month, but have found the following:

** 599 was Eastern National BNO115B, an MW coach delivered appropriately in 1964 (another anniversary!) ... but the only photo **Chris Stewart** has got is of it with its new fleetnumber 365.

** **Alan Osborne** has also been looking for 599's for us. He can only find UAR599W. This was a Bristol VRT series III double-decker. There are some gorgeous pictures of it on the web at www.modelbuszone.co.uk/efe/dd/185/20448.html in its green and yellow Eastern National City Bus livery whilst working on London route 275 to Walthamstow. Unfortunately, I cannot reproduce these without permission.

Publicity News **by Ian Ransom.**

First Essex Clacton area timetable booklet dated 2.2.14

Essex County Council Bus and Train map dated December 2013

National Express Coaches between Birmingham and Stansted Airport dated July 2012; Leicester/Nottingham/Luton and Stansted Airport dated July 2012; Oxford/Luton and Stansted dated September 2012; Stansted Airport and London dated May 2013; London/Colchester and Ipswich dated August 2013; Ipswich/Stansted Airport and Heathrow Airport dated October 2013.



National Express FJ61 EVP, a Caeteno Levante operated by Galloways of Mendlesham (Suffolk), is about to depart to Ipswich from Stanwell Street, Colchester on 19 February. **Ken Coldwell.**

EBN599p12

More on 206 Brompton Road, London, SW3 -

the former National HQ. Notes by John Taylor.

We reported in EBN597 that the former National HQ building was up for sale. On The BBC and The Daily Telegraph reported on 28 February that the above site had been sold for £53 million. John supposes that it will now be cleared and redeveloped. He writes:

"Another piece of history will disappear.

The facade in Brompton Road was demolished in 1972 when the MoD bought the place, however the original facade remains in Cottage Place round the corner or at least it did when I last looked!

Having paid £53M the developer will need to build upwards to get value for his money so I suppose the whole site will be cleared apart from an access for LUL to get into the station.

Like Eastern National virtually all of the garages have gone apart from Colchester. Bedford remains much as I first saw it on a wet Sunday in 1948 having travelled to Bedford with a couple of friends on Birch Bros. 203 from Judd Street. In fact the facade looks the same as it was from photographs taken in 1919 with Harry Kishere, the National's superintendent who liked to be photographed in a straw boater sitting at the wheel of a char-a-banc.

He died in 1946 and I found his grave in Ridgmont Old Churchyard. There is a bit about him with a photograph of the gravestone if you put Harry Kishere into Google. I added a bit to his biographical details. I have no idea why it is there. He was a bus driver for the LGOC at Mortlake in the 1911 census but by 1914 was in charge of what was then the LGOC garage at Bedford, being appointed superintendent by National when they acquired it in 1919. I don't know what he did between 1914 and 1919 as LGOC closed the garage on the outbreak of the Great War.

There are still a number of stations on the Piccadilly Line with the crimson tiles favoured by the Piccadilly and Brompton Railway.



Unfortunately New Horizon chose to timetable their Walton- Clacton service 15 to depart within a few minutes of the similar First service over the same route, resulting in leapfrogging. Instead of providing a service that filled in the gaps left by First, doubled up and led to the Horizon service deemed unsustainable due to lack of patronage! New Horizon Dart SLF/Plaxton (Y163 NLO) at the Sunnypoint, Walton on Naze terminus of service 15 to Clacton on Sea, shortly to be discontinued due to lack of patronage. **Ken Coldwell.**

More on the B-type "Battle Bus" by John Taylor.

I have been in discussion with Bob Crawley who is assisting the London Transport Museum in the restoration of B2737. We have examined the limited sources for information and can offer what we have.

According to George Robbins, B2737 (the correct registration is LH 8186) was the only bus that served on the Western Front to be returned the LGOC.

Following the withdrawal of The National Steam Car Co. Ltd.'s London services in 1919 the company sold 77 surplus DD bodies to the LGOC in 1919, these were mainly Hurst Nelson and very similar to the LGOC bodies on "B" types. It is said that B2737 received one of these, as the original body would have been in very poor condition after 4 years in France. This might account for the newspaper advert for the Yarmouth Belle.

The "B" types were on loan to National from 28 June 1920 and were purchased by them on 1 March 1922 when they received their National fleet numbers. 2132 is recorded as being allocated to Trowbridge in 1921 and 1923 and is quite likely to have been at either Yeovil or Weymouth at one time hence the Road Motors ticket.

2132 is recorded in the records as being fitted with pneumatic tyres in July 1927. This required the fitting of new axles, beyond the resources at local garages soi the work was carried out at Anchor Works, Chelmsford. This indicates that the bus had by this time been eastwards as the work would have been done at either the company's Reckleford Works, Yeovil or Laira if it had been in the west of England. As Essex County Council's Motor Tax Office recorded all vehicle file movements including "foreign ones" in and out of the office I checked the index cards that I have but there is no record of LH 8186 ever having been received in Essex.



Fleet number 2114, which the "Years Between" identifies as LF8443, shown as ex LGOC 2/22. Presumably the location is Chelmsford, outside the garage (this pic is also in the "Years Between", page 41, there it says "to the left can be seen the new covered garage"). **Richard Delahoy collection.**

EBN599p14

It seems that it was by then at either Bedford or Luton. Fitting pneumatic tyres and new axles seems to have been an unnecessary expense for an obsolete vehicle as it does not appear in any of the valuation schedules for the company's fleet in the LMS and LNER areas. These schedules are dated 31 December 1928 or 1 July 1929 in the case of Grays. According to the various schedules attached to the agreements between National, Eastern, Western and Southern Nationals and the 4 mainline railway companies no "B" types are listed from which one can conclude that they had all been withdrawn. In the case of 2132 it must have been withdrawn by December 1928.



above. Fleet number B5025 in National livery; no registration is visible. The advert in the window is for Bishop's Stortford flower show, so that locates it very well. This pic is in the "Years Between", page 57, where it says many B types were hired from LGOC and then bought in 1922. The LNWR advert is perhaps related to the previous depot the bus was at, eg Watford? **Richard Delahoy collection.**

It appears that it is London Transport Museum's intention to paint the new body on B2737 in LGOC livery and then board it up and paint it in khaki as it would have been in France. Eventually it will return to LGOC livery and one hopes it may one day appear in the National livery of the 1920s. London Transport Museum are negotiating with the DVLA for the reissue of the original registration number LH 8186.

Similarly, Bob Crawley has no evidence that 2132 was ever allocated to Yeovil or Weymouth. Road Motors Ltd purchased a number of ex LGOC "B" types, not for service but for the bodies. These were placed on their Palladiums some of which were allocated to Weymouth. These were all acquired by National when they purchased the business. It was commonplace to exchange bodies and he suggests that during overhaul at National's Reckleford Works at Yeovil, the body from one of the Palladiums could have been transferred to 2132 which would explain how the Road Motors ticket came to be found on 2132. Transfer of bodies was comparatively easy and could have been done without difficulty at Reckleford Works. Vehicles were only returned to Anchor Works for heavy overhauls.

The Palladiums were all sold to W. Urquhart (dealer) of 60 Defoe Road, London, SW7 on 31 December 1927 (2244) or 3 April 1928 (2242/3/8/51/2). It is not known whether this included the bodies. It appears that the final body on 2132 could have been LGOC rather than Hurst Nelson as the moquette on the remains of the seat resembled that used by LGOC.

What a lot about a bus that was new 100 years ago and was scrapped about 85 years ago! EBN599p15

First Essex notes by Adam Kelleher and Chris Stewart.

Acquired Vehicles

44001	LK57 EJD	AD E200	SFD511AR17GY10492	AD 7220/1	B29D	12/07	F-London DML44001
44006	LK57 EJL	AD E200	SFD511AR17GY10497	AD 7220/6	B29D	12/07	F-London DML44006
44081	YX58 HVL	AD E200	SFD551AR28GY11027	AD 8237/11	B29D	2/09	F-London DML44081

44006 was delivered to HH week ending 8 Feb although it hadn't entered service by 21st. It was noted on routes 22 and 25 on 26th. This, together with those listed in EBN 598, completed deliveries of the first six of the 12 ex Dagenham Enviro 200s. The delivery of the other six was delayed a few weeks due to lack of parking space at Hadleigh depot. Because of this, redundant Darts are being sent to Clacton to free up space at HH. 44001 and 44081 were delivered to HH on 26 Feb. These Enviro 200s are now to B32F layout, including just a single side facing tip up seat in the wheelchair area. Regarding acquired vehicles listed in EBN598, early sightings in service were 41513 on route 15 on 8 Feb, 44003 on 27 on 25th, 44004 on 20 and 21 on 25th, 44078 on 20 on 19th and 44080 on 28 on 21st.



above: 44066 taken at HH depot on 21 February. For more super shots of the out and inside, have a look at: http://www.flickr.com/photos/46986413@N07/sets/72157640264382496/ **John G. Lidstone.**

Vehicles on Loan

66333 was seen on route 70X on 20 Feb but by the end of the month it had returned to First Eastern Counties, although to Ipswich, not back to Norwich. 61533 and 66168 remained on loan at Braintree during February but are due to return to FEC in the first couple of weeks of March. However, 61533 was seen on both 17 Feb and 1 March out of use at BE depot, so it is possible that its service with First Essex

has already ended. 20122, which had been on loan at the end of last year (see EBN 596), was noted at Great Yarmouth during February.

Allocation Changes

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

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

The following traditional depot codes are used in EBN, although no longer by the company:
BN-Basildon; BE-Braintree; CF-Chelmsford; CN-Clacton; CR-Colchester; DT-Harwich (outstation of CR); HH-Hadleigh; DS-Driving School; (D)-Disposal, RES = reserve; Sh = shuttle bus (non PCV)

Period 10 (29 Dec 2013 to 25 Jan 2014) - additional to EBN598

65554 CN(store)-CN

65554 was noted parked at the back of CN depot out of use in November and December last year but was seen back in service on Colchester's route 63 on 27 Feb (but is officially allocated to CN).

Period 11 (26 Jan to 22 Feb)

32628 FG-BN; 32631 FG-BN; 32640 FG-BN; 32641 FG-BN; 32642 FG-BN; 32806 BN(DS)-CF(DS); 32849 CN-BN; 41513 FG-BN; 41538 FG-BN; 41539 FG-BN; 41644 HH-sold; 42429 BE-sold; 42519 FG-BN; 43713 HH-CN; 43716 HH(out of use)-sold; 43718 HH-sold; 43740 BE-sold; 43743 CN-sold; 44003 FG-HH; 44004 FG-HH; 44006 FG-HH; 44076 FG-HH; 44078 FG-HH; 44080 FG-HH; 60809 BN-CF; 60810 BN-CF; 60865 BN-CF*

*60865 has not had a ticket machine fitted since transfer to CF so is only being used on Driver Shuttles. (Incidentally, this vehicle does not have willow leaves on either side.) 43716 was moved from HH to store at CN before its disposal. See also Disposals below for details of vehicles that no longer appear on the company fleet list.



32631 on route 25A in Rayleigh High Street on 12 February 2014. **Russell Young.**
One of the six Wright Gemini's transferred from First Leicester to First Essex at Basildon. EBN599p17

First Essex notes by Adam Kelleher and Chris Stewart, cont.

Disposals

To Alpha Recovery, Cramlington for scrap, Feb 2014: 41644, 42429, 43716, 43718, 43740 and 43743 Additionally, the following vehicles no longer appear on the company fleet list so it is assumed that they have recently been sold, probably to Alpha, but dates unknown: 34314 (last recorded as CF out of use); 46158 (CF out of use); 60319 (BN(DS)); 65534 (CN stored); 65539 (CN stored). (nb, 34314, 46158 and 65534/9 were on the Period 10 list but not P11, 60319 was on P9 list but not P10 or P11.) Correction to EBN 598: it was stated that 65537, 65552 and 65553 have been stored at Northampton since June 2013 - this is correct re 65537 but the other two had been there since April 2013.

Other Vehicle News and Workings

General A planning application has now been made to Colchester Borough Council to convert a timber yard in Haven Road to a bus depot for up to 106 vehicles. This is at the other end of Haven Road from First's maintenance depot.

CN65551 has been fitted with a front LED destination screen. BN42551, noted in EBN 596 as having received a front LED destination screen, also received a side one (number only) at the same time, but not one at the rear. BN66806 and BN66813 have received super rear ads for BMW cars / Fairfield, Leigh on Sea. BN69907 is another Volvo hybrid (after 69903/11) to have the vinyl removed from its rear window. 32052, X578 RJW, the First Engineering Training vehicle, was parked at Westway on 20 Feb.

Olympians The two remaining Olympians continued in service during February with sightings as follows: 34014 on 61/2 (3 Feb, 11th, 24th & 25th), 65 (13th), 75 & 88 (6th), 75 (7th) and 88 (10th); 34305 on 42 (11th, 18th & 19th), 42/A (20th), 71/A (5th, 10th & 14th) and 525 (25th).

Older Darts The last East Lancs bodied Dart, 41011, was noted on route 22 on 13 Feb and route 28 on 21st but is reported to have finished on 21 or 22 Feb. It was seen parked on the east side of HH garage out of use on the 22nd. It was then removed on a lowloader by Alpha on 4 March. 41644 was the last of the original Marshall bodied Darts (416xx series). Serious inroads are now being made into the Plaxton bodied R and S reg Darts at Hadleigh, which were new to Eastern National and Thamesway, and the V reg Alexander bodied Darts which were new to Eastern National.



First Hadleigh's very last ELC Spryte R711VLA (41011) being towed away on 4 March on the back of an Alpha recovery truck, presumably for scrap.

Lewis Brownlow.

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

Sightings of 43713, recently transferred from HH to CN: 7X (18 Feb), 4 (22nd), 8 (24th).

4 Feb CN43854 on 76
5 CR65569 on 103/4
13 CN43856 on 76, CR62406 on 103, CR65566 on 193
26 CR65566 on 103, CR65687 on 193
27 CR69430 on 103/4

Amongst the buses outstationed at Harwich in the last month have been (all CR based):

30 Jan 32475, 32476, 65576, 65586 and 66986 in service, 65682 spare
9 Feb 32475, 32480, 32654, 65576, 65686 and 66979. 66979 worked the Sunday service 3 to Clacton.
13 32475, 32478, 65576, 65650 and 66979 in service, 32483 and 66982 spare, with 66982 receiving maintenance outside by two mechanics (the depot building with its pit is of course now closed).
26 32478, 65626, 65681, 65686 and 69430 in service (no spare bus). 69430 worked 06.55 DT-CR 103, light to Mistley, 09.00 Mistley-CR 103. At CR it was exchanged for 65687 off service 193 (see above) and 65687 worked 09.35 CR-DT 104.



above: On 4 March 69430 was out-stationed at Harwich, photographed leaving Harwich on 0923 service 103 to Colchester. 69430 was originally a First Eastern Counties Ipswich Park & Ride bus in a pink park and ride livery (see EBN596 page 12 for more detail). 69430 looks smart in the current First corporate livery. **Robert Appleton.**

Chelmsford (CF) and Braintree (BE)

Sightings of the Volvos recently transferred from BN to CF: 60809 on 71/A (5 and 27 Feb), 31 (7th) and 42 (12th and 20th); 60810 on 36 and 71/A (7th), 42 (20th) and at HH depot on 23rd; 60865 on Driver Shuttles on 11th.

First Essex notes by Adam Kelleher and Chris Stewart, concluded.

5 Feb 66837 (which had been on loan to CR) back at CF on 71/A
7 CF65032 on X30
9 CF42933/4 on 80A/C
10 CF20500 noted on school service. This vehicle, which had been out of service for over a year but was repainted into Aircoach livery in December (see EBN 598), retains its dot matrix destination, which has been repaired.
23 Rail replacement services: 32475, 32478, 32480, 32481, 32484, 32485, 32652 (all CR) and BE33044 on the "slow" service from Colchester / Manningtree to Chelmsford. 66797, 66799, 66815, 66818 and 66829 (all CF) on Marks Tey to Sudbury service. BE33186/90 spare at CF bus station.
25 CF65032 again on X30 but LEDs not working, route number in windscreen
4 Mar HH43729 on 51 (possible transfer) and on 45 on 5th

Basildon (BN) and Hadleigh (HH)

8 Feb Recently acquired BN32640 on 200
13 Unidentified Hybrid Volvo on 300
19 BN66806 and BN66822 on 100
24 BN33425 on 8A (double deckers are new to this route, but like with the 5 noted last month, the increased number of deckers at BN makes such operations more likely)
25 BN32864 on 561, BN66813 and BN69914 on 100X, BN66824 on 9. VK59 VBZ, a red Volkswagen van with yellow band and yellow "First" fleet names, at BN depot whilst a carpenter repaired a door.
26 BN41525 on 100



above: 65667 from Colchester depot working 0818 Ardleigh - East Bergholt High School service 193, photographed in New Road, Mistley on 4 March. Despite193 having one journey in each direction on schooldays only, 65667 displays a correct destination. **Robert Appleton.**

Sources: Own observations, and with thanks to R Appleton, J Bale, J Benee, L Brownlow, N Clark, T Clark, J Lidstone, D Lund-Conlon, J Podgorski, D Pretty, I Ransom, G Toon, I Twine, R West, J Sadd, K Smith, 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.

Model Corner Returns! Picture and text by Norman Ecclestone.



Reading from right to left, the models in the photograph are: -

*1 EN3824 – JEV415, a Bristol K5G with ECW body, one of a batch of ten delivered in May 1940. They were of some historical interest in being the last vehicles produced at the Lowestoft factory of ECW before its closure for the duration of the war and the transfer to Irthlingborough. After a few weeks at Chelmsford, the batch went to the Midland area, passing to United Counties in 1952. A further 15 similar vehicles were delivered from Irthlinborough to the Midland area in 1940/1.

*2 EN3532 – BTW471, a 1935 Dennis Lancet with ECOC body, one of many delivered in the 1930's. The model is a conversion from a white metal Lancet J3 kit.

*3 EN3881 – JTW236, Guy Arab 1, one of ten delivered in 1942/3 with Brush lowbridge bodywork. The model is a conversion from a highbridge white metal kit.

*4 EN3559 – BTW498, a 1935 Leyland TD3 with ECOC body. Model converted from a Bristol K5G/ECW resin kit.

*5 EN3646 – DEV482, a 1936 Bristol GO5G with Brush body also converted from Bristol K5G/ECW resin kit.

The model bus station is of the first EN station opened in 1931. George Bentley, a past member of the Group who kindly gave it to me, built this. The real station had a very short life, being demolished to make way for the second station opened in 1937. This received a direct hit in 1943 but survived until the recent redevelopment of the site.
Only buses 2 & 4, therefore, could have actually used the station but with 60 plus models of EN vehicles from 1924 until 1970 and only the one bus station, I claim modeller's licence in this regard!

ARRIVA

Arriva Southend by Peter Mansbridge.

A new arrival is 3514, LJ03MZE, another DAF SB120/Wright Cadet. This has replaced Dart SLF 3325 (T825 NMJ) withdrawn following accident damage.

Dart SLF 3301 (Y301 TKJ) illustrated in EBN last month was only a short-term loan from Sheerness and has now returned to Kent.

"The One" branded Versas – an update with thanks to Richard Delahoy.

Initially, 4 of the batch did not have rear themed pictures or names. In late February these 4 were all named Pride of Southend (so there are now five Prides of Southend!) and received illustrated backs, and the backs of 4257 & 4260 were changed. The revised list is thus now:

Number	*Rear theme: xxx-on-Sea*	*Named Pride of . . .*
4245	Shopping	Southend
4246	Leisure	Hadleigh
4247	Leisure	Westcliff
4248	Culture	Chalkwell
4249	Fun	Southchurch
4250	Now Fun, previously blank	Southend, previously un-named
4251	Now Sunset, previously blank	Southend, previously un-named
4252	Culture	Shoeburyness
4253	Relax	Thorpe Bay
4254	Relax	Leigh on Sea
4255	Fun	Thundersley
4256	Shopping	London Road
4257	Now Views, previously Heritage	Rayleigh
4258	Now Views, previously blank	Southend, previously un-named
4259	Now Sunset, previously blank	Southend, previously un-named
4260	Now Art, previously Heritage	Castle Point

Not all rear illustrations on the same theme are identical, eg "Views" on 4257 shows Rayleigh windmill, whilst "Views" on 4258 depicts the Southend cliff lift, and the two sunsets are different. The new pictures on 4250/1/8/9/60 all carry "Photograph courtesy of competition winner [name]".

There have not been any changes to the route 9 branded batch of Versas, where 6 carry illustrated rears, the other 6 of the original batch (4201-12) carry "the wave" branding and 4200 has a standard advert frame.

with thanks to Richard Delahoy



Arriva Southend 4250 shows off its new rear end! The Fun-on-Sea picture was taken by Sandra Mayhew. Colour views on the back cover. The bus picture was taken by **Richard Delahoy.**



A Little Bit of Bureauocracy

but, nevertheless, an important piece of history!

By the time this issue is published, the Arriva Southend operator's licence will have been replaced by Arriva Kent Thameside, as explained in our January edition. Here's a last look at the historic O Licence PF0000093 that dated back to 1931. The service registrations transferred to the new licence from Tuesday 11 March 11.

Richard Delahoy.

hedingham and chambers

By Mark Lloyd.

Acquired Vehicles

721	W821NNJ	Dennis Trident / E Lancs Lolyne	Ex Anglianbus (Konectbus livery)

Allocations

-	F640 LMJ	CN – KN (on loan from Barham)
615	EU07GVY	HD – CN
616	SN10CCV	HD – CN
262	EU58JCJ	CN – HD
263	EU59AYM	CN – HD
282	W339VGX	TY – CN
291	EU06KCX	CN – TY
721	W821NNJ	Anglianbus – CN
485	R232HCD	TY - HD

Fleet

The East Lancs Lolyne 721 had originally joined Hedingham fleet ranks in October 2010 when it was due to become L399. The Trident was transferred after a very short time to join Konectbus 722-7. 721 was then transferred to Anglianbus but kept the Konectbus livery.

The two E400's have been swapped for two E200's so that the additional capacity of the E400's can be used on the 87 service. The 88 will now utilise the E200's from HD.

Additional Related News

Ford Transit EJ57PXY has come in from London General as an ancillary vehicle for TY.

with thanks to Jeff Clayton, Nick Field & Essex-Buses yahoo group.



Hedingham's 1990 Leyland Olympian/Alexander (H160 HJN) about to depart The Square, Tollesbury on 19 February on service 95 to Maldon. **Ken Coldwell.**

Hedingham and Chambers.

New Fleet Numbering System – Quick Look Up guide. By Mark Lloyd.

L Fleet No	New	L Fleet No	New	L Fleet No	New
L160	60	L361	81	L404	283
L212	212	L362	82	L405	284
L282	4	L363	86	L406	285
L286	7	L364	63	L407	288
L290	9	L365	65	L408	280
L291	10	L366	76	L409	481
L295	5	L367	64	L410	484
L298	6	L368	61	L411	485
L300	75	L370	262	L412	486
L301	480	L371	62	L413	717
L309	8	L372	71	L414	734
L312	250	L373	72	L415	737
L325	290	L374	73	L416	738
L326	289	L375	67	L417	739
L328	252	L376	66	L418	561
L330	560	L377	68	L419	563
L333	93	L378	69	L420	562
L334	281	L379	70	L421	569
L335	251	L380	292	L422	565
L336	91	L381	293	L423	574
L337	95	L382	263	L424	567
L338	254	L383	264	L425	568
L339	255	L384	74	L426	564
L340	470	L385	265	L427	566
L341	94	L386	616	L428	573
L343	256	L387	200	L429	570
L345	90	L388	201	L430	571
L346	291	L389	202	L431	572
L347	11	L390	203	L432	579
L348	260	L392	482	L433	575
L349	259	L393	483	L434	576
L350	258	L394	286	L435	577
L351	257	L395	287	L436	578
L352	88	L396	253	L437	580
L353	87	L397	701	L438	581
L355	615	L398	702	L439	3
L356	261	L399	714	L440	1
L357	80	L400	728	L441	2
L358	84	L401	729	L443	962
L359	83	L402	730	N529LHG	89
L360	85	L403	282	P910RYO	92
				R552LGH	96
				W821NNJ	721
				V161MEV	740
				YT51EBF	907

Ensignbus **by Mark Lloyd,**

Ensign Fleet - February 2014

Vehicles Withdrawn

107	X601EGK	Dennis Trident	Plaxton President	To Freedom Travel, Ely
110	X613EGK	Dennis Trident	Plaxton President	To Freedom Travel, Ely

Dealing Stock Movements - February 2014.

Vehicles In			
Brighton & Hove	Y851/3/4/6/65GCD		Dennis Trident Plax President ex 851/3/4/6/5
	T672/3/5KPU		Dennis Trident ALX400 ex 884/5/6
	R219/24/6HCD		Volvo B10BLE Wright Renown ex 219/24/6
	W796VMV	Dart Plaxton MPD ex 242	
	N210NNJ		Dart SLF ex 210
Dawson Rentals	SN56AYB	Enviro 200	
First Group	X738HLF	Dart Marshall ex 41738	
	LN51DVR/DXC/DVW/Y		X771HLR ex 41771
Go Ahead N East	V216ERG	Dart Plaxton MPD ex 8216	
	X223/4/7/32/822FBB	Dart Plaxton MPDex 8223/4/7/32/25	
Goodwins Coaches	AE06OPD	MAN Evolution	
London General	RML2520		
London United	SN06JPV/X		ADL MPD ex DPK624/5
Metrobus	Y361/7/8HMY		Dennis Dart SLF Caetano ex 361/7/8
	R744BMY R747FGX	Dennis Dart SLF Plaxton Pointer ex 244/7	
Transdev Blazefield	YK55ATN/O/U/V/X/Y	Volvo B7TL Wright Gemini ex 405/6/7/8/9/10	



Sunday 23 February saw the large rail replacement mentioned last month. A very smart Ensignbus 604, Plaxton Premiere Volvo B10M ex Red & White and Stagecoach heads a line of traffic on its short journey to Chafford Hundred. **Richard Delahoy.**

Stephensons of Essex by Richard Delahoy.

Vehicles

The 12 ex London Scanias are now slowly starting to enter service, as they are converted to single door and repainted. They are ex London Sovereign, Scania N94UD with East Lancs Omnidekka bodies, from the same batch as Stephensons' existing 631-5. They are numbered in the low-height series (correcting the report in our January issue). The batch comprises:

636 YN55NHV (ex SLE27)	637 YN55NJE (ex SLE27)	638 YN55NJF (ex SLE28)
639 YN55NJK (ex SLE30)	640 YN55NJV (ex SLE32)	641 YN55NKA (ex SLE33)
642 YN55NKC (ex SLE34)	643 YN55NKE (ex SLE36)	644 YN55NKG (ex SLE38)
645 YN55NKH (ex SLE39)	646 YN55NKK (ex SLE41)	647 YN55NKL (ex SLE42).

646/7 entered service at Haverhill at the end of February, the others will follow as conversions are completed and they will replace Olympians.

Olympian 706, G706TCD has been sold to North Somerset Coaches.



above: Stephensons Dart SLF, 412 (SK02 XGP) leaving Tesco, Maldon on service 288 on 19 February.
Ken Coldwell.

Amber Coaches by Adam Kelleher.

Vehicle on Loan From Ensign: N210 NNJ, Dart SLF / Plaxton Pointer. This early low floor Dart was acquired by Ensign from Brighton & Hove in February this year and remains in B&H livery. It is on loan to cover for one of Amber's own Darts that suffered rear damage in an RTC with a car.

Services From 17 March the commercial elements of route 265 are being withdrawn at both ends of the route, so instead of being Pilgrim's Hatch and Brentwood to Lakeside, the route is truncated to West Horndon Rail Station to Grays Bus Station operating basically an hourly Monday to Saturday Thurrock Council service. One vehicle can cover the timetable. (Note: This service ran as route 564, operated by First London, during 2012 before being absorbed into the existing 265.)

Workings Y172 NLK was an unusual double deck working on route 269 on 26 February.

With thanks to Ross Newman, Chris Stewart and LOTS.

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

Acquired Vehicles **November 2013:**

EIG 1357 Mercedes Benz 0810D / Plaxton Vario
From Ensign, ex Beestons, overall dark blue livery. Seen on route 351 on 16 January.

February 2014:

YX09 FNG AD E200Dart / AD Enviro 200 8.9m B29F new 5/2009 Kent CC, Aylesford
From Ensign, ex Kent Top Travel, Canterbury. White livery with light green skirt (very similar livery to Stephenson's), seen on route 541 on 23 February
BX58 BEY AD E200Dart / AD Enviro 200 8.9m B29F new 10/2008 Hanson, Stourbridge
From Ensign, all white livery with Trustybus fleet names, also seen on 541 on 23 February
BX58 BFA AD E200Dart / AD Enviro 200 8.9m B29F new 10/2008 Hanson, Stourbridge
From Ensign, all white livery
S403 JUA DAF SB220 / Optare Delta B49F new 11/1998 Montague Euro, Northampton
From Ensign, ex Belle Vue Coaches, Heaton Chapel, Stockport, all yellow livery (was used as a School Bus by Belle Vue)
R744 BMY Dennis Dart SLF / Plaxton Pointer B35F new 1/1998 Metrobus 244
From Ensign, in Metrobus two-tone blue livery, LED blinds. Note that although this is a low floor Dart it does not have a wheelchair space.
NK51 MKG / NK51 MKJ / NK51 MKM Dennis Dart SPD / Plaxton Pointer B41F new 10/2001 Go Coastline 8235/6/8
From Ensign, all over red livery, dot matrix blinds, including full width rear blinds
P980 LNB Dennis Dart SLF / Plaxton Pointer 10.1m B37F new 9/1996 Cooper, Dunkinfield
From Travel with Hunny, amended Stagecoach livery - white remains, but orange, red and light blue areas over painted dark blue.

Disposals PD 11 (R745 BMY) has been withdrawn for disposal.

Services Trustybus took over M-F daytime off peak route 246 between Waltham Cross and Brookfield Centre on 10 February. This had previously been run by Roadrunner but had not operated since at least 3 January if not before. Routes C3 and C3A were withdrawn after 28 February and 1 March respectively being replaced from 3 March with new routes 410 (M-S) and 411 (M-F) between Harlow and Waltham Cross / Holdbrook Estate (with Hammond Street no longer served by these routes).

Workings Trident X649 LLX worked on TfL route 38 on London Underground strike days 5 and 6 February.

With thanks to Ross Newman and LOTS.

Regal Busways by Adam Kelleher.

Vehicle on Loan From Panther Travel: M832 CVG, Volvo B6 / Plaxton, new to Lambert, Beccles in May 1995. It was noted in service at Braintree on 25 February, parked at Brentwood Station on 28th and in Chelmsford Bus Station on 4 March (with "Regal Busways" on the LED blind). It is in full Panther livery. It has previously operated in Essex for both Hedingham and Chambers.

Repaint J734 CWT is now all white, ex Hedingham livery.

Disposal 514 (N414 NBW) was last reported in service on route 3 on 10 September last year and is thought to have been disposed of, leaving 515 as the last step entrance Dart owned.

Other Vehicle News Correction to EBN 598: 613 has not had its rear Transdev route branding removed. When seen in January it was merely covered by dirt!

Workings and Observations The two tri-axle Neoplan Tourliners, MV12 ODR and OV63 XCN, are usually used on charter to tour companies. (They are all white and were without fleet names but MV12 has recently gained vinyls for "Grand UK Holidays"). However, as reported in EBN 598, they have recently been used on Highland School work, this was due to a shortage of serviceable double deckers. Also, MV12 worked a very unusual emergency rail replacement between Oxford and Leamington Spa on 9 February. 801 and 802 operated on TfL route 167 on London Underground strike days, 5 and 6 February.

22 Jan	515 on 31A	5 Feb	605 on 3, 611 on 565
6th	610 on First Data shuttle, 1206 on 7	14th	515 seen in East Hanningfield
16th	611 on 71C		
20th	209 on 31A and 52, 611 on Braintree Freeport shuttle, 613 on 52 and 3, 801 on 1		
23rd	201, 206, 802, J734 CWT and MV12 ODR on rail replacement (Ingatestone to Braintree / Ipswich)		
25th	605 on 1, 1404 seen in Rawreth	28th	1404 seen in Rettendon

With thanks to Terry Clark, Chris Hatley, John Podgorski, Kevin Smith, Robert West, Owen Woodliffe, York Bus Driver and LOTS.

Travel With Hunny by Adam Kelleher.

Disposal Dart P980 LNB to Trustybus, February 2013

Replacement Services Following on from EBN 598, Swallow's route registration for route 555 was not accepted by the Traffic Commissioner, therefore this route also ceased on 31 January when TWH closed down. Between 20th (which was supposed to be the first day of Swallow operation, and indeed as reported last month, Swallow's BU08 ACV operated the route) and on 31st a mixture of Swallow and TWH vehicles were used, including Swallow's ex Arriva Southern Counties Dennis Dart SLF / Plaxton Pointer P199 LKJ. On the last day the route was operated by one of TWH's two Mercedes minibuses. By the next day all notices of the route had been removed from Harlow Bus Station. The school journeys between Waltham Abbey / Upshire and Debden Park School transferred at short notice to Roadrunner, running as route 254, via an amended route (although the first day was Tuesday 4 February, the school journeys were not covered on Monday 3rd).

With thanks to Chris Hatley, Peter Horrex, Owen Woodliffe and LOTS

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

Don's, Great Dunmow:
A 62 OJX, a Plaxton bodied Leyland C57F is here from Young, Buxton, Derbyshire.

Enigma Travel, Wivenhoe:
Volvo/Plaxton C49FT, registered TJI 4038 (ex F 44 GTO) has gone to Wooley, Llanedwen, Wales.

Lodge, High Easter:
BMC 850 BX 06 OAU has been reregistered as F 20 DGE.
Leyland Olympian/Northern Counties H47/29F has been acquired from Wilts and Dorset through Ensign (Dealers).

Rooms, Stanford-le-Hope:
Three MCW Metrobuses registrations KYV 805 X, C 344 BUV and C 431 BUV are now gone from this operator, whereabouts unknown.

Viceroy, Saffron Waldon:
KP 51 UER, a Dennis/Plaxton C70F is no longer with this operator.

WHM (Brentwood Coaches), Hutton:
HK 61 GPF, a 16 seat Mercedes mini-bus has been acquired from a private owner.

Williamson, Grays:
MCW H43/32F, reg. GYE 431 W, is no longer with this operator.



Left:
Wards Coaches operate some school services to Manningtree High School. The school service from Horsley Cross and Bradfield requires double deck capacity. Back on 21 July 2010 Ward's regular bus on this service was ex Wilts and Dorset M134 HPR DAF DB250/Optare Spectra. The regular bus on this service is now X651 LLX Volvo B7TL/Plaxton President converted to single door, ex Metoline VPL151. X651 LLX was photographed in Colchester Road, Lawford on 4 March and shown on the inner rear cover.
Robert Appleton.

As mentioned in February's EBN, there was a large rail replacement on the c2c line on Sunday 23 February. Just Ensign, Stephensons and Talisman met the peak vehicle requirement of 41 vehicles, with a mix of low floor deckers and coaches (although the Ensign artic coaches were not in use). Coming up, there will be buses replacing trains whilst Pitsea junction is re-laid for most weekends in March and April and including an Ensign service between Canvey and Basildon. 27 April will also see a fairly extensive bus/coach service - details all at http://www.c2c-online.co.uk/. A sample of Ensign's contribution is shown elsewhere in this EBN so here we show Stephensons 601, EU12HXW, still looking brand new, and Talisman's SP07CAV, a Volvo B12B Plaxton Panther.





Both pictures by **Richard Delahoy.**



I know we have pictured "Southend Transport" 233 in recent editions but here it is again earning its keep during the Underground strikes. One of the vehicles with a strong Essex pedigree working extras for TfL on the tube strike days in February was Ensign's ex Southend Transport Fleet MRJ233W. None of our regular contributors seems to have caught it on film so we are grateful to Mark Howarth of Western Greyhound for this hurried shot of it on the 25 on 5 February, running between Holborn and Stratford. Mark was in London for a meeting and came upon 233 purely by chance! **Mark Howarth.**

Target dates for EBN600 (April 2014).

By	...	4 April 2014	...	Reports to Sub-Editors.	**Note!!!** Extra
By	...	11 April 2014	...	Sub-Editor drafts to Editor.	week from
By	...	21 April 2014	...	Dispatch by Printers.	original schedule.

Back Cover Photos.

Inside Top: A classic view of old Essex with Stephensons 434, AD Enviro 200, EU10 NVT, climbing Market Hill, Maldon on 19 February on service 90. **Ken Coldwell.**

Inside Bottom:. G727 XDL - new to Southern Vectis - Leyland Olympian that latterly operated for Wilts & Dorset subsidiary Damory Coaches. Now in the ownership in Carters Coach Services, but still wearing its former operator's livery whilst awaiting departure to Hadleigh (Suffolk) on 17 February. **Fred Lawrance.**

Outside Top : One of the very attractive rear ends described on p22 of this issue. **Richard Delahoy.**

Outside bottom: Network Colchester Volvo B7R/Wright - GN07 AVE in SX133 livery "strangely" working on local route 1 on 17 February. **Fred Lawrance.**




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