

Essex Bus News

**No. 602
JUNE
2014**



Essex Bus Enthusiasts Group
www.essexbus.org.uk



Left:
First Essex
Westcliff
Heritage
Trident
33191 at
Bournes
Green
On 16 May
2014.

**John G.
Lidstone.**

**See article
on pages 4
& 5 of this
issue.**



Bottom picture this page: 33189 on its first day in service (8 May) on its first morning. It did tip-toe out on 7 May, on a trip towards Canvey and then ran back in again very quickly without getting east of Hadleigh. On 8 May it ran a full day in service and has replaced 33002, which is now to be repainted in latest livery (at Mardens) and then to be transferred to BN.

Front cover: First Essex Westcliff Trident on its first service trip, leaving Canvey on the 21.

**John G. Lidstone.
John G. Lidstone.**

Essex Bus News 602; June 2014

Editors & Other Officers

First in Essex

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

Arriva Southend/Network Colchester/ Network Harlow/TGM Stansted

Peter Mansbridge petemans.1@hotmail.com

Ensignbus/Hedingham

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

Regal Busways/Amber/Townlink/Trustybus

Adam Kelleher,
74 Park Road,
BRENTWOOD CM14 4TU adamxxxx4@yahoo.co.uk

Service Changes

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

Social Secretary; meetings, events, tours

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

Distribution Officer;

missing/defective EBN's

Owen Woodliffe as above.

Publication Sales;

orders for publications

Owen Woodliffe as above;

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

Black & White Photo Sales

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

Smaller Operators

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

Magazine Editor

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

Welcome to new Members

Bob Beaumont of Ipswich, who
rejoins us under his original membership
number of . . . 3!

Peter Johnson of Barking, 1077

Adam Barham of White Roding, 1078

Subscriptions

A calendar year subscription is £21,
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Richard Delahoy,
272 Shoebury Road,
SOUTHEND-ON-SEA SS1 3TT
richard@signal-training.com

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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 last meeting of the Spring session will be at the **Freight House, Rochford**. This is the former Goods Shed of Rochford Railway Station and meetings are held in an upstairs room, entry by far right as you face the building. Ample free parking in front and a cash bar is available. Doors open at 1930 for informal chat with main show from 2000 to 2145/2200. Members and guests welcome - £1.50 donation towards cost of room, please.

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

Wednesday 16 July. Visit to Canvey Island Transport Museum. Meet from 1900 onwards.

No meeting in August.

The Autumn dates are all Wednesdays at **Wickford Cricket Club**.

Wednesday 17 September. More Welsh Wanderings by Richard Delahoy.

Wednesday 22 October. Note revised date; topic tba.

Wednesday 19 November. Tba.

Wednesday 17 December. Tba.

NORTH ESSEX MEETINGS by Dave Arnold.

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

Friday 13 June. Gary Sharpe. Slides of some sort!

Friday 11 July. Alan Osborne. DMS in London & beyond.

Friday 8 Aug. Chris Stewart.

Friday 12 Sept. Russell Young.

Friday 10 Oct. Steve Maskell.

Friday 14 Nov. Fred Lawrance. Tour of Essex Operators; Grays in the '40's to Colchester 60's.

Friday 12 Dec. Gary Sharpe. Christmas Special.



A Blast from the Past!

Iveco J228OKX seen in Central Bus Station Southend while on loan to Thamesway during 1992

Paul Harvey.

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

GROUP TOURS.

Tuesday 24 June. **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.

Sunday 22 June. **North Weald Bus and Coach Rally.** www.northwealdrally.net.

Sunday 22 June. **East Anglian Transport Museum 'Hop on a Bus' Day.**
www.eatm.org.uk.

Sunday 6 July. **North Norfolk Railway Vintage Transport and Bus Weekend.** www.nnrailway.co.uk

Sunday 6 July. **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 EBN602p1 for further details.

Sundays August 3/17. **Ipswich Transport Museum.** www.ipswichtransportmuseum.co.uk.

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.



In EBN 601, both a roof box RT and a non roof box RT were illustrated on the extended 339 at Shenfield. To add to these, here is an RTL, number 1076, passing under the railway bridge at Shenfield Station on 31 May 2014.

Adam Kelleher.

EBN602p3

How to Launch a bus? By Maurice Austin.

If Essex Bus Enthusiasts Group (EBEG) were a political party, we would be claiming a great campaign success over a multi-national company following its decision to re-paint one of its modern buses in the original livery of the Westcliff-on-Sea Motor services, to mark the centenary of that company which formed the basis of the network of routes now operated by First Essex from its Hadleigh Depot.

But we are not (thankfully!) and, in any event, such a claim would be grossly unfair!

It is true that a number of EBEG members did approach First Essex management over the proposal. I know that Chris Stewart, our Chair, Richard Delahoy, Secretary, Alan Osborne, Omnibologist Extraordinaire and your Editor have all "lobbied" as the opportunity arose and I suspect our contributions did have some impact.

Nevertheless, there are a lot of people who have a prior claim to the credit for this fantastic initiative. I believe the idea originated in a suggestion last autumn from Jack Benee, a member of CPTMS who is a fitter working for First Essex at Basildon – he proposed the idea to Danny Jones, South Essex General Manager. Whilst this was going on, the "825 Group" wrote to Adrian Jones, First Essex MD suggesting the same thing! I should imagine Adrian's job of steering the project through the First Regional and Group Boards was no easy matter! I have no idea how much the whole exercise cost but it must have been many thousands of pounds and rather a lot of managerial time. That translates to many busloads of "bums on seats" to justify the initiative.

We should also acknowledge the contribution of the 825 Preservation Group in making AJN 825 available for paint matching, the staff at Mardens for the superb finish and John G. Lidstone for liaising with the AJN Group and Mardens over the design.

In my time with First Essex, Hadleigh Depot (HH) always had a very friendly and efficient atmosphere. I always put this down to the hands-on and meticulous management style of Depot Manager Andy Spicer and his senior colleagues. I have a suspicion that the success of this launch must have had something to do with him as well!



This heritage advert, based on some of his photos, on the nearside of re-painted Trident 33191 (LT52 XAB) is by **John G. Lidstone.**
EBN602p4



Some of the key First people (left) and 825 Group (right) in the always pristine HH depot.

John G. Lidstone.

Your Editor had the good fortune to be invited to the "launch". He made it a full bus day by travelling by 100 from Chelmsford to Basildon and onward by the Arriva 5 to Hadleigh Depot (travelling home on the 26 and X30).

On arrival, guests were given the standard but full safety briefing and kitted out with a hi-viz jacket and escorted through the depot to a vast empty space – quite unusual for HH where the magnificent sight of Westcliff Trident 33191 and its elder sister AJN825 were on display. Guests had the opportunity to climb aboard and explore both buses and admire the excellent craftsmanship of Mardens and the love, care and attention to detail poured into AGN825 by the 825 Group.

After a period of "networking" and catching up with former friends and colleagues, both buses were taken into the open area of the garage for more photos. The BBC Radio Essex reporter was seen walking alongside the buses recording the wonderful engine sounds. The usual playing with blinds took place (a good job the electronic blinds expert was there!).

My former driving colleague, Martin White of the 825 Group was much in demand giving interviews to the press, media and even the MP for Castle Point, Rebecca Harris, who spent a lot of time at the event. He must have been exhausted by the end of the day!

Guests all boarded AJN, which then showed 33191 the way to Leigh-on-Sea and onto Highlands, Woodlands Park for yet more pictures. I travelled back on the Trident and was impressed with the care taken by the driver and "minder" to avoid the overhanging trees in the aptly named Woodlands Park area.

If the success of the exercise can be measured by the number of heads turned to look at the passing buses, the short trips I took showed that the public of Westcliff thought it was a magnificent event!

John G. Lidstone has put many of his pictures of the Launch and associated events onto Flickr. Those of you who have access to it can see these on:

<https://www.flickr.com/photos/46986413@N07/sets/72157644692527701/>
https://www.flickr.com/photos/organize/?start_tab=one_set72157644692527701

My thanks to First Essex, especially Julian Elliott, Network Manager and Andrew Wheeler, Marketing & Revenues Manager, for their kind invitation and help in this matter.

F602RTC for EBN602 by Paul Harvey.



Bristol CityLine Leyland Lynx F602RTC on loan to Thamesway seen at Central Bus Station Southend operating service 11 to Chelmsford during 1992.

Paul Harvey.

KNO602 for EBN602.

ENOC Tuition Bus, stock number 4 was transferred to the new United Counties, Wellingborough depot on 1 May 1952. It was a Bristol L5G chassis W4015, new in July 1946, withdrawn from service in April 1969 and disposed of to S Twell, Ingham, Lincs in August 1969. It had been ENOC bus 303.

[Information from "An Illustrated History of United Counties Omnibus Company Limited" by Roger M. Warwick MCIT, courtesy of Ted Miles.

Regal 602 for EBN602

by Adam Kelleher.



In EBN 601, Regal's 601 was illustrated. On the same day and in the same place, 11 August 2010 in Chelmsford Bus Station, 602, the second of the batch bought for Village Link 14, 15 and 15A, is shown. The major difference between this and the photo of 601 is that by then 602 had been fitted with LED blinds replacing its original scrolls.

Have A Heart! Strange but True!!

By Maurice Austin.

Browsing through the First Borders website, I noticed that a new set of "H" routes started on 21 April 2014 linking the Borders Hospital with Galashiels, Melrose and Tweedbank areas.

First Essex had a set of H routes from 9 January 2012 until 1 February 2014. H1 and H2 were circulars starting and finishing at Broomfield Hospital and linking many of the City estates and shopping areas. H3 was isolated from the hospital, running the "traditional" peak extras between Chelmsford Bus & Rail Stations, Chelmer Village and the Dukes Park Industrial Estate and I often wondered why that was given a H number. Observers of Paul Harvey's regular route change column will have noticed that these services still run more or less the same but with different new numbers and links to other routes.

It's so obvious isn't it? An H prefix signifies a Hospital linked service. But it isn't necessarily the case!

I am told on very good authority (by well-respected and long serving managers at First Essex) that the Chelmsford based H-routes were so numbered for a very different reason. When the proposed timetables and service schedules were accepted by the relevant "Top-Man", a discussion took place on the numbers that should be given to the new routes. He was shown a route map and remarked that it looked like a heart. So the routes became H (for Heart) 1, H2 and H3!

So the obvious isn't always what it seems, even in the usually very logical bus industry!

I told this story to Mrs Austin and showed her the route map. She thinks the routes look more like a Maple leaf so should have been numbered M1, M2 and M3!



Long departed First Essex 43482 Dart SLF nicely illustrates the dilemma! H2 from Hospital to Hospital!

Kevin Smith.

EBN602p7

Service Changes by Paul Harvey.

Ensign Bus

7 July 14 12 M-S Belhus to Lakeside: new service.

First

13 June 14	SP&R	M-S	Sandon Park & Ride: revision to timetable.
29 June 14	3/4	D	Clacton to Harwich: additional Sunday positioning journeys introduced.
	5	M-S	Clacton to Little Clacton: revised route and timetable, no longer serving Little Clacton, will terminate at Flatford Drive. Service operates every 30 minutes with alternative journeys serving Saxstead Drive as 5A.
	7/8	D	Clacton to Walton: revised timetable with improved frequency.
	16	M-S	Clacton to Bockings Elm: new service for the summer serving Constable Avenue & Peter Bruff Close.
	17/18	D	Clacton to Point Clear: revised route and t'able for the summer. Off-peak service operates as 17A omitting Constable Avenue & Peter Bruff Close.
	19	M-S	Clacton to St Osyth Beach: re-introduction of summer service.
	62/A	D	Colchester to Wivenhoe: summer University closed timetable introduced. Minor timing adjustments within Colchester.
	63	M-S	Tufnell Way to St Michaels Colchester: revised route and timetable. St Michaels will no longer be served, route extended via Berechurch Road, Maypole Green and Berechurch Hall Road to terminate at Roman Way.
	67/A	M-S	Colchester to West Mersea: service extended to Colchester North Station & General Hospital.
	76/X	M-S	Clacton to Colchester: the 76X journeys are withdrawn.
	103/4	M-S	Colchester to Harwich: revised timetable and route within Colchester.
	106	M-S	Colchester to Harwich: new service providing direct positioning journeys early morning and evenings.
	120	MDO	Colchester Bruff Close to Stadium: special timetable for Elton John concert.
	193	Sch	Ardleigh to East Bergholt: service withdrawn.



On
21 May
2014, 32481
was out-
stationed at
Harwich
from
Colchester,
seen here in
Manningtree
working the
1023
Harwich –
Colchester
service 103.

Note the livery!

**Robert
Appleton.**

EBN602p8

Go Ahead (Heddingham)
20 Aug 14 130

M-F

Jaywick to Brook Retail Park: revision to route.



Following a visit to his home town on Friday 23/05/14, Roger Tuke snapped Heddingham, former Anglian Bus, Solo 907 YT51EBF still in Anglian Bus colours (yellow over blue "waves") in service. *** **Roger Tuke.**

Go Ahead (London General)

7 June 14 20

D

Walthamstowe to Debden: revised timetable.

27 July 14 575

M-S

Romford to Harlow: revision to timetable.

National Express

2 June 14 777

D

Stansted Airport to Birmingham: revised timetable. /Continued next page.

*** **Editorial Observations.**

Your Editor had a meeting in Colchester a few days ago and travelled out by First Essex 70 and returned on the First Essex 71A. It was his first time of using the new(ish) "Bus Station" which makes the inadequate one in Chelmsford look rather special!

It was notable how few facilities there are in the area and how far away from anything bus users are likely to need. It was also surprising how lightly loaded most departing services were around 1645-1715 ish.

To compensate, the journey back to Chelmsford was an experience in driving excellence! Despite the bus getting in rather late due to problems on the A12, and continuing problems on the way home, the driver was patient, courteous to his passengers and other road users and handled the Volvo (65030) magnificently. All credit to him!

EBN602p9

Service Changes by Paul Harvey, concluded.

Olympus Bus & Coach (Olympian Coaches)

2 June 14	OC5	Sch	Waltham Abbey to Debden Park School: new service.
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Regal Busways

12 May 14	501	Sch	Fyfield to Epping: revision to route.
30 June 14	552	M-F	Billericay to Ramsden Heath: revision to timetable.

Roadrunner Coaches

16 May 14	254	Sch	Waltham Abbey to Debden Park School: service withdrawn.
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TGM Group (Stansted)

7 July 14	308	M-S	Bishop Park to Stansted Airport: revision to timetable.
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TrustyBus

27 May 14	351	M-S	Hertford to Bishop Stortford: revision to timetable.
7 July 14	410/411	M-S	Harlow to Waltham Cross: revision to route and timetable with service no 412 introduced.

Wyvern Community Transport

30 April 14	DAR73	MW	Canvey Island DAR: service will operate on Wednesday & Thursday only.
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(acknowledgements to LOTS, Essex, Hertfordshire & Suffolk County Councils, Omnibus Society (Essex Branch), Richard Delahoy & Harlowride)



Heddingham Dart SL/Plaxton (EY02 RYR) and Regal Busways Optare Solo (YJ56 AOT) are seen here in Butler Road in Halstead on 24 March 2014.

Ken Coldwell.

It's A Small World! By John Salmon.

I recently toured Vietnam, Laos and Cambodia with 12 other tourists from England, Wales and Australia. One evening, after dinner and a few drinks, a 75 year-old fellow tourist revealed that she had been a clippie for Eastern National in Southend in the 1960's.

Her husband had been working as a driver at Southend and as she was looking for a job she decided to apply to work as a clippie. Once her application was accepted she was measured up for a very impressive and smart well fitting uniform. She worked regularly with her husband from the Southend Depot. She then revealed to me that she had two major problems, which affected her job on the buses. She suffered from severe travel sickness and vertigo but managed to deal with these issues when allocated local Southend duties. Although she felt the effects caused by her vertigo when working on the top deck she was able to cope. However, she was very glad that they were never rostered to operate the open top seafront service. This would have been a problem!

Once a month they were rostered to operate the Southend – Maldon – Colchester service. This was a nightmare as she suffered bad travel sickness by the time the service reached Maldon via the twisting country lanes. On reaching Maldon she would frantically search for an off duty conductor to accompany her husband to Colchester and back whilst she played cards with other off duty staff in the depot rest room. The added advantage of this exercise was that she was very proficient at gin rummy and always made a good profit! This activity escaped the attention of the local inspector! After a few months she decided enough was enough and left Eastern National to take up a payroll job in a local company.



Could John's acquaintance have been working on this bus? One of Colchester Corporation's 1947 Massey-bodied AEC Regent IIs waits alongside as Southend-based LD5G 1471 (later 2440) heads out of Colchester to its home town, via Maldon. The 19A operated via Latchingdon and Cold Norton as opposed to the 19 via Danbury and Bicknacre. Research by Chris Stewart,

Robert Mack/EBEG.

EBN602p11

Acquired Vehicles

33191 was officially launched at Hadleigh depot on Friday 16 May, alongside preserved Wescliff on Sea Bristol K AJN 825. It attended the Yeldham Transport Museum open day on Sunday 18th and then entered service on Monday 19th, seen on route 21 on that day. It has received all round LED blinds, the area around the front windscreen is red and numbers and lettering (even including the CCTV and "Please Let Buses Pull Out" signs on the rear of the vehicle and "Emergency Exit" and other signs on the interior) are gold or gold and black. Westcliff on Sea vehicles did not carry fleet numbers and in recognition of this there is not a fleet number on the front of the bus, although there are ones on the rear and sides. It has a nearside advert "Celebrating 100 Years of Westcliff on Sea Motor Services" although the offside advert frame is empty. Seating is H39/25F. The lower deck seating is slightly different from previous acquisitions, for example, the next numbered vehicle, 33192, which was acquired in February last year, only has 24 seats downstairs. The difference is that 33192 has a single forward facing seat behind the front staircase whereas 33191 has two side facing seats in this position.

Vehicles on Loan

66168 remained on loan at BE during May.

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)



The two recently acquired and repainted Trident / Presidents, 33189 and 33191, are seen together at Southend Travel Centre on 29 May 2014 in their contrasting liveries.

Adam Kelleher.
EBN602p12

Period 2 (27 April- 25 May)

32807 CN(store)-sold; 33001 HH-BN; 33002 HH-BN; 33189 HH*-HH; 33191 FG-HH; 43741 CN(store)-sold

*Being prepared for service. By 26 May, 32806 had returned to Westway from Basildon (see EBN 600). It does not seem to have been used whilst at BN.

Disposals

To Alpha Recovery, Cramlington for scrap: 32807, 43741 (May 2013)

Other Vehicle News and Workings

General

CR32651 and 32652 have gained super rear ads for the Co-Op. CR32654 has gained a super rear ad for CT-1 (an industrial adhesive). HH43720 has recently had its front blue band (beneath the windscreen) extended down to the next moulding, the only Pointer 2 known to have this variation. (In contrast, HH43719 does not have a blue band below its windscreen.)

Olympians

The two remaining Olympians continued in service during May, although there have been fewer reported sightings than in previous months. 34014 was on 67 (6 May), 75 (23rd) and 65 (28th). 34305 was on 42 on 30 May.

Older Darts

43741, which went to Alpha in May, had been the last remaining Alexander ALX200 bodied Dart in the fleet. 41239, the last remaining Marshall bodied Dart at Basildon, was seen out of service at BN on 29 May. HH42439 attended the Yeldham Transport Museum open day on 18 May (alongside HH33191 as noted above and HH44001). Incidentally, despite being a low floor vehicle, 42439 is B35F with all fixed seats and does not have a wheelchair space.



Despite only lasting a week, "Catch the Bus Week" (from 28 April to 4 May 2014) had adverts for buses specially made for it. During the week, on 2 May, 43356 (which has lost its rear fleet number) on route 73 in Brentwood High Street carries one such advert.

Adam Kelleher.

EBN602p13

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

Vehicles in use from Harwich during May (all CR allocated) have been five buses for services 103/104 and school service 30A plus Sunday (and BH) service 3 with no spare. Noted during this period:

14 May	32654, 65573, 65665, 65669, 66980
21	32481, 65586, 65651, 65669, 65680
26	65586, 65652, 65676, 65680, 65685. 65680 worked Harwich-Clacton (Bank Holiday Monday).
28	65652, 65654, 65669, 65685, 66982

Other observations:

23 May	CR60865, a recent transfer from CF (where it did not work in service) on 67/A
25 May	CR32483 on Greater Anglia rail replacement
31	CR32481 on 67 (normally single deck operated)

Chelmsford (CF) and Braintree (BE)

From 14 May Volvo Hybrids began appearing on the 1710 Sandon P&R extra in place of double deckers. 69909 was seen on 14th, 69907 on 15th and 69913 on 19th. However, on 3 June, Enviro 400 33424 operated this service.

6 May	Duke Street was closed between 0600-1300 due to a visit by HM The Queen. Diversions operated via Parkway.
16	CF67904 on 71/A
28	CF44542 on 42A, CF65031 on 71A, still devoid of fleet names, CF68532 on driver shuttles. Also BN60767 on 42. BN60766 has also been reported as at CF, presumably these two Volvos have been displaced at BN by the two Tridents transferred from HH.
31	CF44550 on 46 (normally Solo operated)
4 June	68000, which has been at BE, back at CF on driver shuttles.



42439 is one of only two low floor Darts with the original Plaxton Pointer body still in service. Seen at Southend Travel Centre on route 24 on 29 May 2014.

Adam Kelleher.

EBN602p14

Basildon (BN) and Hadleigh (HH)

29 May BN69917 on 200
 30 BN66823 on 100
 1 June Hybrid BN69915 unusual on 251

Other News

33191 attended the Clacton Bus Rally on 1 June. Also there were the following ex Westcliff / Eastern National / Thamesway vehicles: Bristol K AJN 825, Bristol KSW 1407 (2364), Bristol VR 3072, Leyland Olympian Coach 4505 (since last issue this has been re-registered to BIG 4005), Dennis Dart 909 (46109), Bristol LH 1103, Bristol RELL 1516 and Leyland Nationals 1849 and 1924.

Sources: Own observations, and with thanks to R Appleton, S Barham, T Clark, L Cornwell, D Flatman, D Lund-Conlon, J Mulley, J Podgorski, I Ransom, 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.



At Harwich, nearly a quarter of a century ago, Olympian/ECW 4019 (C419 HJN) in post 1990 Badgerline EN livery and an unknown VR in the earlier green and yellow livery face the 1967 building. This replaced the one time Silver Queen Dovercourt depot in Kingsway, now Harwich library but currently closed and undergoing maintenance work. As 34819, this bus survived to carry First livery and was only withdrawn in [exact date to follow].

Chris Stewart.

A new arrival is 3502 (KE51 PUA) DAF / Wright Cadet.

DAF SB220 3921 (T921 KKM) was withdrawn at the end of April, the first of the Plaxton bodied DAFs to go.

Dennis Dart SLF / Plaxton 3073 (P273 FPK) and Optare Versa 4228 (KX62 JTV) are both currently on loan.

with thanks to Richard Delahoy



As usual JGL keeps an eye on bus events in Southend and has sent this topical pic of 4228, photographed on what is thought to be its first day out, 4 June 2014. This is allocated to Gillingham and is the first 'loan Versa' ever at Southend. It is probably the first bus to run on a local Southend service with a Medway strapline!

John G. Lidstone.

Note: * We know the service is now run from Maidstone, and formally called Kent Thameside but we will stick to the traditional name for as long as we can!

Dart SLF 3416 (SN54 HXC) has returned to Colchester from accident repair at Watford.

Dart SLF 1559 (EU56 GVG) moved from Colchester to Harlow during May, with Dart SLF 1555 (V231 HBH) moving from Harlow to Colchester in return. 1559 saw use on Heathrow service 724 during its time at Harlow but had returned to Colchester by the end of the month.

Volvo Olympian 5944 has moved from Harlow to Colchester with Trident 5451 (KN52 NCD) transferring from Colchester to Harlow in return.

Colchester Scania Omnidecker 5373 (YN06 TFZ) will be off the road for some time because of chassis problems.

with thanks to Richard Delahoy, John Podgorski and Keith Sadler



Network Colchester Scania Omnidecker 5372 on the Sunday Essex CC contract 70 service, at Marks Tey on 18 May 2014.

Russell Young.

EBN602p17

Allocations

909	YJ51 XSM Optare Solo	TYu – Sold (scrap)
(L391)	V205 ENU Optare Excel	TYu – Sold (scrap)

Sold

Both 909 (ex-Anglianbus) and former L391 have passed to A Barham (dealer). L391 is being broken for spares; major units will return to Hedingham for further use on the remaining Excels in service.

Fleet

Leyland Olympian/Alexander 60 (H160 HJN) has been at A. Barham for interior repairs, whilst Dennis Dart MPD 288 (X509 WRG) has been at Konectbus for repairs.

Additional News

TY Volvo Olympian/Northern Counties 95 (R279 LGH) and CN TransBus Dart SLF 255 (EU05 AUT) attended the Clacton bus rally on 1 June.

Former EN Leyland National 1849 (YEV 307S), preserved in Westcliff-on-Sea red and cream, recently visited TY but was not used in service.

Former Hedingham Leyland Leopard L103 (BAR 103X) was seen on the recent group tour at Emblings yard, withdrawn from service by them in July 2013 with suspected fuel issues – the fault has been traced to faulty fuel injection pipes. The replacements are being sought with the hope L103 will be returned to the road, with a body tidy up, to rally in the future.

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



Hedingham E400 616 on Monday - Friday peak hour service 15 (Prettygate - Colchester North Station) at Colchester North Station on 25 April 2014.

Russell Young.

Ensignbus Dealing Stock Movements, May 2014. By Mark Lloyd.

Vehicles In

with thanks to Ross Newman.

Cargotech	T39KLD	Dart
Coach Services	MX09AOS / AOT	Solo's
City of Oxford	BB/CF/GB/HB07OXF	Volvo B12B's
Dublin Bus	00-D-40030 / 31 / 36 /	Volvo B7TL's
	59 / 74 / 76 / 98 /	
	70102 / 103 / 107	
Galleon Travel	T569EGD	Olympian
Go Ahead NE	R837/8/9PRG	Volvo B10BLE's
	X231FBB	Dart
Hamilton – Grey	M688KVV	Volvo B10M
Henshaw Coaches	AA / BB05BLU	Darts
Metrobus	R641BMY	Dart
Metroline	LK03GHA /GGJ/GGZ/	Tridents
	GKC/CFM/CFF/GKA	
	LK51XGS Y143NLK	Volvo B7TL's

Vehicles Out

ACE Travel, Merseyside	LK03GGJ/GHH	Tridents
Aintree Coaches	KM51BFN	Dart
Arthurs C, Coatbridge, Scotland	W798VMV	Dart
A and P Brown, Ely, Cambs	M105UKX	Volvo B10B
Buzzlines, Hythe, Kent	V129MEV	Trident
Crosville MS, W-super-Mare	YN55KMV	Primo
Farleigh Coaches, Strood, Kent	WEZ9290	Ex Dublin B7TL 00-D-40021
Flagfinders C, Braintree, Essex	R141EVX	Olympian
	W138ULR	Dart
GHA Coaches, Wrexham	R979PRD / M688KVV	Volvo B10M's
	R217/9/26/30HCD	B10BLE's
Grant Palmer, Flitwick, Beds	SN06JPX X319KRX	Darts
Hamilton-Gray Coaches, Exeter	AF/BB/CF07OXF	Volvo B12B's
Henshaws C,		
Moreton-in-Marsh, Gloucs	R741BMY	Dart
Herberts C, Shefford, Beds	X215HKY	Ex Dublin B7TL 00-D-70133
Herberts C, Shefford, Beds	X241HKY	Ex Dublin B7TL 00-D-70131
Herberts C, Shefford, Beds	PK02RCZ / RDX	Tridents
Hopleys Coaches, Truro	X217HKY	Ex Dublin B7TL 00-D-40097
Hopleys Coaches, Truro	X226HKY	Ex Dublin B7TL 00-D-40020
Hopleys Coaches, Truro	X232HKY	Ex Dublin B7TL 00-D-70132
Landmark C, Arlesey, Beds	AA05BLU	Dart
Pulfreys Coaches, Grantham	T673KPU	Trident
Scotbus, Inverness	X122HKY	Ex Dublin B7TL 00-D-40071
South West C, Wincanton	BB05BLU	Dart
Watts Coaches, Bonvilston	LK03GGV / GHG	Tridents

Other Movements

Dart R874MCE , Olympian P611SAT : London Bus Hire, Iver, Bucks.
 Volvo B10B's N416NRG / N602FJO : Mike Lawrenson, Preston.
 Trident W929VLN : Geoff Ripley for scrap.
 Dart KP02PVL : Commercial Transport Training Ltd, Leighton Buzzard.
 Volvo B7TL W485WGH : Bugle Communications, Twickenham.

Ensign Fleet, May 2014. By Mark Lloyd, *with thanks to Ross Newman.*

Withdrawals

108	X602EGKT	Trident	Plaxton President	H41/28F	Central Buses, Birmingham
193	T193CLO	Trident	ALX400	H45/26F	Bear Buses, Feltham, Middx
603	R783CDW	Volvo B10M	Plaxton Premiere	C--F	Solus Coaches, Tamworth.
604	R781CDW	Volvo B10M	Plaxton Premiere	C--F	Solus Coaches, Tamworth.

Stephensons of Essex notes by Richard Delahoy.

Disposals

Olympian 974 (K874CSF) has been sold for use as a static playbus in Aylesbury. It left on 3 June.

On hire

Heritage PD3 424DCD was loaned to Stagecoach West (Cheltenham District Traction Co Ltd) for use on their running day on 31 May. It did not however appear as planned on the c2c heritage rail replacement service on 18 May due to a door fault.

Operations

The new Boreham depot was officially opened on 19 May as reported elsewhere in EBN; operations commenced on 6 May replacing the Witham site, although some vehicles remained in store at Witham at the time of writing.



Stephensons Olympian 947 in Nethermayne, Basildon on the 18 May 2014, c2c rail replacement, which featured vehicles slightly older than normally provided.

Russell Young.

Stephensons' new Boreham Depot by David Harman.

Stephensons new depot at Boreham was officially opened on 19 May by the Chairman of Essex County Council, Councillor Norman Hume, after an introduction by MD, Bill Hiron and an address by Councillor Rodney Bass, Cabinet Member for Highways & Transportation, ECC.

After the ceremony, guests, including representatives from Chelmsford City and Suffolk County Councils, trade suppliers including Scania, friends and fellow operators etc. were able to view the workshops, and see demonstrations of the GreenRoad safe / economical driving tracking system, the Ticketer GPS / GPRS-driven ticket system, and driver-training material.

A Blackwater Link-branded Enviro 200 and one of the latest two Scania Enviro 400s illustrated the continuing investment in updating the fleet, a further two being due later this year. 'Queen Mary' 424 DCD contrasted with "before and after" ex-London Scanias to show how late-model dual-door double-deckers have been converted to single-door and extensively refurbished to bring school service vehicles up to the latest standards.

The site in Waltham Road in the Boreham Industrial Estate, represents an £800k investment. It replaces the Witham depot, which whilst spacious, was unsurfaced (and thus muddy in winter, dusty in summer!) and not capable of being developed to meet the requirements of the expanding Stephensons fleet. Boreham will now handle the fleet's major engineering needs, with Rochford now just dealing with inspections etc.

The new site comprises a modern office suite, full staff facilities, a four-bay engineering workshop, fully-fitted out with 'rolling road' and the latest electronic diagnostics equipment, secure fuel storage and ample parking space.

Finally, just a reminder to members – as with most bus depots these days, access is restricted due to health & safety rules and other legislation, and visitors must seek permission in advance.



From Trafalgar Square to Boreham and beyond! Former London United Scanias YN55 NJE and NJF illustrate 'before and after' single-door conversion and refurb. David Harman.

Stephensons' new Boreham Depot, continued, by David Harman.



Top picture: Depot workshop with Scania 605 over the rolling road. **David Harman.**

Lower picture: Engineering workshops and Scania 605. **David Harman.**



Top picture: Scantias, Olympians and PD3 424. **David Harman.**

Bottom picture: Scania 606 driven by Top National Bus Driver at the UK Bus Awards 2011, Trevor Owen ferried guests by special arrangement from the Sandon Park & Ride site. **David Harman.**

EBN602p23

Regal Busways by Adam Kelleher.

Vehicle on Loan

Former Regal 512 was again on loan from Panther Travel during May, seen at Brentwood Station on 16 and 27 May, with Regal legal lettering on a piece of paper attached to the inside of entrance door. This vehicle has been re-registered from P390 LPS to BIG 8843.

Workings and Observations

5 May	1404 on 1 (and again on 7th and 9th)
7	611 on 565
8	614 on First Data shuttle
9	1404 on 7
16	605 on Braintree Freeport shuttle
21	611 on 75
22	206 on First Data shuttle
25	PO2 on 71C
27	615 on 70
29	801 and 802 on 3
31	209 on 213
1 June	611 on 11A, 702 and PO2 on 71C
3	611 on 3

With thanks to Nigel Clark, Terry Clark, Chris Hatley, John Podgorski and Owen Woodliffe.

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

Acquired Vehicles

T312/3 SMV are Mini Pointer Darts.

Sightings of recently acquired vehicles (see EBN 601) are as follows: T313 SMV on route 411 on 9 May and on 541 on 10th (LEDs not in use, route number and destination on paper in windscreen). It remains in Brighton & Hove livery with branding for B&H route 38 and carries B&H fleet number 249. (T312 SMV was B&H 248.)

LK03 CGV was operating route 392 on 9th and 411 on 27th (blinds turned to blank, route number on paper in windscreen).

LK03 GJY was seen in Harlow on service to Rye Park on 23 May (blinds turned to yellow / black blank, destination, but not route number, on paper in windscreen).

Re-Registration

Dennis Dart / Plaxton S93 EGK to RHZ 2264.

Disposals

Galleon Olympian T569 EGD to Ensign, May 2014.

With thanks to John Delaney, Adam Jones, Owen Woodliffe, Ross Newman and LOTS.

Reg.	Name	Chassis Make	Chassis Type	Body	Body Type	Seats	Previous Reg.
BIG6002	CHARLIE	VOLVO	B10M	PLAXTON	Prima	55	T195JBC
BIG 7596	STEPHEN	LEYLAND	OLYMPIAN	Alexander		79	F639 LMJ
BIG 8796	ORVILLE	DENNIS	JAVELIN	UVG		53	P6530RV
BIG 9895	ISABEL	DENNIS	JAVELIN	PLAXTON	PREMIERE	57	N320 NHY
BIG4005	JAMES	LEYLAND	OLYMPIAN	ECW		73	B693BPU
BIG611	SALLY	VOLVO	B10M	PLAXTON	PREMIERE	57	S314SRL
BIG7758	DONALD	LEYLAND	OLYMPIAN	Alexander		79	F640LMJ
BIG8843	DASHER	DENNIS	DART	ALEXANDER	DASH	40	P390LPS
BIG9210	JONATHAN	LEYLAND	OLYMPIAN	ECW		72	CWR512Y
M832 CVG	ARTHUR	VOLVO	B6	PLAXTON	POINTER	40	
SIL2172	MINI BOB	MERCEDES	VARIO 814D	PLAXTON	BEAVER	33	W577JVV
SIL6719	DENNIS	DENNIS	DART SLF	PLAXTON	POINTER SLF	33	P508RYM
T2 TRU	KATHERINE	VOLVO	B10M	PLAXTON	EXCALIBER	49	
VLT 177	DANIEL	VOLVO	B10M	VANHOOL	ALIZEE	53	P521PRL
W3 TRU	VALERIE	VOLVO	B10M	PLAXTON	PANTHER	49	
Y5 TRU	CAITLIN	VOLVO	B10M	PLAXTON	PANTHER	49	
AB03 PAN	MINI MIKE	MERCEDES	SPRINTER	MERCEDES	SPRINTER	16	NX04ZKT
AB53 PAN	SUZANNE GERALDINE	VOLVO	B12B	PLAXTON	PANTHER	53	LK53 KXB

Panther Fleetlist.

Adam Barham has kindly made available a list of his current operational fleet.

A number of other vehicles are in store/preserved/waiting scrap.

He confirms he owns N615 APU (former Thamesway Volvo) but sadly it's not in use and is going for scrap.



The usual spotless Panther Travel bus. This one in Gorse Lane, Clacton. The destination gives a clue as to where its heading on Sunday 1 June 2014.

Russell Young.

EBN602p25

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

Brailey (Milestone), Canvey Island.

Iriza bodied Scania K420 C48FT, reg. WA07WKR (ex BC07JAB) has recently been acquired from Blakes Coaches, East Anstey, Devon.

Flagfinders, Braintree.

An additional operating centre is Little Stubleys Farm, Halstead, which is also the OC for Florida Coaches.

Grahams Coaches, Kelvedon.

AE54FMG, a Mercedes 0814D with Euro-coach C33F bodywork and BX56XAD, an Autosan C67F, are here from Group Taxibus, Chelmsford.

Hardiman (SJH Travel), Canvey Island.

SA02UHW, a Plaxton bodied Mercedes 0814D, C33F, is here, previously with York, Cheslyn Hay, Staffs. Mercedes 0814D, reg. R901EDO, C29F is no longer here.

Lidgard, Basildon.

This operator, previously based at Crays Hill, Billericay now operates from c/o Chariots, One Tree Hill, Stanford-le-Hope.

New Horizon, Frating.

Plaxton bodied Volvo B10M C70F, reg. A15FRX (ex. M 429WAK) is here from Witte, Calne, Wiltshire.

Panther, Parkestone.

Leyland Olympian/ECW CH45/29F has been acquired from Tamworth Bus & Coach, Tamworth, Staffs, whilst Alexander bodied Dennis Dart B28F was previously in the Heddingham & District fleet.

Talisman, Great Bromley.

Brand new here is BU14SYE, a Setra S416GT, C53FT.

Trimmer, Galleywood.

This operator should, more properly, be referred to as Trimmer, Wickford, due to a change of operating premises to Shot Farm, Wickford.

News item: Evobus, the UK Importers of Setra Coaches and Mercedes buses and coaches, is to drop the Setra range when the Euro 6 regulations come into force, hoping that current purchasers of Setra vehicles will change to Mercedes.

Latest Publications from the The PSV Circle.

There aren't many perks being your Editor but, just like waiting for a bus, when they do come along, they come in bunches! After the kind invitation by First Essex to the Westcliff 100 anniversary launch featured elsewhere, my postman has delivered two rather magnificent books from The PSV Circle. Both are comprehensive fleet lists for the whole of Essex; G624 covers operators A – O and G625 P - Z and Non-PSV. They are £9 each, post free from The Sales Team, The PSV Circle, Unit GK, Leroy House, 436 Essex Road, LONDON N1 3QP, or order online at www.psv-circle.org.uk.

A full review will appear in the July issue of EBN

EBN602p26

ONE MAN OPERATED FLFs by Chris Stewart.

Page 37 of my Eastern National Lodekka book refers to Central SMT having the only other FLF converted for one-man operation. Further research, prompted by a discussion on the Facebook 'In praise of the Bristol Lodekka' group indicates that this should in fact read Eastern Scottish (Scottish Omnibuses Ltd) not Central. A long time before EN experimented with 2898, September 1970's 'Buses' magazine reported that an FLF was being converted. The December issue confirmed the bus involved as AA876 (YWS876), a 1962 manual-gearbox FLF6G (6LX) which had a 199th sanction chassis slightly before EN's 2737 (EOO579). Two months later it was stated as being "not an unqualified success, mainly due to the low floor in the saloon" but from 26.9.71 to 29.10.71 it went on demonstration loan to Cumberland.

AA876 wasn't on a list of OMO deckers (of which there were only very few anyway) dated March 1972, but was on one in February 1974 – which would tie in with its use on schools duties without a conductor at Peebles (recorded as such during May 1974), for which AA46 (CSG46C) also had the small bulkhead window removed so that school passes could be checked. Allan Condie asked several ex SOL drivers and nobody ever seems to remember AA876 being used OMO in the true sense - it was transferred to Airdrie in April 1976 where they tended to use it on Private Hires and contracts on which they could operate it without supervision in the saloons. And that's what it's doing in this photo from Allan's collection.



Allan Condie collection.

Incidentally, Chris will publish a list of minor corrections and additional information in due course.

The initial print run of the Group's Lodekka book has nearly sold out, so order a copy today from Owen Woodliffe if you don't want to miss out. They are £15. EBEG members are entitled to one copy each post free. Contact Owen Woodliffe. Contact details on EBN602p1.

EBN602p27

Publicity News from Ian Ransom.

First Essex booklets for 41/51; 100/200/201 both dated 20.4.14 and 45 dated 1.6.14.

First Essex very attractive leaflet "Your New & Improved Service 45" w.e.f. 1.6.14, featuring Whittle village green, ducks and buses as well as a route map!

Ian has written "pleased to see that my service 45 is also improving, to every 12 mins (M-F) and every 15 mins on Sat. Also introducing a £15 weekly ticket, for use on 45 only. Given a return from here into the City centre is £3.90, that's fairly good value

First bus from will now be a very early 0520 on M-F, doubt I'm ever likely to be on that; have caught the 0540 a number of times, which is fairly well used."

It is pleasing to see the steady improvement to many First Essex services in recent years. As well as the "new" 12-minute service on the 45, Chelmsford has seen service intervals reduce on the 42, 70, 100, 351 in the past year or so as well as a modest but important number of peak hour extras, mainly in the morning. Inevitably, there have been some disappointments (the reduction of the Chignall Estate service from 4 to 2 an hour is a particular bone of contention but it is unrealistic to expect buses to run almost empty!



Ex First Presidents and Enviro 400s have been the mainstay on Essex TfL routes 498 and 608 since the routes passed to Go Ahead last year but during May former Metrobus Olympuses gradually took over most workings. 895 is seen on the 608 in Brentwood High Street on the 19th.

Adam Kelleher.

The Letters Page.

Maurice Doggett, the renowned Omnibus Archivist & Photographer, has supplied some very interesting information on the ECW aspect of Terry Challis's letter in EBN601p32. He writes:

"Terry is quite right in saying that none of the pre-war Westcliff K5G's were re-bodied although they were modernised in various ways post-war. However, two pre-war AEC Regents and four Bristol GO5G's, were re-bodied by ECW:

Vehicle Type	Registration	New Body No.	Date delivered from ECW
AEC Regent	JN 4749	3200	22.07.49
	JN 4294	3201	30.09.49
Bristol GO5G	JN 6892	3202	28.01.49
	JN 6893	3203	28.01.49
	JN 6896	3204	04.02.49
	JN 6894	3205	06.05.49

There was also another AEC Regent, HX 2980, which was re-bodied by ECW but this took place during the war when the bus received new body no. 7615 and was delivered on 28.05.42.

The three 1937 Bristol GO5G's JN 8570-2 were delivered as 56 seat open-toppers (Body nos. 4896-8) but in 1942, they also received attention by ECW when covered tops were fitted, as illustrated in the lower photo of p143 of Alan Osborne's excellent book on the history of Westcliff. The three buses were allocated Body Nos. 7642, 7644 and 7643 respectively and were delivered from ECW on 30.06.42, 24.07.42 and 15.07.42, again respectively."

Doug Brown, our man in Hutton (DB from BD!) writes:

"The picture on EBN601p28 is, indeed, Brentwood depot but long before I started there as a driver. The building on the right is part of the Thermos Factory. They built the wall up to 6ft whilst I worked there and topped it with broken glass bottles to prevent us going over the wall to the swimming pool behind for a bit of skinny dipping during the summer months after the pool was shut. But that did not stop us! We put a load of old destination blinds on top of the glass. ONO49 was there in the 1960's and I drove it. (Note the bus in the picture is ONO81, not 49; apologies – Ed). These were 7ft 6" wide whilst the late ones were 8ft. The smaller wheelbase had a black steering-wheel, on the wider ones they were white. Note, there are no trafficators on this old beast; they were fitted when it became legally necessary. They had a 5-speed crash gearbox but when you engaged fifth it made such a bang that it made passengers jump!

The headlights only put out the nearside lamp when dipped. These old bangers were ideal in fog as with one light out and the fog light turned to the kerb we could get along quite well and you sat far further forward than you did in the FLF's. Note the tiny face mirrors nearside and offside. They had many blind spots, no heaters and at the terminus we stood against the rad. to keep warm.

The good old days?!"

Peter Carr has some surplus Essex-related boxed mint models to dispose of (to create more space!) The highest reasonable offer will secure (either singly or as a batch). A portion of the sale price will go to Group funds.

CORGI 91918 Southend Leyland Tiger/Plaxton Paramount 562 (A 106 EPA) route X1
CORGI 91917 ENOC bus + body as above 1129 (B 697 WAR) route 827. Highwayman livery.
CORGI Classics D949/25 ENOC Bedford OB Duple 3934 (LPU 624). Destination, Halstead
CORGI Original Omnibus 40501 ENOC/LT Bristol L5G/ECW 3898 (KNO 601) route 32A with LT
CORGI Original Omnibus 43401 ENOC Mercedes/Plaxton Beaver 2 (P 703 PWC) route 31
CORGI Original Omnibus 43905 LT Daimler CW/Duple D145 (HGC 272) route 722 Green Line.
Exclusive First Editions 15604 Southend RM104 (WLT 797) route 29. Fleet no. but no reg no.
Exclusive First Editions 16302 ENOC Bristol LS415 (857 ETW) route 19A. Fleet no., no reg. no.
Exclusive First Editions 20414 ENOC Bristol VR3112 (XHk 217 X) route 72B. Fleet no. + reg. nos.

Peter can be contacted on 01279 725636, peter.carr@which.co.uk, hevcarr@hotmail.com or by post at 6 West Road, Sawbridgeworth, Hertfordshire CM21 0BJ

EBN602p29

Group Visit "The Delaine Crusader", by David Harman.



Top picture:
Dennis
Dragon /
Metal
Sections
M687 YDB
new to
Stagecoach
Kenya and
later in the
Stagecoach
Manchester
Magicbus
fleet.

**Dave
Arnold.**



Bottom picture:
Withdrawn
former
Hedingham
front-line
service bus,
Leopard/
Plaxton
Bustler BAR
103X in
faded but
eminently
restorable
state in
Emblings
yard.

**Dave
Arnold.**

Due to pressure of space, David's report and other pictures have to be deferred to a later EBN.

EBN602p30



Top picture: At the Decker Bus yard, Palatine II-bodied Olympian contrast: ex-Tourist Coaches, former London General NV179 (R379 LGH) and ex-Arriva North West (VIL 8682 / N298 CKB). **David Harman.**

Bottom picture: Delaine B7TL 139 (AD04 OCT), Atlantean 76 (ACT 540L), unregistered B9TL 157 and B9TL 143 (AD08 DBL) at Bourne depot. **David Harman.**

EBN602p31



During the Clacton Bus Rally on 1 June, preserved Bristol RE 1516 and Leyland National 1924 (JHJ 150V) ran to Harwich and back, terminating at the forecourt of Harwich (DT) depot which was into its last month with closure due on 28 June (as reported in EBN601).

Chris Stewart.

A note from the Editor.

I was told by someone who will not be named, that this would be a quiet month with few reports! How wrong can one be! I have a lot of unused material, particularly reports on the visit to Delaine et al and the Clacton rally. My apologies to anyone disappointed their contributions have not been used. They have not been "spiked" and will be used as soon as a gap does appear!

Target dates for EBN603 (July 2014).

By	...	5 July 2014	...	Reports to Sub-Editors.
By	...	12 July 2014	...	Sub-Editor drafts to Editor.
By	...	21 July 2014	...	Dispatch by Printers.

Back Cover Photos.

Inside Top: Network Colchester Trident decker 5450 KN52NDX, the only example noted complete with a new style of Network Colchester fleet name and logo (although Dart saloon 3410, HX51LRN is similarly attired). These fleet names are easy to read!

Roger Tuke.

Inside Bottom: Months after all Southend's P-FPK Darts had been withdrawn, one that was new to London & Country, 3073 (P273 FPK) turned up out of the blue yesterday and was pressed into service straight away. Seen here on its first afternoon, Friday 30 May 2014. These were new in duo-green and red, whereas the ST (P256-67 FPK) ones were new in a Plaxton interpretation of ST livery of blue, white and red.

John G. Lidstone.

John suspects this may be on loan until long-delayed DAF Cadet 3502 arrives (now over a year late).

Outside Top: SBC Leisure's ex Airbus Alexander Royale Olympian, N122UHP, was one of 107 buses managed by Ensignbus for extra services on TfL contracted routes during the London Underground/RMT dispute. Seen here on route 205 in Houndsditch, near Liverpool Street on 30 April 2014.

Russell Young.

Outside bottom: Yet more rail replacement! Ensignbus 233 on the C2C rail job on Sunday 18 May in Cliff Parade, Leigh on Sea.

Russell Young.

EBN602p32





www.essexbus.org