

ESSEX BUS NEWS

**No. 583
November 2012**



ESSEX BUS ENTHUSIASTS GROUP
www.essexbus.org.uk



On Easter Monday in April 1970, Bristol FLF6G/ECW DT2728 (175 XNO) has a break from service 70 Harwich to Colchester and was photographed at Great Oakley operating on service 106 from Harwich to Clacton.

Bristol MW5G/ECW DT1434 (JHK 458C) has arrived at Harwich on the infrequent service 80 from Colchester in August 1971. *Robert Appleton*



Essex Bus News

Magazine Editor

Eastern National Enthusiasts Guild :

David Harman, 24 Frankfield Rise
Tunbridge Wells, TN2 5LF
essexbusnews@casuarina.org.uk

First in Essex :

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

Arriva Southend / Network Colchester / Network Harlow / TGM Stansted :

Peter Mansbridge
petemans_1@hotmail.com

Ensignbus / Hedingham :

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

Regal Busways / SM Travel etc / Travel with Hunny :

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

Service Changes :

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

Social Secretary: meetings, events, tours :

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

Your reports and observations

Members reports, quality photos (prints, slides or JPGs to about 5" x 4" 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.

© 2012 Essex Bus Enthusiasts Group

Printed by DirectCDs Ltd,

Unit 9 Swains Mill, Crane Mead,
Ware, Herts. SG12 9PY
01920 465023 www.directcds.co.uk/

back cover: In use at Braintree as a crew shuttle is **First Essex** Bluebird schoolbus **68000** (Q275 LBA). Being to B15F layout, this bus has more windows than seats!

Keith Woods

A reminder of summer: **London Bus Company RT3228** (KYY 957) in pristine Green Line livery makes a brave sight as it leaves Harlow Bus Station on the Epping Ongar Railway link service on 7th July. *Len Rason*

Dates for your diary

■ EBN PRESS DATES

EBN dated
December
January 2013

reports to Editors by
1 December
5 January 2013

Despatch day is posted to the website as soon as it is known. Please allow reasonable time for postal delays (at least seven working days) before claiming non-receipt. Replacements can be obtained from the Distribution Officer (see Group Directory).

■ SOUTH ESSEX MEETINGS

- ▶ Meetings return for the winter to Wickford Cricket Club, off Swan Lane, Wickford - five minutes walk from Wickford Station and five minutes drive from A130 and A127. In Wickford Town Centre, turn right into Swan Lane from Runwell Road (pub is on corner) then turn right - marked Wickford Tennis Club. This is an unmade road so beware of potholes. Go straight ahead towards tennis courts and left at end. The cricket club is in front of you. Doors open at 19.30 for informal chat with main talk or show from 20.00 to 21.45/22.00. A cash bar is available. Members and guests are welcome - £1.50 donation towards cost of room, please. *Richard Delahoy*
- ▶ **Monday November 26 - Harris Coaches.** Dave Arnold and Fred Lawrance
- ▶ **Tuesday December 18 - Xmas Social.** 20 Years ago by Richard Delahoy

Spring 2013 programme:

- ▶ **Mondays: January 21, February 25 and March 25** - (all at Wickford) further details next month.

■ NORTH ESSEX MEETINGS

Venue: downstairs room at the Friends Meeting House, Church Street, Colchester, just south of "Jumbo" (the water tower) and behind the Mercury Theatre. Town centre bus stops and parking are nearby. Doors open at 19.15 for an informal chat, with the main talk or show from 19.45 to 21.45. £1.50 donation towards room hire, please. Slides/digital photos are preferred, but prints can also be shown. Members and guests welcome. *Dave Arnold*

2012 programme ~ slide shows

- ▶ **Friday November 9** - Steven Maskell
- ▶ **Friday December 14** - Dave Arnold and Gary Sharpe

2013 dates for your diary:

- ▶ **Fridays January 11, February 8, March 8, April 12, May 10, June 14, July 12, August 9, September 13, October 11, November 8, December 13.**

■ EVENTS ETC

- ▶ **Saturday December 1 - EnsignBus Vintage Bus Christmas Special** (X55 Upminster - Lakeside and X81 Shenfield-Brentwood-Lakeside-Bluewater).
- ▶ **Saturday April 6 - South East Bus Festival 2013**, Kent Showground, near Maidstone, Kent, from the organisers of 'M&D 100' and 'M&D and EK 60'.

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.

Membership Changes

We extend a warm welcome to the following new members this month:

Kenneth Anderson, Chatham - 1060
Alan Ramage, Chelmsford - 1061

and we are sorry to have to report the death of member David Southwood of Chelmsford.

Richard Delahoy, Membership Secretary and Treasurer

Saturday 1st December 2012

VINTAGE BUS SPECIAL

X81

Shenfield Station ➡	-	-	-	0922	0952	1022	1552	1622	1652	1722	1752	1824	1854
Shenfield, Green Dragon	-	-	-	0924	0954	1024	1554	1624	1654	1724	1754	1826	1856
Brentwood High Street, Stop G	-	-	-	0929	0959	1029	1559	1629	1659	1729	1759	1831	1901
Brentwood Station ➡	-	-	-	0935	1005	1035	1605	1635	1705	1735	1805	-	-
Warley, Warley Hill j/w Eagle Way	-	-	-	0939	1009	1039	1609	1639	1709	1739	1809	-	-
Great Warley, Thatchers Arms	-	-	-	0943	1013	1043	1613	1643	1713	1743	1813	-	-
North Ockendon, White Post Farm	-	-	-	0952	1022	1052	1622	1652	1722	1752	1822	-	-
South Ockendon, Royal Oak	-	-	-	0955	1025	1055	1625	1655	1725	1755	1825	-	-
Lakeside Shopping Centre, Bay N	0835	0905	0935	1005	1035	1105	1635	1705	1735	1805	1835	-	-
Greenhithe Station ➡	0900	0930	1000	1030	1100	1130	1700	1730	1800	-	-	-	-
Bluewater Shopping Centre, Bay 12	0905	0935	1005	1035	1105	1135	1705	1735	1805	-	-	-	-
Swanscombe, 'George & Dragon'	0913	0943	1013	1043	1113	1143	1713	1743	-	-	-	-	-
Northfleet Bus Garage	0921	0951	1021	1051	1121	1151	1721	1751	-	-	-	-	-
Gravesend, Garrick St, Stop B	0925	0955	1025	1055	1125	1155	1725	1755	-	-	-	-	-
Gravesend Clock Tower	0930	1000	1030	1100	1130	1200	1730	1800	-	-	-	-	-

then
every
30
mins
until

Gravesend Clock Tower	-	-	-	1010	1040	1510	1540	1610	1640	1710	1740	1810	
Gravesend Station ➡	-	-	-	1016	1046	1516	1546	1616	1646	1716	1746	1816	
Northfleet Bus Garage	-	-	-	1020	1050	1520	1550	1620	1650	1720	1750	1820	
Swanscombe, 'George & Dragon'	-	-	-	1028	1058	1528	1558	1628	1658	1728	1758	1828	
Bluewater Shopping Centre, Bay 12	-	-	1005	1035	1105	1535	1605	1635	1705	1735	1805	1835	
Greenhithe Station ➡	-	-	1010	1040	1110	1540	1610	1640	1710	1740	1810	1840	
Lakeside Shopping Centre, Bay K	0935	1005	1035	1105	1135	1605	1635	1705	1735	1805	1835	1905	
South Ockendon, Royal Oak	0945	1015	1045	1115	1145	1615	1645	1715	1745	1815	-	-	
North Ockendon, White Post Farm	0948	1018	1048	1118	1148	1618	1648	1718	1748	1818	-	-	
Great Warley, Thatchers Arms	0958	1028	1058	1128	1158	1628	1658	1728	1758	1828	-	-	
Warley, Warley Hill j/w Eagle Way	1002	1032	1102	1132	1202	1632	1702	1732	1802	1832	-	-	
Brentwood Station ➡ opp Str	1006	1036	1106	1136	1206	1636	1706	1736	1806	1836	-	-	
Brentwood High Street, Stop A	1012	1042	1112	1142	1212	1642	1712	1742	1812	1842	-	-	
Shenfield, Green Dragon	1017	1047	1117	1147	1217	1647	1717	1747	1817	1847	-	-	
Shenfield Station ➡	1019	1049	1119	1149	1219	1649	1719	1749	1819	1849	-	-	

then
every
30
mins
until

X55

Lakeside Bus Station, Bay B	-	-	-	1007	1637	1707	1737	1807	1837	1907		
Aveley High Street	-	-	-	1016	1646	1716	1746	1816	1846	1916		
Corbets Tey, Parkland Ave	-	-	-	1028	1658	1728	1758	1828	1858	1928		
Upminster Station	-	-	-	1034	1704	1734	1804	1834	1904	1934		
Upminster Station, Stop B	0902	0932	1005	1035	1705	1735	1805	-	-	-		
Corbets Tey, Parkland Ave	0908	0938	1011	1041	1711	1741	1811	-	-	-		
Aveley High Street	0920	0950	1023	1053	1723	1753	1823	-	-	-		
Lakeside Bus Station	0929	0959	1032	1102	1732	1802	1832	-	-	-		

then
every
30
mins
until

Ensignbus
www.ensignbus.com

01708 86 56 56
customerservices@ensignbus.com

Fares and Passes

Day Ticket - all day, all EnsignBus network unlimited travel:

Adult £7, Child £4, Family (2 Adults + 2 Children) £20.

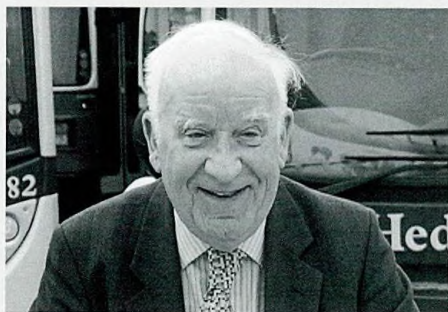
Singles & Returns - local fares available.

Concessionary Passes - We are sorry but we are unable to accept concessionary passes on these special services. Normal Adult fares apply.

Other Passes - Essex Saver, TfL Oyster cards, Travelcards and all other bus company and train tickets are **not** valid on these services.

Donald Robinson MacGregor MBE BSc(Econ)

16th June 1930 – 26th October 2012



It was with shock and sadness that I heard of the passing of the founder of Hedingham & District, Mr. D.R. MacGregor. Ever since I had taken an interest in public transport, there had always been vehicles in Braintree Bus Park bearing the legend "D.R. MacGregor BSc(Econ)" in the legal lettering, whether on a Bristol LS or the latest Enviro. I was rather surprised to be asked to write this tribute to him as many others knew him much better than me, although I did first meet him about 45 years ago, when I cycled down to Sible Hedingham to acquire the latest timetable, which he very kindly gave to me rather than charging the cover price of, I think, six old pence.

As his name and accent would suggest, Donald MacGregor was born in Scotland, in Alexandria, Dumbartonshire, but his father moved to a new job in the Braintree area and by the late 1940s the family was living in Broad Road, Bocking. As well as Eastern National, the vehicles of various independent operators passed their house, including A.E. Letch of Sible Hedingham and S. Blackwell of Earls Colne, so there was plenty of interest for a young transport enthusiast to see.

In 1947 he joined Eastern National at Chelmsford and returned there after National Service. He then decided to further his career by studying at the London School of Economics, specialising in transport. His enthusiasm for transport

was further demonstrated when he wrote "The National Way" in 1955 to celebrate the 25th anniversary of Eastern National. By today's standards this would seem quite a small book but in those days there were practically no books being published for bus enthusiasts, so this was very much a first. His name also started to appear in "Commercial Motor" magazine, where he wrote an article about independent bus operators in Essex, quite a few of whom were to sell out to him decades later. As if all this wasn't enough, he and his brother Ian started to build their own car in April 1954 which they completed nine months later and then started the "Special Builders Car Club" for like minded people.

After graduating in 1955 he hoped to return to Eastern National but they didn't have a suitable job for him and after declining a job with the East Africa Railways (as his mother was afraid that he might emigrate permanently) he became an assistant traffic superintendent with the London Brick Company where he was responsible for the operation of 600 lorries and 25 staff. His duties included visiting various LBC depots around the country and if an overnight stop was required he would spend his free evenings by wandering down to the local bus depot and taking colour slides of the vehicles there. He married Mary M. Penman in 1957 and their first child, Robert, was born in 1958, followed by Malcolm in 1960 and Sarah in 1963.

Aubrey Letch had been running a handful of buses from Sible Hedingham since the 1920s. His administration apparently wasn't too good as he was prosecuted for failing to submit annual returns to the Traffic Commissioners. On hearing of this, Donald MacGregor suggested that he could help out with the admin on Saturday mornings. When Mr. Letch retired the obvious successor was therefore Mr. MacGregor who took over in June 1960 just before his thirtieth birthday and shortly before the birth of his second son.

It is fair to say that the word "motley" could be applied to Letch's fleet but things were soon to change. Out went petrol engine Bedford OBs and in came diesel powered Bristols. In a short tribute, one can not recite the whole history of Hedingham & District but I think it is worth mentioning one vehicle which showed the progression of the company. In earlier decades a rural independent operator could usually only aspire to buying lightweight vehicles such as Fords or Bedfords. If they managed to acquire a brand new heavyweight then that was a sign that their business was doing really well. In September 1974 such a bus appeared at Sible Hedingham in the form of Willowbrook bodied Leyland Leopard L84 (RGV 284N). Very much Mr. MacGregor's personal vehicle in its early days, usually parked in the single bay shed by his office, it remains in the fleet to this day.

1980 saw the publication in conjunction with F.D. Simpson and R.J. Crawley of the first volume of "The Years Between" which told the story of the National Omnibus and Transport Company, with Volume 2 covering the Eastern National story following a few years later. Mr. MacGregor's sons, Robert and Malcolm, joined the company in the 1980s which continued to

expand, particularly at deregulation and afterwards.

In June 1993 Mr. MacGregor received the MBE in recognition of his services to the bus industry but tragically his younger son, Malcolm, passed away suddenly. In later years, Robert MacGregor became Managing Director, aided by his wife Claire, and sister Sarah, but Mr. MacGregor continued to take a very active role and was still to be seen at his desk at Sible Hedingham until a few days before his passing.

As many members will know, VNO 859, the Bristol KSW5G of the Eastern National (1407) Preservation Group was kept at Sible Hedingham depot for over thirty years and we will be forever grateful for his generosity in giving us space there and for helping us in so many ways in the preservation of our bus.

Nigel Turner

The Group has always considered Mr MacGregor to be a valued friend, as indeed he has been to Essex enthusiasts generally for half a century, and we offer our condolences to his family at this sad time.

Chris Stewart, Chairman



L84 pictured at Tollesbury in 2010. *Dave Arnold*

Membership Renewals for 2013

We were delighted with the response to the membership renewal requests in last month's magazine, with half the total membership having already renewed within a couple of weeks of the magazine appearing. Indeed, I received the first renewal payments before my copy of EBN had arrived! Thank you all, especially to those who've made donations on top of their subscription.

If you've not yet renewed but received a green form loose inside last month's issue, please complete and return it to me with your payment for next year as soon as possible. As explained last month, despite the cost pressures we are facing, we have only increased the cost by £1 to £21 for 2013. Payment can also be made at Wickford meetings or by PayPal - see last month's magazine for details.

Richard Delahoy, Membership Secretary and Treasurer

EBN582

Those who have been paying attention will have noted that somehow or other, I managed to get pages 10 and 11 in the wrong order. Also, the Amber Coaches Olympian illustrated on page 23 was not on hire to Go-Ride, but on its regular Palmer's College contract.

David Harman

Group Directory

SUBSCRIPTIONS

A calendar year subscription is £20, renewable in January.

New members may join from any month during the year, but subscriptions will always run to December, from whichever month the member chooses. Those joining from February to December inclusive will pay a pro-rata subscription calculated at £1.70 per month. E.g., a member joining in March would pay $10 \times £1.70$; i.e. £17.

Data Protection Act: Members' details are held on computer for the purpose of administration. If you object to your information being held in this way, please write to:

Richard Delahoy, 272 Shoenbury Road
Southend-on-Sea SS1 3TT
richard@signal-training.com

MISSING / DEFECTIVE EBNS

For replacements, contact the Distribution Officer:

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

PUBLICATION SALES

Send orders for publications to:

Owen Woodliffe, 196 Sinclair Road,
Chingford, London E4 8PT

Owen also stocks a wide range of colour photos - send SAE with your requirements.

BLACK & WHITE PHOTO SALES

Lyn Watson
Willow Tree Cottage, 11 Roman Bank,
Gedney Dyke, Lincolnshire, PE12 0AR

Prints of specific EN (and predecessor) vehicles can be supplied; email with requirements:

lynw@barrons-bds.com

Publicity News

New, unreported or updated items reported this month:

First: leaflet for new 125 Braintree local with effect from 4 November

Heddingham: individual leaflets for 34/34A and 87 (28 August), 87, 88, 89, 92/92A/92B 18 November).

Owen Woodliffe

Service changes

Arrow Taxis			
Oct 12	DART5	M-S	Dengie DRT: service area to include Burnham on Crouch.
Arriva Southend			
3 Nov 12	375	M-S	Romford to Passingford Bridge: minor timetable changes.
Centrebus			
4 Nov 12	351	M-S	Hertford to Stansted Airport: service withdrawn.
	C3	M-S	Harlow to Waltham Cross: service withdrawn.
15 Dec 12	319	Sch	Great Dunmow to Bishop Stortford: service withdrawn.
Ensign Bus			
19 Nov 12	X1	M-S	Lakeside to Basildon: revised timetable and route in Orsett.
26 Nov 12	X1	M-S	Lakeside to Basildon: additional early evening journey introduced.
1 Dec 12	X55	SO	Upminster to Lakeside: revision to timetable for this vintage service operating only on 1 December 12.
	X81	SO	Bluewater to Shenfield: revision to timetable with route extended to Gravesend for this vintage service operating only on 1 December 12.
3 Dec 12	22X	M-S	Lakeside to Purfleet: new service operating on Mondays to Fridays until 21 December plus Saturdays 8 & 15 and 27 to 29 December only.
26 Dec 12	X10	WO	Lakeside to Southend: new service operating Boxing Day only.
	X31	WO	Canvey to Lakeside: new service operating Boxing Day only.
27 Dec 12	C2C	Th-Sun	Canvey to Pitsea: new rail replacement service operating from 27 to 30 December only.
First			
1 Oct 12	511	Sch	Billericay to Prittlewell: revision to route and timetable.
Go Ahead (Blue Triangle)			
16 Nov 12	575	M-F	Lakeside to Epping: service withdrawn.
Go Ahead London			
19 Nov 12	575	M-F	Romford to Harlow: new service.
Heddingham Omnibuses			
18 Nov 12	87	D	Minor timetable changes with buses no longer serve Brightlingsea loop twice.
	88	M-S	Colchester to Halstead: revised route and timetable. Aldham no longer served. Joint ticketing with First

	89	M-S	withdrawn. Great Yeldham to Braintree: revised timetable with off peak journeys extend to Braintree Freeport.
National Express			
1 Oct 12	484	D	Walton to London: additional calling point at Stratford.
18 Nov 12	481	D	Stowmarket to London: minor timetable and route changes.
New Horizon			
3 Dec 12	14	M-F	Walton to Frinton: new service.
Roadrunner			
5 Nov 12	351	M-S	Hertford to Stansted Airport: new service.
	C3	M-S	Harlow to Waltham Cross: new service.
Regal Busways			
22 Oct 12	3	M-S	Oxney Green to Southend: minor revisions to timetable (corrected date of introduction).
SM Coaches			
21 Nov 12	17	M-F	Harlow Pinnacles to Harlow Station: new service.
Stephensons of Essex			
5 Nov 12	38	M-S	Witham Town Service: revised timetable reinstating early and late journeys (updated information).
	39	M-S	Witham Town Service: early and late journeys reinstated (updated information).

From 18th November 2012 Colchester's temporary Bus Station on Queen Street will close and all operators services will be re-allocated to new bus stops in Osborne Street and Stanwell Street.

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

BAA route branded MAN/MCV AE56 MDX, TGM fleet number 562 was some way from its scheduled 308 route when seen at Hoddesdon Clock Tower on 24 October working the 392 from Rye Park to Harlow. *Owen Woodliffe*



Benfleet Station Bridge Replacement

Stephensons' Southend Heritage Bus Running Day is taking a year off (but may be back in 2014 or 2015), and enthusiasts will now be at a loose end after Christmas. The King Alfred Running Day in Winchester on 1st January is one alternative, and nearer home, a series of "running days" has been arranged for 26th-30th December to 'bridge' the gap until then.

Actually, that's not strictly true. What's really happening is that Network Rail is replacing the 100-year old bridge at Benfleet Station, and there are no trains between Leigh-on-Sea and Pitsea from close of service on Christmas Eve to start of service on New Year's Eve. Thus, a major rail replacement programme is planned with special routes, as hinted at in Service Changes on page 7.

Wednesday 26th December (Boxing Day):

Ensignbus, in conjunction with Lakeside Shopping Centre, is providing two one-day services: X10 (Southend to Lakeside - hourly) and X31 (Canvey to Lakeside -half-hourly). No prizes for guessing why those route numbers were chosen! Special fares apply and c2c and Ensign network season tickets are accepted but all other seasons and

concessionary passes are not. Download brochure from www.ensignbus.com

Thursday 27th December to Sunday 30th

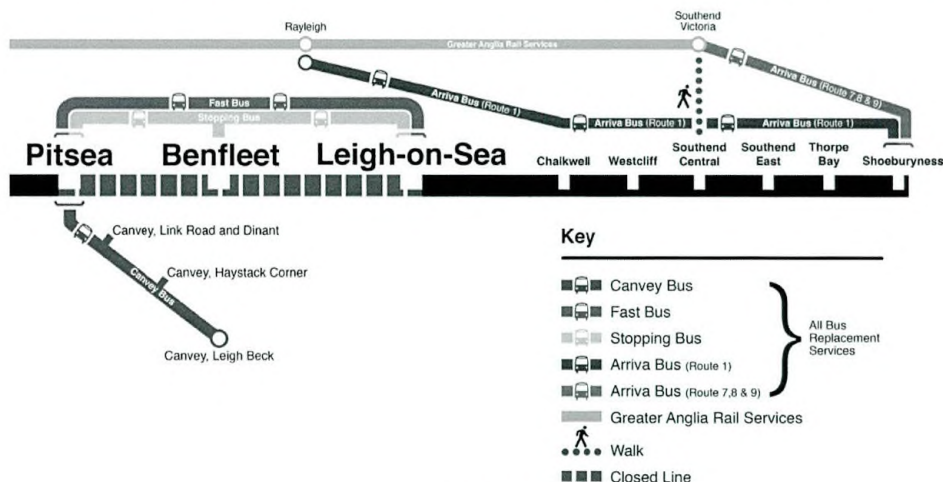
December: Special c2c rail replacement bus service between Leigh-on-Sea and Pitsea, with a direct fast service and a stopping bus serving Benfleet, plus a direct bus from Canvey to Pitsea station instead of Benfleet to provide a faster connection to London-bound trains. Ensignbus operation with other operators also contributing. c2c ticket holders only.

Further info at: www.c2c-online.co.uk/travel_information/service_alterations/benfleetbridgereplacement

So-o-o cameras and notebooks at the ready. These are 'modern' running days but the odd heritage vehicle might conceivably appear, and there are 'guest' operators on the c2c service. Photos please! Also, it would be nice to have photos of buses passing under the old bridge in bygone times, perhaps even from the (H.R.) Bridge (Benfleet & District/ Canvey & District) era.

David Harman

with thanks to Dave Stewart of LOTS



Colchester's New Bus Station

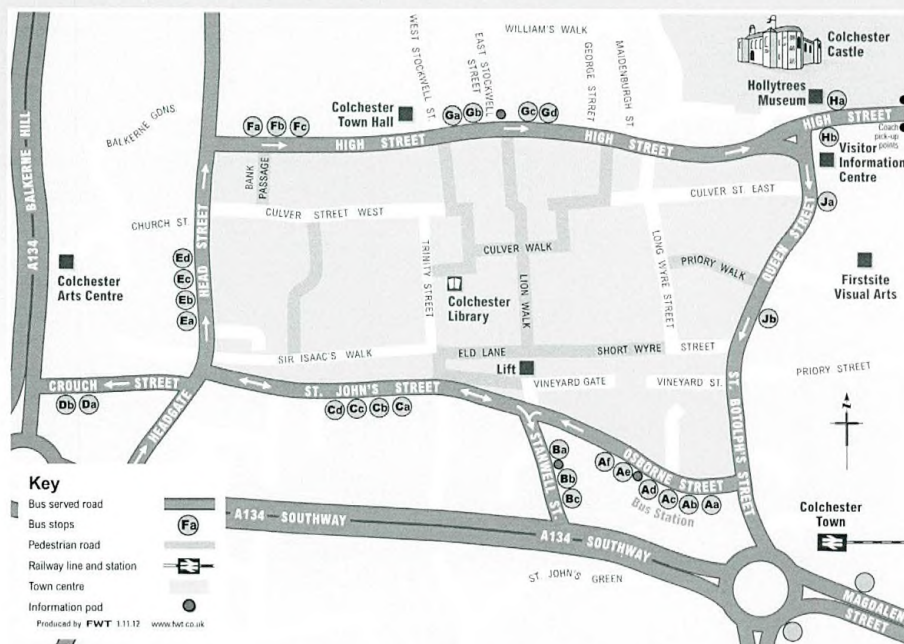
The emasculated remnants of the old Colchester Bus Station finally closed on 17th November. From the following day, what is described as the new 'bus station' came into use. This is basically the existing Osborne Street stops, where improved canopies, information screens and information 'pods' have been installed, and the toilets in the adjacent multi-storey car park reopened and modernised. A waiting room is provided at

the apex of the junction with Stanwell Street. There are now three stops in the latter.

The map below is from a leaflet issued by Colchester Borough Council and Essex County Council, showing revised stopping arrangements around the town. See www.colchester.gov.uk/article/5093/Bus-Station

David Harman

Colchester Town Centre Bus Stops from 18 November



Following the relocation of the bus station, some buses have been moved to new stops. This affects stops Aa to Af, Ba to Bc, Ha, Hb, Ja and Jb, as seen on the map above. Other bus stops around the town centre have been re-named but no other changes to these stops have been made, so your bus will continue to use the same stop as usual.

Bus	Bus Stop	Final Destination	Operator
1/1A	Ad, Hb	Ambrose Avenue	F/NC
1/1A	Ha	Greenstead	F/NC
2/2C	Ab,Hb	Boxted/Horkesley Heath/Colchester General Hospital	NC

Bus	Bus Stop	Final Destination	Operator
2/2C/602	Ha	Highwoods	F/NC
3	Ha	The Hythe	HO
3	Ab, Hb	Colchester, High Street	HO
4	Ab, Ja	Stanway	HO
6	Ab, Jb	Old Heath	NC

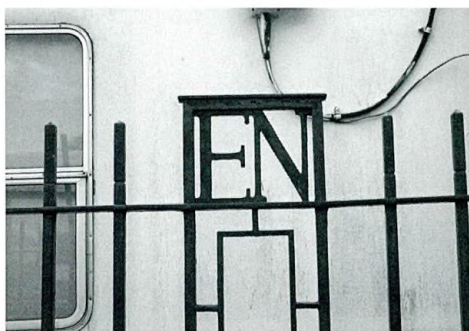
This information is correct at the time of publication - November 2012. For current information please check your nearest Information Pod, call Traveline on 0871 2002233 or visit www.traveline.info

Bus	Bus Stop	Final Destination	Operator
8/8A/8B/8C/8E	Ab	Horkesley Heath/Highwoods/Colchester General Hospital	NC/F
8/8A/8C/8E	Ja	Monkwick	F/NC
50/50A/50B/50C	Aa	Laver De La Haye/Tollesbury	F/NC
61/61A	Ac	Colchester North Station	F
61/61A	Ja	Wivenhoe	F
62/62A	Ac, Hb	Colchester North Station	F
62/62A	Ha	Wivenhoe	F
63	Ae	St Michaels	F
64	Ad	Shrub End	F
64/64A/64B	Ja	Greenstead	F
64A/64B	Ad	St Michaels	F
65	Ae	Stanway	F
66	Ac	West Bergholt/Colchester North Station	F/NC
66/66A	Ja	Old Heath/Rowhedge	F/NC
66A	Ac	Head Street	F
67/67A/67B/67C/67D/67E	Jb	West Mersea	F
67B	Ac	West Bergholt	NC
68	Ad	Prettygate	F
68	Ja	Monkwick	F
70/70X	Af	Chelmsford/Rayne/Braintree	F/NC/RB
71/71A/71C/71X	Af	Chelmsford	F/RB
74/74A/74B	Bb	Clacton	F/NC
74B	Ac, Hb	Colchester North Station	NC
75	Af	Maldon	F/NC/RB
75/75B	Ha	University of Essex	F
75B	Hb	Colchester High Street	F
76/76X	Bb	Clacton	F/NC
77	Ab, Hb	Colchester General Hospital	NH
77	Ha	Aingers Green	NH
78X	Ac, Ha	Brightlingsea	CC
78X	Ac, Hb	Colchester, High Street	CC
80	Aa, Ja	Fordham	HO

Bus	Bus Stop	Final Destination	Operator
83/83A	Ab	Colne Engaine/Mount Bures	HO
84	Bc	Sudbury	HCC
86	Aa, Ha	Aingers Green	HO
87	Ae, Ha	Brightlingsea	HO
87	Ac, Hb	Colchester High Street/Colchester North Station/General Hospital	HO
88/88A	Af	Halstead	F/HO/NC/RB
88B	Af	Little Tey	NC
92	Aa	Tollesbury	HO
93/93X	Bc	Ipswich	CaC
94	Bc	Hadleigh (Suffolk)	CaC
102/103/104	Bb	Harwich	NC
105/107/109	Ba	Walton-on-the-Naze	NC
122	Ba	Weston Homes Community Stadium (Colchester Utd FC)	NC
133	Ba	Stansted	ABB
168	Ac	Colchester North Station	F
168	Ja	Monkwick	F
175	Jb	Fingringhoe	F
176	Aa	East Mersea	HO
247	Aa	Dedham	B
250	Ba	Heathrow/Ipswich	NE
350	Ba	Clacton/Liverpool	NE
481	Ba	Victoria Coach Station/Felixstowe	NE
484	Ba	Victoria Coach Station/Walton-on-the-Naze	NE
754	Bc	Sudbury	HCC

Key

ABB	Airport By Bus	HO	Hedingham Omnibuses
B	Beestons	NC	Network Colchester
CaC	Carters Coaches	NE	National Express
CC	Cedric Coaches	NH	New Horizon
F	First	RB	Regal Busesways
HCC	H. C. Chambers & Son		



A small corner of First-land that is forever **Eastern National** ...

The magic letters survive on a wrought-iron fence, apparently overlooked by the First Group corporate identity department. The location is behind the portakabin at the rear of Colchester depot, adjacent to the now-closed Bus Station.

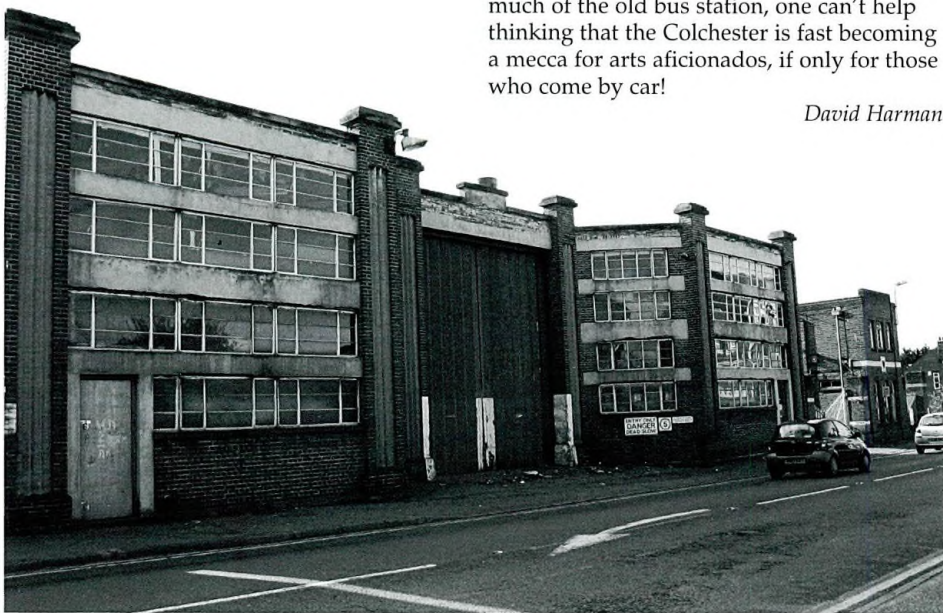
Ian Banks

With the closure of the bus station, the problem of where buses lay over becomes more acute. It is understood that part of the old Colchester Corporation premises in Magdalen Street, latterly used by Arriva and subsequently, Network Colchester, is now going to be used by First for parking.

Ian Banks took these recent pictures showing the old bus and tram depots, both now looking rather uncared-for.

The large 'Depot' lettering refers to short-term use of the former tram depot by a theatre company. With that and the Firstsite (no relation) Visual Arts Centre occupying much of the old bus station, one can't help thinking that the Colchester is fast becoming a mecca for arts aficionados, if only for those who come by car!

David Harman



■ FIRST ESSEX BUSES LTD

Acquired vehicles

33080	LN51 GNP	Dennis Trident 21846	Plaxton	7621	1/02	<i>First Capital</i>
33081	LN51 GNU	Dennis Trident 21830	Plaxton	7622	1/02	<i>First Capital</i>
33373	LK53 EYR	Transbus Trident 3112	Transbus	3048/31	12/03	<i>Centrewest</i>
33376	LK53 EYV	Transbus Trident 3115	Transbus	3048/34	12/03	<i>Centrewest</i>
33383	LK53 EZC	Transbus Trident 3122	Transbus	3048/41	12/03	<i>Centrewest</i>
33384	LK53 EZD	Transbus Trident 3123	Transbus	3048/42	1/04	<i>Centrewest</i>
33385	LK53 EZE	Transbus Trident 3124	Transbus	3048/43	1/04	<i>Centrewest</i>
40008	T161 BBF	Optare Solo M850 VN6158	Optare	B27F	5/99	<i>PMT</i>
40682	T166 BBF	Optare Solo M850 VN6181	Optare	B27F	8/99	<i>PMT</i>
42429	P429 ORL	Dennis Dart 10190	Plaxton	9610HJZ5258	B40F	8/96
						<i>Western National</i>
43446	P446 NEX	Dennis Dart 10418	Plaxton	9610HLZ5923B37F	11/96	
						<i>Eastern Counties</i>
43469	R469 CAH	Dennis Dart 11797	Plaxton	9610HLB8121B37F	2/98	
						<i>Eastern Counties</i>

Chassis prefixes:

SFD336BR21GX (33080/1), SFD33GBR53GXB (33373/6/83-5), SFD322BR1TGW (42429 and 43336) and SFD322BR1VGW (43469)

33080/1 ex First Capital East Ltd and 33373/6/83-5 ex First Centrewest Ltd (all October)
 40008/40682 ex First Potteries Ltd at Adderley Green (early November)
 42429, 43446/69 ex First Eastern Counties Ltd (43446 October, 42429 & 43469 early November)

A ticket issued recently on Mercedes Citaro demonstrator BN12 CLO showed '12100' rather than '12000' and clarification will be sought on its temporary fleet number.

Allocation changes (Period 7 ending 26th October)

These are, and always have been, taken from the Company's allocation sheet although these have been in several different formats over the last few months, hence changes in terminology. For operational reasons there may sometimes be discrepancies with the actual situation on the ground.

FG=to/from another First Group company (change of legal ownership);
 RES=reserve; Sh=shuttle bus (non PCV)

The following traditional depot codes are used in EBN, although they no longer appear on the company's listings: BN-Basildon; BE-Braintree; CF-Chelmsford; CN-Clacton; CR-Colchester; DT-Harwich; HH-Hadleigh; (D)-Disposal

Unfortunately official information for Period 7 was not available at the time of writing.

By observation (up to time of writing): 33080-BE; 33081-HH; 33373-HH; 33376-HH; 33383-HH; 33384-HH; 33385-HH; 40008-BE; 40682-BE; 42429-BE; 43446-CF; 43469-BE

Correction to EBN582: 32884 HH-FG (sold to First Midland Red Ltd at Redditch) and not transferred to BN

Disposals

Further to EBN582, Lances 60102 and 67002/10/2/3 have been seen at an Alpha Recovery

scrapyard in Weetslade, North Tyneside (together with a number of other First Group vehicles).

Repaints

20801 to new First Aircoach livery (white with two tone blue skirts etc and 'Aircoach' identity); see inside front cover.

Area News - workings and sightings

Route branding indicated [thus]

Rail replacement (all Greater Anglia)

October

- 13th BE30902/3, HH33383, CR34307/14 (Billericay-Witham)
- 14th BE30888, BE30900, CR32477/82, CR34304 (Billericay-Witham) and HH Tridents on early morning Shenfield-London duties
- 20th BE30900/2, BN31456, HH33384, CR34304
- 21st 21/10, 61-62 CR32476 on Chelmsford-Witham
- 27th HH33001 (Witham-Chelmsford), HH33384 (Wickford-Witham), BE30902/3, CR32483, BN34310 (Ingatestone-Chelmsford-Witham)

November

- 3rd CR34013 (Wickford-Witham)

Clacton (CN) & Harwich (DT)

October

- 11th DT44517 on 76X
- 12th DT44517 on Clacton 10/11/12 group
- 25th DT42937 on 103, CN67241 on 76X (subsequently taken to BN for MOT and fitment of LED display)

November

- 1st FEC Olympian/Northern Counties 34157 (P657 UFB) on loan working 103/104 - this worked the 88 at Colchester on 31st and returned to Ipswich on 3rd Nov
- 2nd Trident DT32809 on Clacton/Harwich 4
- 3rd CN32850/5 still on loan, covering DT32804 (at Basildon for MOT) and DT32847 (awaiting new rear axle)

Substitutions for Tridents on the 74/76 have become commonplace during October.

Noted at Telford Road in early November: 33090 (still awaiting repair before entry to service) 31462 34012 60321 and 60206

Colchester (CR)

During the week commencing 8th October, Osborne Street reopened at St Botolph's Street junction.

October:

- 4th CR32477 [61/62] on 65, CR32485 on 75.
- 5th CR34304 on 71/A (not usual line)
- 6th CR34018 on 61
- 7th CR32477 [61/62] on 65
- 8th CR34013 on 65
- 9th CR32476 [61/62] on 75, CR34018 on 71/A not usual line
- 12th CR32478 [61/62] on 67B, CR34308 on 61
- 15th CR32480 [61/62] on 68, CR34056 on 61, CR34308 on 65
- 16th CR32483 [61/62] on 88
- 17th CR32476/82/4 [61/62] on 75

23rd CR32480 [61/62] on 168, CR32485 on 65 or 88, CR60756 on 62
 24th CR32481 [61/62] on 75
 25th CR32480 [61/62] on 65, CR61054 on 61
 26th CR32484 [61/62] on 88, CR62406 on 71/A
 29th CR32481/3 [61/62] on 65
 31st CR34014 on 65, CR65683 on 62

Chelmsford (CF) and Braintree (BE)

October

8th CF20463 on 525
 9th CF20501 on 525, CF42934 on 71/A
 10th CF46158 on 132, CF66814 on 71/A
 11th CF42919 on 71/A, BE53701 on 132
 15th Citaro BN12CLO on 42 (otherwise ordinarily on 351 still), CF42936 on 71/A
 16th CF42921 on 71/A, BE53701 on 132, BE66177 on 132
 17th BE30901 on 132, BE42486 on 70 (and 20th, BE42857 on 70, CF66818 on 71/A
 18th CF42929 on 71/A
 20th BN65671 on 71
 22nd BE33080 on 70 (and since)
 23rd CF53126 on 42, CF69434 on 71 (and 24th/25th)
 25th CF42931 on 71/A
 26th CF42919 on 71/A, CF43460 on 42, CF65029 on Sandon P&R, CF66815 on 71/A,
 CF66837 on 70X (still on loan to BE),
 29th CF46158 on H2
 30th CF53128 on 42

November

6th BE40682 on 70X



Lance 67241 hangs on at Clacton. They seem to want to keep it as it's been 'upgraded' with electronic blinds. Weeley on 17 November. *Russell Young*

Basildon (BN) & Hadleigh (HH)

Volvo/Wright 66821 suffered significant fire damage to the rear while working route 100 on October 17th, but fortunately the vehicle was empty and the driver unhurt.

October

13th BN43800 on 100

25th HH32883 still in use (on 27) - awaiting return of 33090

26th CR34056 in BN yard, BN32863 on 200, BN43448 on 551

Other News

Former Thamesway Volvo 20115 (N615 APU) has recently been sold by First Eastern Counties to an unknown private buyer.

Sources: Own observations, with many thanks to First Essex and to R Appleton, S Austin, A Bird, N Clark, T Clark, J Collins, D Edwards, D Flatman, F406LTW, A Kelleher, J Long, K Mead, J Podgorski, D Pretty, I Ransom, J Salmon, C Sigston, S Simister, 'Solo', A Toms, R West, the Essex, East Anglia and British Buses in North America yahoo! groups, Essex Buses Google group, www.bustlistsontheweb.co.uk, Real Bus News, LOTS, PSV Circle and 'Terminus'.

*Reports relating to First Group may be sent by text on 07973 509459, by e-mail to shenfield252@gmail.com or by conventional post. Many thanks to all who do so.
Chris Stewart*

Arriva

■ ARRIVA SOUTHEND LTD

Further to EBN581 DAF Cadets 3501/6/7 are confirmed as having entered service.

The full list of Cadets which have entered service are 3501/3-8. 3500 and 3509 have arrived at Southend but are still under preparation. 3502 remains in use in London.

The Cadets are B30F. They have a long row of inward facing seats on the nearside, as they retain the centre offside wheelchair position from London dual door days. The inward facing seats are necessary to allow manoeuvring room for a wheelchair. Previously the wheelchair bay was directly opposite the centre doors (with powered ramp); now the only access is at the front and with a manual ramp.

The Arriva Family Day Saver ticket is being reduced in price to £7 for the Xmas period, (13th November - 31st December), allowing travel on all Arriva Southend buses.

Peter Mansbridge with thanks to Richard Delahoy, Richard Lewis and Essex Bus y-group

TGM Group

■ NETWORK COLCHESTER

Volvo B10BLE/Alexander 905 (W905 UJM) has transferred to Classic Coaches.

With the exception of the 'Airport by Bus' Omnicroities, Dart SLF 367 (branded for service 1) is the last remaining vehicle to carry route branding.

A correction to EBN580 - The fleetnumber for Scania N113 / East Lancs N161 VVO is 231. It remains in store at Colchester.

■ NETWORK HARLOW

BAA Liveried MAN/MCV 562 (AE56 MDX) unusually worked service 392 (Harlow - Rye Park) on 24th October in place of failed MAN/MCV 565.

Route 510 branded Volvo B7RLE/Wright 3873 (KE57 EPA) was seen operating Green Line service 724 to Heathrow on 30th October.

Volvo Citybus /Northern Counties 243 (G643 BPH) remains in regular use.

Peter Mansbridge with thanks to Owen Woodliffe

Hedingham

Donald MacGregor MBE BSc(Econ)

It is with great sadness that we report that Donald MacGregor, founder of Hedingham & District Omnibuses in 1960 has passed away. Our thoughts and condolences are with his family at this time. Nigel Turner has written an obituary - see pages 4/5.

Acquired vehicles

L414 W834NNJ Dennis Trident 2 East Lancs Lolyne H47/31F Ex B&H 834
Arrived at CN week ending 13th October.

Withdrawn Vehicles

L243	M262 KWK Volvo B6	Alexander Dash	B40F	Withdrawn 23rd Oct.
L342	L108 HHV Dennis Dart	Northern Counties	B34F	Withdrawn 2nd Nov.
L344	P104 OLX Dennis Dart	Pointer SLF	B32F	Withdrawn w/c 5th Nov.
L399	W821 NNJ Dennis Trident	East Lancs Lolyne	H78F	Withdrawn 2nd Nov.

Subsequent Owners

L243, L342, L344 To Mike Nash, British Bus Sales, acting as dealership.
L399 W821 NNJ Konectbus.

Allocation of Fleet Numbers:-

L399	W821 NNJ replaced probably by T814 RFG yet to be confirmed.
L403	W339 VGX
L404/5/6	W791/2/9 VMV
L409/10/1/2	R216/31/2/3 HCD
L413	T817 RFG

Route Changes

From Monday 19th November Service 88 Halstead - Colchester, Hedingham Omnibuses timings and frequency will be increased. Basically starting from a Halstead departure at 07.15hrs through until an 18.10hrs departure from Colchester, there will be a basic hourly frequency in both directions Monday - Saturday, forming a "Hedingham" timetable. Amendments are also included for the loss of Queen Street bus station and the usage of the new station at Osborne Street. However, the First services have not been amended from the original timetable so will run in isolation from the Hedingham services. An announcement has been made stating that First and Hedingham will no longer be participating in a multi-operator ticketing agreement. First tickets will no longer be accepted on Hedingham's new commercial service and Hedingham's tickets will no longer be valid for First travel on the route. Controversially, Hedingham have decided not to provide the 88 loop around Aldham



Ex-Hedingham

L341 (R273 LGH) Volvo Olympian/Northern Counties still in Hedingham livery but now allocated to Chambers with between-decks CHAMBERS lettering in Chambers red, and with the usual Chambers addition of tree defenders over upper deck front windscreens.

L366 (S127 RLE), a Volvo Olympian/ Alexander seen here in Sudbury Bus Station on 7th November, with Chambers, and again in Hedingham livery with Chambers fleetname and tree defenders. *Ken Coldwell*



village, leaving the village with only a basic two hourly service in each direction during the day. First journeys in both directions will still serve the Aldham village loop.

From the same date, Service 89 Gt Yeldham - Braintree will have certain journeys extended to Freeport, with some additional journeys added and the whole service re-timed. Monday - Saturday as Hedingham re-introduced the Saturday service as a commercial one at the last round of tender awards.

From 18th November, the Hedingham 87 Service Brightlingsea - Colchester will undergo minor timetable changes, with buses no longer serving the Brightlingsea loop twice.

Allocations

L198 HD-KN

L208 CN - KN

L403 (W339 VGX) to KN from Brighton & Hove

L404/405 (W791/2 VMV) to HD from Brighton & Hove

L406 (W799 VMV) to TY from Brighton & Hove

L409 (R216 HCD) to HD from Brighton & Hove

L410 (R231 HCD) to HD from Brighton & Hove

L411 (R232 HCD) to HD from Brighton & Hove

L412 (R233 HCD) to HD in paint shop from 12/10/12.

L413/414 (T817 RFG/W834 NNJ) to CN from Brighton & Hove

L414 (W834 NNJ) CN - HD to replace L399.

At press date T814RFG had not arrived at HO but likely to become new L399.

General

L84, L207, L337 & L392 attended Canvey Island Rally.

L408 (Y347 FJN) was painted into fleet livery by an external paint shop. L408 returned from repaint to CN week ending 26th October. L407 (X509 WRG) entering service from HD also fully repainted a week or so earlier. L412 (R233 HCD) had entered HD paint shop on 12th October.

Originally due for Hedingham, spotted at Clacton early October, ex Brighton & Hove Trident East Lancs Lolyne W823 NNJ has joined its sisters 822/5 at Konect, with 822 recently seen on the Costessey Park & Ride service 604 in full Konect colours. As reported above 821 fleet numbered L399 with Hedingham at HD has been withdrawn and has also passed to Konect.

A391NVX Volvo FL12 wrecker which recently returned to KN from SY depot has been scrapped. It went to Autobreak vehicle dismantlers at the Hythe in Colchester on 31st October.

During the weekend of 3rd/4th November, Hedingham provided rail replacement between Colchester North Station and Clacton/Walton stations, with the ex B&H Tridents performing.

During early November there was reported to be an increase in the amount of "Hedingham" stock visiting and working out of the Sudbury depot. Vehicles included L210, L212, L374 and L378 plus L330 (EU53 MVZ) the B7TL Transbus President for vehicle type examination and inspection before the rumoured arrival of an influx of the type, from London, to modernise the Chambers fleet soon.

Chambers Mercedes Benz Touro coaches BX55 FYH/J have had "We're part of Go-Ahead" and "Established 1877" straplines added to their livery.

Service changes are registered from the 18th November 2012, to coincide with the closure of the Queen Street bus station and the opening of the new Osborne Street facility. Called a bus station in name, the design utilises road side stops lettered A for the main town

area identifier, and followed by a lower case letter for the actual precise stop identifier.

Listed below are the Hedingham service stops:-

Stop Aa	Service 80, 86, 92, 176
Stop Ab	Service 3, 4, 83
Stop Ae	Service 87
Stop Af	Service 88

Management

Go-Ahead has appointed George Mutch as the new Managing Director of Hedingham Omnibuses and the associated Chambers business. He replaces Robert MacGregor, who is stepping down. Mr Mutch has worked in the bus industry for 29 years. He is currently regional manager for Hackney Community Transport and, amongst other duties, was responsible for managing their Olympic Park bus contract.

He began his career as a bus driver with the Tyne and Wear PTE and progressed to holding a number of supervisory and management roles in the region as ownership passed to Stagecoach. He later became operations director for Stagecoach West Scotland and joined HCT in 2008.

Mark Lloyd with thanks to Dave Arnold, Paul Clarke, Terry Clark & Essex-Buses yahoo group

Ensignbus

DEALER STOCK MOVEMENTS

Vehicles in

Croydon Coaches (Coaches Excetera)	W389 PRC	Volvo B10M Plaxton Excalibur
Go-Ahead NE	R554 LGH	Olympian Northern Counties ex 3914
Metrobus	LT02ZDM/O/W/X	Dart Marshall Capital
Metroline	W137/8/40/3/4/ 52 ULR	Dart SLF Plaxton ex DLD137 etc
	V118 / 129 GBY	Dart SLF Plaxton ex DLD118 etc
	Y153/61 /237/9 NLK	Dart SLF Plaxton ex DLD176/166/177/179
	Y658/61/2-3 /7/9/72/5/9 NLO	LR02BFA/BDZ
RH Transport	MX57 UPS/T/W	Solo's 409/10/11
Stagecoach London	Y237/8/41/4 FJN	Dart ALX 200
	LX51 FGJ/N/O/G/F	Dart ALX200
	LX51 FLV/FLM/FMA/	Trident ALX400
	FNR/FNS/FOV/EPA/FLB/FLV/FLW/FMA	
Stagecoach Manchester	R758 DRJ	Olympian Alexander ex 16758
Stagecoach Midlands	P158KWJ	Olympian Alexander ex 16458
	R227CRW	B10M Alexander PS ex 20227
Thames Travel	AE57 LY0/AE08 DLD	MAN MCV Evolution
YourBus	LG02FFC/D/E/H/J	Dart Transbus MPD 1501-5
	PJ02RGX/RGY	Dart Transbus SLF 1008-9
	KU52RXW/RYP/H/J/K/M/N	Dart Transbus SLF 1001-7

Vehicles out

Astons Coaches, Worcester	R448/450 SKX	DAF Plaxton Premiere ex Shires 4048/50
Brylaine, Boston, Lincs	LX51FJO/FKB/FJF	Trident ALX400
Centaur Overland Travel, Sidcup	V437 KGF	Dart Caetano ex Go Ahead NE 8287

Croydon Coaches, London	T107 KLD W144/152 ULR PJ02 RGX	Trident Plaxton President ex TP7 Dart SLF Plaxton ex Metroline Dart SLF Transbus ex YourBus 1008
Decker Bus, Whittlesey, Cambs	T104/14/9 KLD	Tridents Plaxton President ex TP4 etc
Edwards Coaches, Llantwit Fardre	LY02 OAX	Trident ALX400
Flagfinders, Braintree, Essex	R758 DRJ	Olympian Alexander
GB Coaches, Manchester	KU52 RYJ/PJ02 RGY	Dart Transbus ex YourBus 1004/1009
London by Night, Barking	PZJ 9346/ 9334	Olympians
McGills, Glasgow	LX51 FLL/KT/KU/KW /KZ/FLK/G/N/KL/LE/NR/LJ/NS/OV/LM LR02 EHH/EHJ/BNZ	Volvo B6 East Lancs Tridents ALX 400
Nightingale, Stanley, Co Durham	R554 LGH	Olympian Northern Counties
Pulham, Bourton-on-the Water	P158 KWJ	Olympian Alexander
Red Rose, Aylesbury	Y238/349 FJN	Darts ALX 200
Rexquote ,Somerset	R990 FNW	DAF SB220 Plaxton Prestige
Roadrunner, Harlow	Y153/161/237 NLK Y662/7/72/669NLO LX51 FGV/J/N/O/FHG	Dart Plaxton SLF ex Metroline Dart Plaxton SLF ex Metroline Dart ALX200 ex Stagecoach London
Rotala Group	SN56AWZ MX57 UPS/T/W LG02 FFC/D/E/H/J KU52 RXW/RYPH/K/N	Enviro 200 Solos ex RH Transport 409/10/11 Dart Transbus ex Yourbus 1501-5 Dart Transbus ex Yourbus 1001/3/5/7
Sanders, Holt	X349/396 NNO	Tridents ALX400
Tates, Markyate, Herts	T108 KLD	Trident Plaxton President ex TP8
TWH, Loughton, Essex	KU52 RYM/RYP	Dart Transbus ex YourBus 1006/2

Other movements

Geoff Ripley, Barnsley	L504 AJT	Optare Delta ex W&D 3504
SHB Hire , Romsey (to be used on Olympic site)	W112/4/6/8 WGT	Darts Plaxton SLF ex DP12 etc
Used Coach Sales, Warrington	F126/128 PHM	Volvo D10M's Alexander
JSC Elit Electronics, Tbilisi, Georgia	F45 YHB	Scania N113 Alex ex Rubicon Sightseeing
MCS Estates, Mongolia	G642 BPH	Volvo B10M Northern Counties
Near East Autos, Lefkosa, Cyprus	X232/233 WNO	Dart Plaxton SLF ex Stagecoach

Mark Lloyd with thanks to Ross Newman

■ ENSIGN BUS CO. LTD.

Due to a large Central Line rail replacement job, the following sales stock vehicles are temporarily being operated:

801 V129 GBY	804 Y661 NLO	807 Y652 NLO	810 X236 WNO	813 W143 ULR
802 Y675 NLO	805 V118 GBY	808 W142 ULR	811 Y658 NLO	814 W137 ULR
803 LR02 BDZ	806 Y239 NLK	809 W138 ULR	812 Y659 NLO	

All Dennis Dart with Plaxton or Transbus SLF bodies ex Metroline (except 810, which is ex Stagecoach).

Tridents T101/137 KLD have been returned from TWH.

Note - the updated October 2012 entry on the vintage bus blog has just been released and is a very interesting read, to be found at www.ensignbushire.com/?page_id=746

As we went into press, five of the six new Volvo B5LH Wright Gemini 2 hybrids had been delivered to Ensign ready for the launch on Friday 9th November and use on route 22 Stifford Clays - Aveley via Lakeside, from the 10th (see front cover and inside cover). Standard EnsignBus livery is carried with *Electric Blue* 22 branding and 'Thurrock's First Electric Hybrid Buses' between decks.

Numbers are 501-4 (EU62 BSV/Y, BTF, BYM/R).

Mark Lloyd with thanks to Ross Newman

Regal Busways

Acquired Vehicle

606 (see EBN 580) was first seen on the road on October 15th. It was parked in Brentwood High Street, fully blinded for route 261, but at the time of observation (13.30) it was not in service, the 261 was being operated by 801. (However, it was seen in service on the 261 on the 17th and has become the normal vehicle on the route.) It retains dual doors and scrolls and is in new livery with the thin dark red, cream and white stripes at front and rear but without the dark red chevrons over the side windows. (So in terms of front destination display, number of doors and livery application, 606 is exactly the same as 608.) It has not received branding for route 261 as originally planned (probably because the potential competition from Travel With Hunny over the route did not materialise).

Vehicle on Loan

Leyland Olympian / Alexander F639 LMJ (ex TGM 239, in TGM livery) was on hire from Adam Barham on October 24th to 26th. On the first two of these days it was seen parked in Brentwood High Street during the day, so used on school duties.

Other Vehicle News

Leyland National 101 has been off the road for the last six months awaiting engine / transmission repair.

Workings and Observations

12 metre 801 was on Thursdays only route 5 to Maldon on October 25th and successfully negotiated the turn in Woodham Walter. Not so lucky was Trident 1303 which was allocated to work the 10.00 route 52 on October 23rd and ended up being stuck in Temple Grove, West Hanningfield for over an hour.

November

8th - 205 on First Data contract

7th - 515 parked in Brentwood High Street

6th and 7th - 1204 parked in Brentwood High Street

6th - 202 on driver changeover at Braintree, 702 on 565 (this continues to be the regular bus on this route, but others sometimes take its place), 802 on Braintree Freepoint shuttle

1st - 208 on driver changeover at Chelmsford, 515 and 1302 parked in Chelmsford Bus Station, 801 on 11

October

30th - 201 parked in Brentwood High Street, 702 on 565

25th - 610 on 7B

24th - 608 on 3

22nd - PO1 on 261, a rare working

17th - 204 on 52, 206 on 3B and 31A, 514 on 1 and 11 (unusual for a step Dart to be on these routes), 606 on 261 (and again on 30th), 611 on 565, 1203 on driver changeover in Chelmsford, 1204 parked in Brentwood High Street

14th - 601 on 1

12th and 15th - 801 on 261, this is also a rare working that has not been reported before.

12th - 604 on 70

Adam Kelleher with thanks to Chris Hatley, John Podgorski, Chris Stewart and Owen Woodliffe

SM Coaches

Acquired Vehicles

Y293, 296 and 351 FJN (see EBN 582) are B35F (ex B30D). Y346 FJN, the sole 10.8m example, is B37F (ex B33D). When seen in early November LX51 FHK was still without fleet names.

Disposals

102 (see EBN 582) has passed from Ensign to the Rotala group.

Gone from the fleet during or by August - October 2012 were the remaining step Darts 501/2/4 (M233 AKB, N602 KGF and N607 KGF) plus all the Irisbus AgoraLines, viz: 301-4 (OY53 RDU/RDX/ RFE, EU06 KHK) and unnumbered AU05 FKC and SN06 AFK. 301 passed to Ensign on October 20th.

Adam Kelleher, with thanks to Ross Newman and LOTS



Former **SM Coaches** Enviro 200 EU08 FHB is one of a number of this type now in the **First Eastern Counties** fleet, others having come from Townlynx of Holywell and JP Travel of Middleton, all via Ensign. What is now FEC 44928 is seen in Lowestoft bus station on 1st November on the X22 Beccles route, on which Anglian Bus are applying competitive pressure. *David Harman*

Acquired Vehicles

KU52 RYM (see EBN 582) was in service on route E20 and the 22.15 Chelmsford to Maldon 31 on October 15th. (It is confirmed that it was delivered on October 12th.) It remains in dark pink Yourbus livery, including fleet names and the fleet number 1006. It has a fully programmed and working front LED destination display. The second ex Yourbus Dart received to replace the ex Metroline Tridents was KU52 RYF and not RYN as originally thought.

Vehicles on Loan

V435 KGF (see EBN 582) continues to be on loan from Ensign.

Leyland Olympian / Northern Counties G521 VBB is also currently on loan. It is in red livery with a cream band, with "London Routemaster Bus Co. Ltd" fleet names. It was new to Kentish Bus as 521 in February 1990 for London Regional Transport contract services as H47/27D (but is now single door). It was previously with Imperial in all over green livery (still there in April 2012 according to the LOTS fleetbook).

Disposals

Dart SLF / UVG R83 GNW which was sold in August (see EBN 582) was noted in the Debden scrap yard of London Export on November 3rd.

Other Vehicle News

Dart SJ53 AXG, after approximately a year off the road, was back in service on October 16th (on route E20) having been fitted with a new engine. The unidentified white Plaxton / Trident noted out of use in EBN 582 was W574 RSG (which has now been vandalised). However, similar W556 RSG is in service. Optare Spectra YCZ 101 was also vandalised (having six windows smashed) and was no longer on site on November 3rd it is believed to have returned to its owner. Dart X507 WRG is out of service long term.

Services

A partial correction to EBN 582. It was stated that the Monday to Friday route X5 (Harlow - Loughton) was withdrawn from September 4th (although the Saturday service which is extended to Romford station was retained) and that the route was replaced on M-F by a new service, E20, from Harlow to Loughton (which was extended to Stratford on October 1st). Although this is true, the route of the E20 between Harlow and Loughton differs from that of the X5. The X5 runs via Epping and the E20 via Waltham Abbey.

The E20 has been suffering long delays due to traffic, particularly in the Debden and Loughton area.

Other Observations

Sightings of route 269: EU06 KDJ on October 15th; SJ53 AXB on 29th; KU52 RYM on 30th; V435 KGF on November 3rd
 V435 KGF on E20 on October 24th
 EU06 KDJ on E20 and 31 on October 29th
 619 on driver shuttle in Brentwood on October 30th with "Harlow Central 555" on blinds.

*Adam Kelleher, with thanks to LOTS, Peter Horrex, Ross Newman,
 Chris Stewart and Owen Woodliffe*

BR Depot Lingo ... and other recollections

MORE ON ALBERT (EBN5870/28-9)

In the write-up of Albert Wood, can I correct you on one or two things?

Albert did not live on the Herongate triangle but in a cottage right next door to the Boar's Head on the right, going down the Billericay Road. Albert had three loves in his life: his pint, his pipe and his garden. In fact, he had an allotment on the Herongate triangle. In the autumn, he used to grow prize chrysanthemums which always won the Herongate Flower Show. After the show, he used to bring these to the canteen to sell saying "Take a bunch of these home to your old woman and you will be on a promise tonight". Albert was in fact the Chief Inspector at BD. He tolerated Arthur Jones and Les Embery. He did not like Ernie Penial or Father Penial as he called him as Ernie went to church every Sunday when not on duty. I must say I got on with Arthur as like him, I enjoyed a pint. Albert's drinking dens were the Boar's Head, off duty and the Vic

(Victoria Arms) in Onger Road. I once went into the snug at the Vic when Albert was in there. He said to me: "Are you on duty?" "Yes", I replied. "Well you are not supposed to drink on duty", to which I my reply was "So what are you doing in here?" He said "I have taken my cap off and when I do that I am not on duty any more", and burst out laughing and bought me a pint. I never got booked by Albert but he did tell me once I was a minute early. I said "I want to get a pint before the pubs shut". he said "That's a good enough excuse". Although Albert and I got on well, some crews did not like him and he made their lives hell. On the early shift, Albert always had a dirty joke to tell, possibly picked up from the Boar's Head the night before. At least it used to make us laugh especially on a cold foggy winter's morning. Sadly, Albert did not last long after he retired. I think his pipe got to him and he was fighting for air when I used to see in Brentwood town centre.

Doug Brown

Jim Waite presents his ...

ABC of Eastern National

... a light hearted look at Eastern National in alphabetic order which is not intended to be too serious, but hopefully may promote some much needed correspondence or even stimulate someone to try their hand at the exercise.

A is for AJN 825, the 1939 Bristol K5G which is preserved in its original red and cream livery of Westcliff Motor Services and is a regular rally attendee.

B is for Bristol, the vehicle type of double and single-decker being synonymous with EN from the late 1930s until its unfortunate demise following the take-over by the Leyland conglomerate. It also appears in several of the EN depot codes, Brentwood, **BD**, Braintree, **BE**, Basildon, **BN** and Bishops Stortford, **BS**.

C is for Chelmsford, the headquarters of EN, home of the Central Works and the major depot **CF**. It also covers the City Coach Company of Brentwood taken over in 1952 and with it depots at Brentwood and Wood Green plus the prestigious trunk route 251 from Southend to Wood Green. Further depot codes include Clacton, **CN**, Colchester, **CR** and Canvey, **CY**.



to be continued

Chelmsford's Bus Services circa 1912-1913

This article is about the bus services operating from Chelmsford in the period circa 1912 to 1913.

This article is about the bus services in the Chelmsford area circa 1912 to 1913. The information is taken from the omnibus timetables included at the back of the Great Eastern Railway's timetables for January, April and July 1914. From information available from other sources one knows that

these omnibus timetables were perhaps a year or more out of date.

In 1905 the Great Eastern Railway had started operating motor buses from Chelmsford railway station to Writtle, Great Baddow and Danbury, Broomfield and Great Waltham. As to whether other routes were proposed is not known as nothing can be found in the surviving Company records. These services did at first appear in the

MOTOR OMNIBUS SERVICES (WEEK DAYS). 1913														
CHELMSFORD STATION AND WRITTLE.														
Chelmsford Station	dep.	8.30	10.15	12.00	2.30	4.15	6.00	7.45	9.30	11.15	1.00	2.45	4.30	6.15
Writtle Road (Cherry Tree Inn)	arr.	8.45	10.30	12.15	2.45	4.30	6.15	8.00	9.45	11.30	1.15	3.00	4.45	6.30
Writtle	arr.	8.55	10.40	12.25	2.55	4.40	6.25	8.10	9.55	11.40	1.25	3.10	4.55	6.40
Ormer Green	arr.	9.10	10.55	12.40	3.10	4.55	6.40	8.25	10.10	11.55	1.40	3.25	5.10	6.55
Writtle	dep.	9.25	11.10	12.55	3.25	5.10	6.55	8.40	10.25	12.10	1.55	3.40	5.25	7.10
Rose and Crown	arr.	9.40	11.25	13.10	3.40	5.25	7.10	8.55	10.40	12.25	2.10	3.55	5.40	7.25
Writtle Road (Cherry Tree Inn)	arr.	9.55	11.40	13.25	3.55	5.40	7.25	9.10	10.55	12.40	2.25	4.10	5.55	7.40
Chelmsford Station	arr.	10.10	11.55	13.40	4.10	5.55	7.40	9.25	11.10	12.55	2.40	4.25	6.10	7.55
CHELMSFORD STATION, GREAT BADDOW, AND DANBURY.														
Chelmsford Station	dep.	8.10	9.40	11.15	1.45	3.15	4.45	6.15	7.45	9.15	10.45	12.15	1.45	3.15
Bee Hive	arr.	8.15	9.45	11.20	1.50	3.20	4.50	6.20	7.50	9.20	10.50	12.20	1.50	3.20
Great Baddow	arr.	8.25	9.55	11.30	2.00	3.30	5.00	6.30	8.00	9.30	11.00	12.30	2.00	3.30
Graces Cross and Sandon Road	arr.	8.35	10.05	11.40	2.10	3.40	5.10	6.40	8.10	9.40	11.10	12.40	2.10	3.40
Danbury	arr.	8.50	10.20	11.55	2.25	3.55	5.25	6.55	8.25	9.55	11.30	13.00	2.25	3.55
Danbury	dep.	8.55	10.25	12.00	2.30	4.00	5.30	7.00	8.30	10.00	11.30	13.00	2.30	4.00
Sandon Road and Graces Cross	arr.	9.10	10.40	12.15	2.40	4.10	5.40	7.10	8.40	10.10	11.40	13.10	2.40	4.10
Great Baddow	arr.	9.15	10.45	12.20	2.45	4.15	5.45	7.15	8.45	10.15	11.45	13.15	2.45	4.15
Bee Hive	arr.	9.30	11.00	12.35	2.55	4.25	5.55	7.25	8.55	10.25	11.55	13.25	2.55	4.25
Chelmsford Station	arr.	9.40	11.10	12.45	3.00	4.30	6.00	7.30	9.00	10.30	12.00	13.30	3.00	4.30
CHELMSFORD STATION, BROOMFIELD, AND GREAT WALTHAM.														
Chelmsford Station	dep.	8.20	10.00	11.40	2.00	3.40	5.20	7.00	8.40	10.20	12.00	1.40	3.20	5.00
Clock House	arr.	8.30	10.10	11.50	2.10	3.50	5.30	7.10	8.50	10.30	12.10	1.50	3.30	5.10
Broomfield Green	arr.	8.40	10.20	12.00	2.20	4.00	5.40	7.20	9.00	10.40	12.20	2.00	3.40	5.20
Little Waltham	arr.	8.50	10.30	12.10	2.30	4.10	5.50	7.30	9.10	10.50	12.30	2.10	3.50	5.30
Great Waltham	arr.	9.00	10.40	12.20	2.40	4.20	6.00	7.40	9.20	11.00	12.40	2.20	4.00	5.40
IPSWICH, FRESTON, WOOLVERSTONE, CHELMDONISTON, AND SHOTLEY.														
Ipswich Station	dep.	7.35	10.20	12.15	2.15	4.15	6.15	8.15	10.15	12.15	1.15	3.15	5.15	7.15
Freston	arr.	7.50	10.35	12.30	2.30	4.30	6.30	8.30	10.30	12.30	1.30	3.30	5.30	7.30
Woolverstone	arr.	8.3	10.58	12.53	2.53	4.53	6.53	8.53	10.53	12.53	1.53	3.53	5.53	7.53
Cheilmendoniston	arr.	8.12	11.7	13.2	2.52	4.52	6.52	8.52	10.52	12.52	1.52	3.52	5.52	7.52
Shotley Pier	arr.	8.24	11.19	13.14	3.4	5.4	7.4	9.4	11.4	13.4	2.4	4.4	6.4	8.4
Shotley Pier	dep.	8.35	11.30	13.25	3.15	5.15	7.15	9.15	11.15	13.15	2.15	4.15	6.15	8.15
NORWICH VICTORIA STATION, TROWSE STATION, THURTON, AND LODDON.														
Norwich Victoria Station	dep.	8.10	10.35	12.30	2.30	4.30	6.30	8.30	10.30	12.30	1.30	3.30	5.30	7.30
Trowse Station	arr.	8.15	10.40	12.35	2.35	4.35	6.35	8.35	10.35	12.35	1.35	3.35	5.35	7.35
Gull Inn	arr.	8.35	11.00	12.55	2.55	4.55	6.55	8.55	10.55	12.55	1.55	3.55	5.55	7.55
(For the Framingham & Bramerton)														
Hellington Corner	arr.	8.45	11.10	13.05	3.05	5.05	7.05	9.05	11.05	13.05	2.05	4.05	6.05	8.05
(For Bergh Apton & Rockland St. Mary)														
Thurton	arr.	8.57	11.22	13.17	3.17	5.17	7.17	9.17	11.17	13.17	2.17	4.17	6.17	8.17
Loddon	arr.	9.12	11.40	13.35	3.35	5.35	7.35	9.35	11.35	13.35	2.35	4.35	6.35	8.35
Loddon	dep.	9.20	11.50	13.45	3.45	5.45	7.45	9.45	11.45	13.45	2.45	4.45	6.45	8.45
Thurton	arr.	9.30	12.00	13.55	3.55	5.55	7.55	9.55	11.55	13.55	2.55	4.55	6.55	8.55
Hellington Corner	arr.	9.40	12.10	14.05	4.05	6.05	8.05	10.05	12.05	14.05	3.05	5.05	7.05	9.05
(For Bergh Apton & Rockland St. Mary)														
Gull Inn	arr.	9.50	12.20	14.15	4.15	6.15	8.15	10.15	12.15	14.15	3.15	5.15	7.15	9.15
(For the Framingham & Bramerton)														
Trowse Station	arr.	10.00	12.30	14.25	4.25	6.25	8.25	10.25	12.25	14.25	3.25	5.25	7.25	9.25
Norwich Victoria Station	arr.	10.10	12.40	14.35	4.35	6.35	8.35	10.35	12.35	14.35	3.35	5.35	7.35	9.35

Passengers' luggage and parcels and small packages, up to a maximum weight of 10wt. per package can be conveyed by some of the 'Buses. For particulars of fares charges, etc., see small bills.

MOTOR BUS ARRANGEMENTS BY THE UNITED AUTO-MOBILE SERVICES, LTD., BETWEEN LOWESTOFT.

Great Eastern Railway Timetable ~ January 1914, showing GER motor omnibus services c1912

Company's timetables. The timetable that appeared in the January 1914 timetable shows the services as they were just prior to them being taken over by the National Steam Car Company.

All routes ran only on Mondays to Saturdays. There were no Sunday buses. The Writtle route had seven buses a day in each direction. The Great Baddow and Danbury route had five buses a day in each direction plus one bus to and from Great Baddow except on Saturdays when there were two buses to and from that village. The Broomfield and Great Waltham route had five buses a day to and from Great Waltham and an additional bus to and from Broomfield.

In 1912 the National Steam Car Company started operating buses from Chelmsford and in 1913 took over the Great Eastern Railway's routes.

The April 1914 timetable bus routes shows routes operating from Chelmsford to Writtle, Great Baddow and Danbury, Broomfield and Great Waltham, Springfield and Boreham, Widford Church, Galleywood and Chignal Corner.

All routes still ran only on Mondays to Saturdays. There were no Sunday buses. The Writtle route still had seven buses a day in each direction. The Great Baddow and Danbury route still had five buses a day in each direction plus one bus to and from Great Baddow except on Saturdays when there were two buses to and from that village. The Broomfield and Great Waltham route still had five buses a day to and from Great Waltham and an additional bus to and from Broomfield. The Springfield and Boreham route had four buses a day in each direction except on Fridays and Saturdays when there were two additional buses in each direction. The Widford route had three

any loss, inconvenience, or injury which may arise from delay or detention.
Passengers' luggage and parcels and small packages, up to a maximum weight of 1 cwt. per package can be conveyed by some of the Buses. For particulars of fares, charges, etc., see small bills.

Motor Omnibus Arrangements by the National Steam Car Co., Ltd.																							
CHELMSFORD STATION AND WRITTLE (Week Days only).																							
Chełmsford Station			dep.	8 30	10 10	11 30	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30	9 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30
Writtle (Orney Green)			arr.	8 53	10 33	11 53	12 53	1 53	2 53	3 53	4 53	5 53	6 53	7 53	8 53	9 53	10 53	11 53	12 53	1 53	2 53	3 53	4 53
CHELMSFORD STATION, GREAT BADDOW AND DANBURY (Week Days only).																							
Chełmsford Stn. dep.			8 10	8 40	9 10	9 40	10 10	10 40	11 10	11 40	12 10	12 40	1 10	1 40	2 10	2 40	3 10	3 40	4 10	4 40	5 10	5 40	6 10
Great Baddow			arr.	8 29	8 59	9 29	9 59	10 29	10 59	11 29	11 59	12 29	12 59	1 29	1 59	2 29	2 59	3 29	3 59	4 29	4 59	5 29	5 59
Danbury			arr.	8 40	9 10	9 40	10 10	10 40	11 10	11 40	12 10	12 40	1 10	1 40	2 10	2 40	3 10	3 40	4 10	4 40	5 10	5 40	6 10
CHELMSFORD STATION, BROOMFIELD, AND GREAT WALTHAM (Week Days only).																							
Chełmsford Station			dep.	8 30	10 10	11 30	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30	9 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30
Broomfield Green			arr.	8 45	10 25	11 45	12 45	1 45	2 45	3 45	4 45	5 45	6 45	7 45	8 45	9 45	10 45	11 45	12 45	1 45	2 45	3 45	4 45
Great Waltham			arr.	8 55	10 35	11 55	12 55	1 55	2 55	3 55	4 55	5 55	6 55	7 55	8 55	9 55	10 55	11 55	12 55	1 55	2 55	3 55	4 55
CHELMSFORD STATION, SPRINGFIELD AND BOREHAM (Week Days only).																							
Chełmsford Station			dep.	8 15	10 15	11 15	12 15	1 15	2 15	3 15	4 15	5 15	6 15	7 15	8 15	9 15	10 15	11 15	12 15	1 15	2 15	3 15	4 15
Boreham (Cock)			arr.	8 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30	9 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30
CHELMSFORD STATION AND WIDFORD CHURCH (Week Days only).																							
Chełmsford Station			dep.	8 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30	9 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30
Widford Church			arr.	8 45	10 45	11 45	12 45	1 45	2 45	3 45	4 45	5 45	6 45	7 45	8 45	9 45	10 45	11 45	12 45	1 45	2 45	3 45	4 45
CHELMSFORD STATION AND GALLEYWOOD (Week Days only).																							
Chełmsford Station			dep.	8 55	10 55	11 55	12 55	1 55	2 55	3 55	4 55	5 55	6 55	7 55	8 55	9 55	10 55	11 55	12 55	1 55	2 55	3 55	4 55
Galleywood			arr.	9 10	11 10	12 10	1 10	2 10	3 10	4 10	5 10	6 10	7 10	8 10	9 10	10 10	11 10	12 10	1 10	2 10	3 10	4 10	5 10
CHELMSFORD STATION AND RAINSFORD END (CHIGNAL CORNER) (Week Days only).																							
Chełmsford Station			dep.	8 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30	9 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30
Chignal Corner			arr.	8 45	10 45	11 45	12 45	1 45	2 45	3 45	4 45	5 45	6 45	7 45	8 45	9 45	10 45	11 45	12 45	1 45	2 45	3 45	4 45
GENERAL NOTICES																							
The Motor Omnibus Services are run subject to the condition of the roads permitting, and the times are liable to alteration, but particulars of any alteration can be obtained from current handbills announcing the services.																							
The Company do not undertake that the Omnibuses shall start or arrive at the times specified, nor will they be accountable for any loss, inconvenience, or injury which may arise from delay or detention.																							
Motor Omnibus Arrangements by the National Steam Car Co., Ltd.																							

GER Timetable ~ April 1914, now showing services under the auspices of the National Steam Car Co.

Motor Omnibus Arrangements by the National Steam Car Co., Ltd.
CHELMSFORD STATION AND WRITTLE (Week Days only).

[illegible]

CHELMSFORD STATION, SPRINGFIELD AND BOREHAM (Week Days only).															
	Chelmsford Station dep.	Arbour Lane	Stumps Lane	Chelmsford Station	Arbour Lane	Stumps Lane	Boreham (Cock)	Plough Inn	Stumps Lane	Chelmsford Station	Arbour Lane	Stumps Lane	Boreham (Cock)	Plough Inn	Stumps Lane
8.15	8.15	8.22	8.29	8.15	8.22	8.29	8.55	9.13	9.15	8.15	8.22	8.29	8.55	9.13	9.15
9.24	9.24	9.31	9.38	9.24	9.31	9.38	10.00	10.18	10.20	9.24	9.31	9.38	10.00	10.18	10.20
10.24	10.24	10.31	10.38	10.24	10.31	10.38	11.00	11.18	11.20	10.24	10.31	10.38	11.00	11.18	11.20
11.24	11.24	11.31	11.38	11.24	11.31	11.38	12.00	12.18	12.20	11.24	11.31	11.38	12.00	12.18	12.20
12.24	12.24	12.31	12.38	12.24	12.31	12.38	1.00	1.18	1.20	12.24	12.31	12.38	1.00	1.18	1.20
1.24	1.24	1.31	1.38	1.24	1.31	1.38	2.00	2.18	2.20	1.24	1.31	1.38	2.00	2.18	2.20
2.24	2.24	2.31	2.38	2.24	2.31	2.38	3.00	3.18	3.20	2.24	2.31	2.38	3.00	3.18	3.20
3.24	3.24	3.31	3.38	3.24	3.31	3.38	4.00	4.18	4.20	3.24	3.31	3.38	4.00	4.18	4.20
4.24	4.24	4.31	4.38	4.24	4.31	4.38	5.00	5.18	5.20	4.24	4.31	4.38	5.00	5.18	5.20
5.24	5.24	5.31	5.38	5.24	5.31	5.38	6.00	6.18	6.20	5.24	5.31	5.38	6.00	6.18	6.20
6.24	6.24	6.31	6.38	6.24	6.31	6.38	7.00	7.18	7.20	6.24	6.31	6.38	7.00	7.18	7.20
7.24	7.24	7.31	7.38	7.24	7.31	7.38	8.00	8.18	8.20	7.24	7.31	7.38	8.00	8.18	8.20
8.24	8.24	8.31	8.38	8.24	8.31	8.38	9.00	9.18	9.20	8.24	8.31	8.38	9.00	9.18	9.20
9.24	9.24	9.31	9.38	9.24	9.31	9.38	10.00	10.18	10.20	9.24	9.31	9.38	10.00	10.18	10.20
10.24	10.24	10.31	10.38	10.24	10.31	10.38	11.00	11.18	11.20	10.24	10.31	10.38	11.00	11.18	11.20
11.24	11.24	11.31	11.38	11.24	11.31	11.38	12.00	12.18	12.20	11.24	11.31	11.38	12.00	12.18	12.20
12.24	12.24	12.31	12.38	12.24	12.31	12.38	1.00	1.18	1.20	12.24	12.31	12.38	1.00	1.18	1.20
1.24	1.24	1.31	1.38	1.24	1.31	1.38	2.00	2.18	2.20	1.24	1.31	1.38	2.00	2.18	2.20
2.24	2.24	2.31	2.38	2.24	2.31	2.38	3.00	3.18	3.20	2.24	2.31	2.38	3.00	3.18	3.20
3.24	3.24	3.31	3.38	3.24	3.31	3.38	4.00	4.18	4.20	3.24	3.31	3.38	4.00	4.18	4.20
4.24	4.24	4.31	4.38	4.24	4.31	4.38	5.00	5.18	5.20	4.24	4.31	4.38	5.00	5.18	5.20
5.24	5.24	5.31	5.38	5.24	5.31	5.38	6.00	6.18	6.20	5.24	5.31	5.38	6.00	6.18	6.20
6.24	6.24	6.31	6.38	6.24	6.31	6.38	7.00	7.18	7.20	6.24	6.31	6.38	7.00	7.18	7.20

[illegible][illegible]

Motor Omnibus Arrangements by the United Automobile Services Ltd

The Writtle route still had seven buses a day in each direction. The Great Baddow and Danbury route still had five buses a day in each direction plus one bus to and from Great Baddow except on Saturdays when there were two buses to and from that village. The Broomfield and Great Waltham

Charles Phillips

VR Heyday



Peter Oughton's VR model review in EBN582 prompted *Arthur Nugent* to look out these shots of Eastern National VRs when they were on front-line duties.

above 3006 (SMS 32H), still in Alexander Midland blue, in Park Lane, London on the Limited Stop 400, on 9th April 1972.

below One of the first batch, 3002 (CPU 981G) also on the 400, in St Edwards Way, Romford on 14th April 1973, and by then in drab NBC garb.



Earlier this year : Slow Boat to Sheringham



Bit derogatory really, she's not that bad! Following on from our inaugural attendance last year at the North Norfolk Railway bus rally, we agreed that we should attend in force this year to help them celebrate the 40th anniversary of the Leyland National (yes, who would ever have thought it!). I took my one time Southend Transport example, 713 (LPB 218P) which travelled north in convoy accompanied by 1707 (WNO 556L) and the United Counties Mark 2 587 (SVV 587W). We arrived late afternoon on Friday 13th April and parked our vehicles up, retiring to our hired cottage for the weekend prior to heading into town to sample the delights of the Windham Arms.

An early start on the Saturday and we found some fantastic weather to greet us, a near miracle compared to how much of this year has been so far. I started off by taking 1707

for a trip to Cromer & back before being utilised to cover for a no show on the Cley circuit with my 713 which performed two round trips happily. After a lunch break it was a final trip to Holt before she could be parked up for the night giving me the chance to sample a few trains on their scenic line.

Sunday was a more relaxed affair, our buses spending most of the day relaxing in the car park before taking part in a Leyland National parade on the Cromer circular, accompanied by 1849 (YEV 307S). This was a well attended jaunt, perhaps finally showing that the LN does indeed now have its fair share of followers. Once the weekend was finally over it was back to base via a lovely little chippy in Swaffham. All in all an excellent weekend & one which I hope to attend again next year.

Steve Simister

Preservation Notebook



1327 (ONO 59) has featured previously due to its epic voyage around the world and is now undergoing restoration at the **Lincolnshire Road Transport Museum**, North Hykeham. Just visible is AEC Regent III/Willowbrook FDO 573, new to J W Camplin & Sons ("Holme Delight") of Donington, Lincs. A surprise exhibit at the LVVS Open Day on 4th November was Ford Anglia WVX 171, an E494A model, new as an Eastern National staff car on 31 August 1953. It was withdrawn in 1961 and has been in the care of its current owner since 1963. Livery is as you would expect: 'any colour so long as it's black ...' both: *Owen Woodliffe*

Eastern National at Harwich

Part Two : BRISTOL-ECW FLF LODEKKA

(Part One was in EBN582)

In the late 1960s, Bristol FLF6G Lodekkas were allocated to Harwich (DT) depot. With Gardner 6LW engine and five speed gearbox, acceleration, hill climbing, and maximum speed were all improved compared to the Bristol LD5G. One example is Mistley hill from the Thorn Hotel in Old Mistley up to the Anchor pub in New Mistley. A Bristol LD5G would struggle to climb this hill in third gear, but a Bristol FLF6G would climb this hill at maximum speed in third gear.

The crews welcomed the FLFs, and there was a real determination to keep to time. At bus stops there was no delay in opening the doors, the conductors were good at giving the start signal, two bells, as soon as all passengers had boarded. On one journey a prospective passenger was dithering as to whether to board or not, and the conductor said "hurry along please or we will be running late!"

At some point the Harwich to Colchester section of service 70 became self contained, with passengers having to change buses at Colchester to continue to Braintree and Bishops Stortford. On Mondays to Fridays, two duties for Harwich (DT) Bristol FLF6G Lodekkas were:

0740 Harwich - Colchester 0845 70
0945 Harwich - Colchester 1050 70
0945 Colchester - Harwich 1050 70
1115 Colchester - Harwich 1220 70
1055 Harwich - Colchester 1200 70
1225 Harwich - Colchester 1330 70
1255 Colchester - Harwich 1400 70
1500 Colchester - Harwich 1605 70
1405 Harwich - Colchester 1510 70
1610 Harwich - Colchester 1715 70
1605 Colchester - Harwich 1710 70
1740 Colchester - Harwich 1845 70
1725 Harwich - Colchester 1830 70
2040 Harwich - Colchester 2145 70
1845 Colchester - Harwich 1950 70
2205 Colchester - Harwich 2310 70

On Mondays to Fridays the 0740 ex Harwich was duplicated by another FLF. This duplicate operated as service 70A using the B1352 road between Bradfield (Church) and Mistley (Rigby Avenue). This put the duplicate three minutes ahead of the service bus, so that it could pick up in Mistley, Manningtree and Lawford, thus allowing the service bus to keep to time. This third FLF returned to Harwich on 1640 Colchester - Harwich 70. On Saturdays there was a 1305 Harwich - Colchester 70 returning on 1640 Colchester - Harwich 70.

On Mondays to Fridays there was a 0910 Mistley (Rigby Avenue) - Colchester 0940 70 journey worked by a Colchester depot Bristol RELL6G/ECW B53F which had previously worked a Colchester - Bexford, Brantham works service. On Saturdays this works service did not operate, so the FLF that worked 0740 Harwich - Colchester 0845 70 ran light to Mistley, and worked a 0912 Mistley (Towers) - Colchester 0940 70 journey, then resumed its normal duty on 0945 Colchester - Harwich 1050 70. So not much layover time on a Saturday morning!

Whilst I did not make many notes of my bus spotting, I do recollect Bristol FLF6G Lodekkas 2728 (175 XNO) 2754 (JWC 714) and 2846 (MVX 883C) operating from Harwich depot in the 1968 to 1971 period.

Harwich also had an allocation of Bristol MW5G/ECW buses, for service 80 to Colchester, service 106 to Clacton, service 212 to Ipswich (which was jointly operated with Eastern Counties), and local services to Parkeston and Dovercourt Transit Camp. I cannot recollect these Bristol MW5G appearing on service 70, but this would change in 1972.

Robert Appleton

Blue is the colour ...



Christmas came early to Thurrock when Santa delivered the first five Wright-bodied Volvo hybrids to **Ensignbus**, ready for the official launch on 9th November.

above: An impressive sight: 501-4 lined up at the depot. *Ross Newman*

front cover: 503 (EU62 BTF) in Stifford Road on the Sunday 22A, displaying the Electric Blue 22 branding. *Russell Young*



Volvo/Plaxton 20801 (YN08 OWO) is the first recipient of the *Aircoach* version of the new **First** corporate livery. *Russell Young*



www.essexbus.org.uk