

ESSEX BUS NEWS

**No. 557
September 2010**



ESSEX BUS ENTHUSIASTS GROUP
www.essexbus.org.uk



above New to Luton & District, Alexander-bodied Olympians 240 and 242 (F640/2 LMJ) are currently on loan to **Network Colchester** from Excel. 240 is seen on M-F route 5 in Lexden Road, Colchester on 18th August.

below **Roadrunner's** former Transdev London Volvo B7TL/Plaxton President W468 BCW is seen in Harlow, Paringdon Road on the 392, recently taken over from Travel with Hunny.

both: Russell Young



Essex Bus News

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Your reports and observations

Members reports, quality photos (prints, slides or JPGs) 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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Dates for your diary

■ PRESS DATES

EBN dated

October

November

reports to Editors by

25th September

30th October

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 Membership Secretary (see Group Directory).

Front cover:

This month's issue reports the sad news of the death of Derek Giles, former Traffic Superintendent of Southend Transport. In characteristic pose in full uniform complete with cap, he stands, left, in front of 347 which had just completed the last service run of a type of bus that typified the SCT fleet in the Giles era. Most of those pictured had driven the bus at some point during the its final round trip, but there was only one conductor! From left to right, those pictured with DSG were: John Lidstone (Buses magazine Fleet News Editor), Vic Carr, the late John Cooper (then a traffic clerk), Martin Mowle, Peter Halls, Jack Wilkinson (both also traffic clerks) and the late Gareth Morgan (the real conductor).

Richard Delahoy

■ SOUTH ESSEX MEETINGS

Venue: **Wickford Cricket Club, off Swan Lane, Wickford** - five minutes walk from Wickford Station and five minutes drive from the A130 and A127. Doors open at 1930 for an informal chat, with the main talk or show from 2000 to 2145/2200; a cash bar is available. Members and guests welcome. £1 donation please towards the hire of the room.

Richard Delahoy

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- ▶ **Monday October 11 - Blackpool Trams - the 100th & 125th anniversaries** and the "TDE" - **Tram Driving Experience** - plus some buses, slide show by *Richard Delahoy*
- ▶ **Monday November 8** - slide show "The Modern Scene" by *Russell Young*
- ▶ **Monday December 13** - slide show by *Richard Delahoy* "20 years ago" and Christmas social.

■ 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 1930 for an informal chat, with the main talk or show from 2000 to 2200. £1.50 donation towards room hire, please. Slides/digital photos are preferred, but prints can also be shown. Members and guests welcome.

Dave Arnold

Autumn/Winter 2010 programme ~ slide shows by:

- ▶ **Friday October 8** - *Fred Lawrance*
- ▶ **Friday November 12** - *Gary Sharpe*
- ▶ **Friday December 10** - *Dave Arnold / Gary Sharpe*

■ EVENTS

- ▶ **Saturday/Sunday September 18-19th: North Norfolk Railway 1940s Weekend.** Free vintage buses Holt-Weybourne-Sheringham, and static display.
- ▶ **Sunday September 26th: EFE Showbus Rally,** Duxford Airfield, Cambs.
- ▶ **Sunday October 3rd: Come and Ride on our Buses!** Ipswich Transport Museum.
- ▶ **Sunday October 10th: Castle Point Transport Museum Open Day,** Canvey Island #
- ▶ **Saturday October 16th: Wheels by Lamplight,** Ipswich Transport Museum.
- ▶ **Saturday/Sunday October 16th/17th: Acton Depot Open Weekend,** LT Museum.
- ▶ **Friday/Saturday October 29th/30th: Guided Tours at Acton Depot.** LT Museum,
- ▶ **Sunday October 31st: St.Albans Country Bus Running Weekend,** St.Albans.
- ▶ **Sunday November 7th: LOTS Autumn Transport Spectacular Sale,** Harrow Leisure Centre, Wealdstone. Note this is held this year on a Sunday, not Saturday.
Group Sales Stall attends this event

Information is published in good faith and members are strongly advised to check details with the organisers, etc. The Group can accept no liability if events are cancelled or altered.

Welcome to new members

We extend a warm welcome to new members:

Julian Peddle, Staffordshire - 1014
Martin White, Chelmsford - 1015

Richard Delahoy

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 x £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 Shoebury Road
Southend-on-Sea SS1 3TT
richard@signal-training.com

Replacements for missing or defective EBNs are available from Richard.

TIMETABLE SUBSCRIPTIONS

Join this scheme to receive the Essex County Council timetable book and bus map. Send

your details and a cheque for £12 to
Richard Delahoy, 272 Shoebury Road,
Southend on Sea SS1 3TT.

Subscriptions can start with any issue of the book (usually three a year) and will be renewable annually at the same time as your Group membership subscription is due.

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

For your bookshelf

The M&D and East Kent Bus Club has published an updated edition of their Enthusiasts' Guide, containing up to date fleet lists of Arriva subsidiaries in Kent (Arriva Kent & Sussex, Arriva Medway Towns, Arriva Kent Thameside and New Enterprise Coaches) together with the Stagecoach companies in Kent and East Sussex (East Kent, Eastbourne Buses and Hastings & District), correct to July 2010.

The booklet has 64 pages, including 16 black and white illustrations and full colour covers with three colour pictures, and may be obtained by sending a cheque for £5.50 including postage (payable to The M&D and East Kent Bus Club) to the Club at:

42 St Alban's Hill, HEMEL HEMPSTEAD, Herts, HP3 9NG

EBN 556

Page 1: Stephenson's Withamlink routes are 38 and 39, not 37 and 38.

Photo on page 23: it was Southend 261 not 216. It had a low height body not full height as might be implied by the use of "highbridge". The bodywork and height were the same as the F-SMG ex Alder Valley ones subsequently transferred to Southend and these successfully negotiated the two low bridges on the 7/8. It was never entirely obvious why Southend withdrew 261 so early on. *Richard Delahoy*

Derek Giles - "Mr Southend Transport", 1930-2010



The Group was saddened to learn of the death of Derek Giles at the end of July. Best remembered for his 35-year career with Southend Transport, Derek was also a very prominent member of the Omnibus Society and it really could be said that he devoted almost his entire life to ST and the OS.

Born on September 16th, 1930 in Ilford, Derek developed a very early interest in the bus industry. His family moved to Leigh on Sea in 1938 and subsequently to Westcliff, where Derek lived for the rest of his life. After education at West Leigh Junior School and Westcliff High School, he initially trained as an accountant, qualifying as an ACA. However he wanted to work in the bus industry and joined Southend Corporation Transport as a traffic clerk in March 1953. With good progress then being made towards the abandonment of the trolleybuses and the start of the Coordination Agreement with Eastern National and Westcliff Motor

Services, SCT was about to expand its sphere of operations beyond the town boundary and so this was a interesting time to become involved. Indeed, he worked closely with the schedules clerk, John Sheppard, to produce the initial Coordination Area timetables.

He succeeded John Sheppard as schedules clerk c.1957 and then in 1962 he was appointed as Traffic Superintendent on the retirement of Mr Whiting, the post he held up to deregulation (which ironically saw the dismantling of the Coordination Agreement). With the transfer of the municipality to an arms-length company in 1986 as Southend Transport Ltd, he became Operations Director, essentially a continuation of his old job and the role that he retired from in February 1988.

Universally known to the staff as "Daddy Giles", he upheld high standards in the day to day operations of ST's fleet and never

above: A youthful Derek Giles stands at the head of the stairs of trolleybus 128, on the commemorative last run of a Southend Corporation trolleybus, October 28, 1954. Seated, middle, is another prominent OS and EBEG member, John Taylor.

Photo copyright Dennis Gill, Richard Delahoy collection

missed an opportunity to expand, such as covering Coordination Area mileage that partner EN was forced to cut at times of staff shortages, rail replacement and private hire work – sometimes well out of south east Essex – and latterly the famous X1 service, joint with Reading Transport. It was therefore fitting that an X1 coach, Tiger/ Duple Caribbean 250, was used to convey mourners to the funeral at Southend Crematorium on Friday August 27th.

We asked a number of people to sum up their memories of DSG:

Ian Banks - driver, 1966-1968:

"I always found Mr. Giles very fair; he would always run a bus if possible, even sending open tops out during a snow storm to get people home. On the odd occasion when I had done something wrong you would be sent for, knock on his door and a voice would say "come in, take a seat". Once seated, "now cast you mind back to . . ." (the date and journey would be given). If it was found out that it was not you in trouble, he would admit the mistake. My one resounding memory is of seeing him on his BSA motor bike with Southend Corporation Transport metal sign fixed to the front, gauntlets, crash helmet, over coat, popping up when least expected."

Jack Wilkinson, Traffic Clerk, 1970s/1980s:

"Having worked for him for about 14 years, I would have to say that he taught me virtually all I know about bus operations. We often disagreed and had several blazing rows, not least about the "no-change" system! I remember one occasion when I called him a name that any other boss would have probably sacked me for! But he held no grudges, as I found out later when he went out of his way to help me. He was very loyal to his staff and he expected nothing less in return."

Richard Delahoy, part time driver, enthusiast and historian:

"The show must go on": no matter the circumstances, the buses will run! That's how I remember DSG; driving an open topper in the snow in the darkness of the

morning peak in mid February, covering for a missing Eastern National bus on the 2; trying to get buses through to Eastwood Rise on the extended 9 service despite residents protestations (and later dealing with similar NIMBYs when he diverted the 8 via Lascelles Gardens); hiring in buses for rail strike extras, there are so many stories. But always the buses must run – and run to time, with correctly set blinds and properly attired staff. The changed disciplines of deregulation in 1986 were, sadly, a bridge too far for Derek."

Mike Wescombe, Deputy General Manager, 1983-1986:

"Derek had extensive knowledge of bus and coach services, and the people in the industry. Derek could make things happen and this reflected itself in the progressive nature of Southend Transport. His can-do approach engendered a spirit of co-operation and support from the staff, and whilst not everyone agreed with all he did, it was the increasing numbers of passengers that had the final say."

Former Councillor David Garston, Transport Committee member 1970s/1980s:

"Derek was a man who carried enormous respect and was very helpful to me and other members of the Council. His advice was invaluable to me during my time as Chairman of the Transport Committee from 1984 onwards.

He would never undermine the managers or deputy managers but could easily have been a manager in his own right. He lived for the job and for Southend and was happy to turn down any suggestion of becoming a manager. The staff respected him greatly as he had previously done everything that they were being asked to do, and whose knowledge was well known."

David Harman, enthusiast and one-time Rayleigh Sweyne schoolboy:

"When I first joined the OS, Derek immediately wrote and invited me down to an OS meeting at John Taylor's Chalkwell home. I could use my school train pass to Rayleigh and then catch a bus, but was worried about getting back. Derek said not to worry, he would sort that out.

I rode back to Rayleigh station on the pillion of his BSA – no crash helmet of course, as Derek did not possess a spare. I've never been so terrified, roaring down Crown Hill, clinging on for dear life.

Despite the trauma, I repeated this a number of times, and one journey was made even more perilous by having to clutch a carrier-bag full of old EN timetables (a present from Derek). I sometimes think of him and that occasion when looking something up in them.

On visits to Southend over later years, one never knew when he would suddenly materialise. He stood no nonsense – even from enthusiasts, let alone staff. The legal lettering on the buses might have read *Wilson T. Baxendale, General Manager*, but everyone knew Derek Giles ran Southend Corporation Transport."

And we'll leave the last word to Leon Daniels, now Director of Customer Service for First, but in the 1980s running London

Pride and Culturebus:

"Derek was a lifelong enthusiast and a long standing member of the Omnibus Society. Even in retirement he was active. I recall he came to a speech I gave and was as forthright and determined with his views as ever. He belongs to an old generation of traditional busmen but was always adventurous in seeking out new opportunities for his company."

Derek's memory will live on through the work of the Omnibus Society, with his estate going to support the Society's research.

(A final note: always known as Derek, the given spelling of his Christian name was actually Derrick but he only used that version on official legal documents, such as his appointment as a director of Southend Transport Ltd).

Richard Delahoy, with additional biographical notes by John Taylor



DSG as many will remember him - leading from the front. Aldgate Bus Station, the afternoon of February 3rd, 1982, duplicate buses line up ready to take commuters home during the rail strike. Derek, megaphone in hand, would ensure that passengers boarded the correct *blue buses*! Note the long winter uniform coat and hat - we had long since ceased wearing hats as part of the uniform. *Richard Delahoy*



Derek Giles was often to be found out and about supervising disrupted operations. Here on his trademark BSA motorbike, he is escorting diverted PD3 open topper 313 along Alexandra Street, away from Southend seafront which was closed for the Carnival procession on August 12th, 1978. Surprisingly, the crew have not wound the intermediate blind to the "Diverted via Special Route" display Derek had designed for just such an occasion and were probably "booked" later for the oversight!

Another Carnival Day disruption, this time August 10th, 1974, here PD3 open topper 312 has been curtailed short at Chalkwell Station, unable to proceed further east due to road closures, and will reverse and return to Thames Drive. Unusually, the normally very comprehensive intermediate blinds didn't have a suitable display, hence the black blank. Derek Giles always issued comprehensive instructions detailing the diversions/curtailments to apply to every journey affected; in the days before photocopiers, these were typed on stencils and duplicated on a Gestetner machine (as were the Group's newssheets of that era).

Richard Delahoy

Richard Delahoy sends out an SOS

A recent trend in a number of towns and cities has seen the deployment of "SOS" buses - not on service (nor manufactured by Midland Red, for those with *very* long memories!), but with quite a different purpose. In short, the aim of an SOS bus is to provide a safe haven for clubbers and anyone out "on the town" who needs help, perhaps because of drug or alcohol abuse, injuries or just to get away from unwanted attention. Typically they will be parked up in a town centre or near nightclubs late at night and into the early hours on Fridays and Saturdays.

A redundant double-decker bus is ideal for conversion for this role, being easily driven to a suitable location and with space to fit out relaxation, consultation and treatment areas. In Essex, there are three schemes, two using deckers and the third a single decker.

Rarely photographed, as they are often only seen after dark, discretion may sometimes be needed if you plan to photograph them in action - best to go earlier in the evening, whilst town centre revellers are reasonably well behaved! Alternatively, watch the local press for details of day-time fund raising events.

Colchester

Introduced in 2008, the Colchester bus is a single deck Leyland Lynx, G126HNP, in a distinctive bright yellow livery. The Lynx was new to Midland Red West, later working as a driver trainer in Yorkshire before being donated by First for its new role. Interestingly, it was originally planned that First Essex would supply

Dart 46120 (M920TEV) but that bus could not be released and a frantic search by Nick Field revealed five Lynxes in store at Rotherham, being removed for scrap by PVS of Barnsley; G126HNP (62726) was duly rescued and sent to South East Coachworks for conversion instead.

It is run by Open Road, an Essex based charity, in partnership with a range of voluntary and public sector partners. The bus has a dual role as a safe haven on weekend nights and as a community resource during the week highlighting a range of community safety and health messages to a variety of audiences. It currently parks in Colchester High Street, outside the British Heart Foundation store, every Friday and Saturday night from 9pm till 3am. It is garaged in Shrub End at Colchester Borough Homes. *Steven Hughes* photographed it in the High Street on April 14th, 2009 on a daylight appearance.

Southend

Arriva Southend support the Southend scheme and Arriva supplied an East Lancs bodied Volvo D10M, G649EKA, which was new in 1990 to North Western and later with Arriva Southern Counties (but it never ran in Southend as a bus, in case you were





wondering). The bus is garaged at Short Street depot when not in use and retains bus series fleetnumber 7707 for engineering purposes. It is in a rather dull dark blue, pale yellow and white colour scheme.

It has been in operation since February 2006 and is thought to be run by the YMCA; it can be found in Southend High Street, opposite Marks & Spencers, on Friday & Saturday evenings from 9pm to 3am, as shown in *Richard Delahoy's* picture taken on a chilly February 26th at 2132.

Basildon

The newest scheme and with the newest bus, the Basildon SOS bus is X612EGK, a Plaxton bodied Dennis Trident previously with

London General as PDL12. It was supplied by Ensign earlier this year to Essex Police and is probably the easiest to photograph, as it is parked during the day at Basildon's Festival Leisure Park, where it also does its turn of duty, like the others, Fridays and Saturdays, 9pm to 3am and is also run by the YMCA, according to an Essex Police press release which accompanied the launch on July 23.

Richard Delahoy's photo shows the unrelieved two-tone blue colour scheme seen at dusk as it parked up on Southend seafront at Chalkwell, fund raising during Southend Carnival on August 21st.

With thanks to Steven Hughes and Nick Field for their help with this article.

Ensignbus Vintage Bus Running Day ~ 28th August



Fine weather (most of the time) and a fine selection of buses made for a good day. Just two shots from a host of good ones *above*: Ensignbus heritage DMS 333 (EGP 33J) leaves Shenfield for Bluewater. *below*: RT8 (FXT 183) pauses at The Forge in Warley, heading in the opposite direction. Note Morris Minor (property of C. Stewart Esq) strategically parked for period effect! *both*: Chris Stewart



Publicity News

Essex County Council have published a revised leaflet for service 91/A dated 31st August. Network Harlow was launched with a new website www.tgmharlow.com/ Stephensons have issued a number of items in connection with revised services in the Witham area. These are:-

Witham link, local connections to the station, Morrisons and town centre. This is a summary (390x210 mm multi-fold) of times from Allectus Way (service 38) or Forest Road (service 39) to these points; a route map is also included.

Witham link ~ it's my ideal connection provides similar details but is 295x290mm in size.

Blackwater link leaflet for service 90, includes timetable and a route map.

Ian Ransom



Introducing...

Red Route 1

upto every 10 minutes

Route One is the beginning of a new  in bus travel in Harlow Town. Network Harlow as part of Arriva Group will now be operating your bus services in your town and will be making customer focused changes to ensure you receive, on time, cheaper and reliable bus services in and around Harlow Town. Route One is the beginning. Other changes will come along as we invest in making your bus services better for all.

Please call 01279 400901 for further information.

...your new bus service linking

Katherines and Sumners

to Harlow Town

Keep pocket, only show
50p

For other Network Harlow services please click here

1 Harlow to Sumners and Katherines



£2

Harlow Day Ticket

£10

Harlow Week Ticket

Monday - Saturday (not including bank holidays)											
Harlow, Bus Station											
Time	0731	1811	1821	1831	1841	1851	1901	1911	1921	1931	1941
Sumners	0731	1811	1821	1831	1841	1851	1901	1911	1921	1931	1941
Sumners, Hull Grove	0705	0715	0725	0735	1815	1825	1835	1845	1855	1905	1915
Katherines, Shops	0710	0720	0730	0740	1820	1830	1840	1850	1900	1910	1920
Staple Tye, BP	0714	0724	0734	0744	1824	1834	1844	1854	1904	1914	1924
Garage					1824	1834	1844	1854	1904	1914	1924
Harlow, Bus Station	0720	0730	0740	0750	1830	1840	1850	1900	1910	1920	1930

Head office

Tel: 01279 400901

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E-mail: info@tgm.co.uk

Networked by




Service changes

Arriva The Shires & Essex

31 Aug 10 3 M-S Harlow to Staple Tye: service withdrawn.

Arriva Southend

31 Aug 10 7/8 D Shoeburyness to Rayleigh: various evening journeys withdrawn with a revised timetable.
4 Oct 10 24 M-F Hadleigh Daws Heath to Rayleigh: journey withdrawn.

Arriva London

4 Sep 10 20 D Walthamstowe to Debden revised timetable.

Blue Triangle

1 Sep 10 804 M-F Debden to Chigwell revised timetable.

Burtons Coaches

4 Aug 10 89A W Great Yeldham to Haverhill: revision to afternoon journey. This company's "O" licence has been changed to Yellow Star Travel Services.

Carters Coaches

29 Aug 10 93 M-S Colchester to Ipswich: revised timetable with new Service numbers X93 and 95.
31 Aug 10 92 M-S Stratford St Mary to Ipswich: revised timetable.
 94 M-S Mistley to Ipswich: revised timetable.
 755/6 M-S East Bergholt/Hadleigh to Ipswich: revised route and timetable.

Clintona Coaches

23 Jul 10 75 Sch Ingatestone to Hornchurch: school service withdrawn.

Constable Coaches

1 Sep 10 971 Sch Hadleigh to Colchester: revised terminal in Colchester at Middleborough.

De Vere Travel

9 Oct 10 331 ThS Sible Hedingham to Sudbury: revised route and timetable.

First

26 Sep 10 19 M-S Clacton to St Osyth Beach: service withdrawn.
3 Oct 10 351 D Chelmsford to Brentwood: revised timetable to interwork with service 551
 551 M-S Basildon to Brentwood: revised timetable to interwork with service 351
4 Oct 10 30 M-S Marks Farm to Beckers Green: minor route and timetable changes.
 55 M-F Chelmsford to North Springfield: 1720 journey from Chelmsford withdrawn.

Florida Taxi

2 Sep 10 64 Sch Halstead to Chelmsford New Hall School: new Schoolday service.

Hedingham Omnibuses

30 Aug 10 129 T Ramsey to Clacton: revised timetable.

Imperial Bus Co			
20 Sep 10	339	M-F	Ongar to Warley: new service.
Roadrunner			
1 Sep 10	392	M-S	Harlow to Rye Park: new service
	14	M-F	Staple Tye to Templefields: new morning journey. These new services replace those registered in the name of Gemma Smith Ltd , previously operated by Travel with Hunny .
Stephensons			
31 Aug 10	7/8	M-S	Rayleigh to Shoeburyness: new service operating evenings only.
8 Sep 10	D4	M-S	Burnham to Bradwell: minor route and timetable change on Wednesday schooldays.
	D7	Sch	Burnham to Cold Norton: Wednesday schoolday journey to operate same time as remainder of week.
13 Sep 10	61	D	Southend to Fossetts Park: minor timetable change.
TGM Group (Excel, Network Colchester and Network Harlow)			
29 Aug 10	2	M-S	Horkesley Heath to Severalls Park: minor timetable revisions to Monday to Friday service.
	8/A	M-S	Highwoods to Monkwick: minor changes to Monday to Friday timetable.
	93/A	M-S	Colchester to Ipswich: service withdrawn.
	730/1	M-S	Manningtree to Bildeston: service withdrawn.
31 Aug 10	3	M-S	Harlow to Staple Tye: new service.
	8/A	M-S	Monkwick to Highwoods: minor change to route

Paul Harvey

*(acknowledgements to LOTS, Essex & Hertfordshire County Council,
Richard Delahoy, Harlowride and First)*

753 disruption

Chambers route 753 (Colchester-Sudbury-Bury St Edmunds) was subject to a diversion on its Colchester-Sudbury section, on 18th and 19th August, due to a train crash at Little Cornard. As a result, the B1508 Bures Road was closed completely between Blackhouse Lane and Kedington Hill, while the B1508 between Head Lane, Great Cornard and Cuckoo Hill, Bures Hamlet was "access only". The 753 was diverted via Assington and Newton Green. The B1508 was re opened during the morning of 19th August.

The railway incident involved a collision between a Class 156 Sprinter DMU and an articulated sludge tanker on a private level crossing, leading to a sewage works. The lorry driver, a 38 year old Lithuanian, was arrested at the scene on suspicion of dangerous driving and railway safety violations, and later charged with endangering railway safety. The leading vehicle of the two-car train derailed, and 21 people on the train were injured, one seriously. The line reopened on 20th August.

The Marks Tey - Sudbury rail service was suspended for the three days, with replacement buses supplied by Ensignbus.

John Podgorski

■ FIRST ESSEX BUSES LTD

Acquired vehicles

from First London

41730	X503JLO	Dennis Dart	15145	Marshall	C39.644	9/00
41732	X732HLF	Dennis Dart	15147	Marshall	C39.645	9/00
41735	X735HLF	Dennis Dart	15162	Marshall	C39.649	9/00
41736	X736HLF	Dennis Dart	15273	Marshall	C39.650	9/00
41737	X737HLF	Dennis Dart	15274	Marshall	C39.651	9/00
41741	X741HLF	Dennis Dart	15277	Marshall	C39.654	10/00
41761	X761HLR	Dennis Dart	15511	Marshall	C39.709	1/01
41762	X762HLR	Dennis Dart	15512	Marshall	C39.710	1/01

New to First Capital as DML730/2/5/6/7/41/61/2

All have chassis prefix SFD212AR1YGW... and have been converted from B28D. 41737 is B33F and it is assumed that the others are the same.

41737/41/61/2 have been allocated to HH but 41730/2 entered service with FEC at Norwich (carrying FEC legal lettering).

Subsequent acquisitions from FEC have been MPD Dart 42551 (S551WAT, for BN) and Scania 65534/53 (R134GSE, R553CNG). In exchange, 41647 has moved from Clacton to Bury St Edmunds.

Dates of first registration for some recently acquired vehicles are 42429 (1.8.1996), 42440 (1.10.1996) and 65523 (1.12.1997).

34355 is H40/30F + 10 standees (Unladen weight 10820 kg)



Newly-acquired 41737 (X737 HLF) on 6th September. Ian Banks

34613 is H47/29F + 15 standees (UW 10580 kg)
32905 is H43/28F + 20 standees (UW 11670 kg - same as the other Tridents although 32905 is slightly longer)
69434 has Wright body number AC583

Allocation changes

End of Period 5: list dated 22nd August 2010

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; FGC=First Group cascade, i.e. transfer to/from any other First fleet; (A)=acquired, including vehicles on loan; Anc=Ancillary fleet; RES=reserve (spare/retained, licensed); D/L(S)=spare/retained (delicensed); D/L(D)=delicensed for disposal; DS=Driving School; PS=Paint Spare

20110 D/L(D)-sold; 33162 RES-FEC; 41730 FGC-RES; 41732 FGC-RES; 41735 FGC-RES; 41736 FGC-RES; 41737 FGC-RES; 41741 FGC-RES; 41761 FGC-RES; 41762 FGC-RES; 46132 D/L(D)-sold; 46140 D/L(D)-sold; 46171 D/L(D)-sold; 46175 HH-D/L(D); 47225 D/L(D)-sold; 51803 D/L(D)-sold; 56005 D/L(D)-D/L(S); 56006 D/L(D)-D/L(S); 56009 D/L(D)-D/L(S)

Disposals:

20110 to Routemaster Buses Ltd, Nantwich

46132 46140 46171 47225 51803 to Erith Commercials

In addition, 34815 was sold to Ensign, Purfleet during July 2010 and is now with a preservationist owner in Essex (Michael Cole of Frinton-on-Sea).

Repaints and modifications

56009 has been repainted in white for private hire work and 56006 is currently away at Bury St Edmunds being treated similarly. 56005 remained in store at CN as we went to press.

34307 lost its super rear advert for Colchester Institute on repaint. Sister 34305 has also been repainted.

34284 is believed to have had its chassis rebuild completed following which 34286 has returned from store at Norwich, presumably for similar work to be carried out.

Area News - workings and sightings

[x] indicates route branding

V2010

Vehicles noted on Chelmsford 'V' festival shuttles at various times during 20th-23rd August were:

First Essex 31198 31375 31456 31462 32810 32859 32862 32877 32883 32905 34012 34013 34018
34301 34303 34304 34305 34307 34308 34310 34315 34613 38790 66814 68555 (38790 worked all four days)

First London 32665 33032 33079 33087 33088 33092 33094 33551 33552 33573

Fourways E852DPN E856DPN G937FVX G981FVX H691PTW H699PTW J267SPR

NIBS and Stephenson's also provided vehicles.

Clacton (CN) & Harwich (DT)

August

24th CR60755 on loan (74B) but back at CR by 26th when it was severely damaged by fire. It was removed to CN on a lowloader on 1st September.

26th Volvo B6 48090 D/L(D) at CN, 47223 on 7X, 47231 on 11 and 34610 in use at CN

Colchester (CR)

August

3rd CN47228 at CR (en route to BN for MOT), CR60102 on 65, CR65523 VOR

5th CR34308 on 64, CR67011 on 65

7th CR67003 on 64A

8th CN34314 VOR at CR
 11th CR67003 on CN75 CR-TE short (pm), CR67011 on 64A
 12th CR34305 on 64, CN34314 on CR71, CR65653 on 1 (usually Scania/Solar)
 13th CN34314 on CR65
 14th CR34014 on 65
 17th CR34305 on 65
 18th CR60102 on 65, CR67003 on 65
 25th CR67007 on 64
 26th CR34288 on 64, CR67003 on 64
 26th 47231 still in use at CR
 27th 65534/53 noted ex FEC
 29th CF66812 on X30
 31st CR60756 on 72; CR34315, CR62409 and CR65683 on 70

Chelmsford (CF) & Braintree (BE)

August

6th BE34613 on 132 (and again on 9th)
 10th CF34818 on 36
 14th CF34818 on Colchester Football shuttles until mechanical problems led to CF31198 substituting, 34818 returned to use by 26th
 17th 43744 still at CF - on 36X (07.27 ex SW)
 23rd CF53117 on 36, 46120 on 42, 47102 on 45
 25th BE34613 on 132
 28th CF31198 and CF66814 on 42, CF53134 on 31X (15.05 CD-BOC), CF66794 on X30
 31st CF34818 on 351 (and 29th), CF66814 on 42, 47101 on 50, 47102/4 on 54

September

1st CF34818 on 351 (13.05, 15.05 and 17.05 ex CD)

Basildon (BN) & Hadleigh (HH)

August

9th BN46152/72 on 551
 21st BN43800 on 100
 24th CN47228 on 24 (at BN for MOT) and on 100s
 28th 42551 noted en route to BN, HH46168 on 2
 31st HH41737 on 24, HH46160/8 and HH32860 on 21/21A, HH46145/57 in use;
 BN41640, BN65667/9 on 100

September

3rd BN34011 on 25C, BN46187 on 25, BN66822 on 25, HH41737 and HH46154 on 24, HH46157 on 21

Other News

Bristol FLF6G 2817 (HEV995B), derelict in Scotland for some years, has now been scrapped following retrieval of major spares by Dreadnought Coaches.

Olympian Coach 4506 (B694BPU) was sold on ebay during August for £3000 by Beeline Executive Coaches Ltd in Lincolnshire.

Sources: Own observations, with many thanks to First Essex and to R Appleton, A Bird, L Clark, N Clark, T Clark, D Edwards, M Farmer, D Flatman, J Podgorski, D Pretty, I Ransom, J Salmon, 'Solo', A Timms, TBL177M, L813OPU, R West, the Essex, East Anglia, South West and British Buses Abroad in North America yahoo! groups, Essex and East Anglia Google groups, www.bustlistsontheweb.co.uk, Real Bus News, LOTS, PSV Circle, 'Terminus' and Bristol VR South West Bus News (<http://ndl642m.blogspot.com>).

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 LIMITED

Dart SLF/Plaxton 3213 (P213 LKJ) has been transferred from Southend to Guildford. Volvo Olympian 5935 (P935 MKL) has been repaired following roof damage and returned to service in early July. Former Arriva Southend Dart/Plaxton 3175 (M200 CBB) returned to Southend over the summer in use as a driver trainer.

A further repaint into the latest Arriva scheme is DAF 3918.

Former Southend Transport/Arriva Southend Leyland Olympian H262 GEV is reported with Bear Buses, Slough.

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

TGM Group

From August 29, all TGM Group operations in Essex were brought under a new operators licence in the name of **TGM Group Ltd** (PF1092908), replacing the former **Excel Passenger Logistics Ltd** (PF1020879) and **Network Colchester Ltd** (PF0001958, previously **Burtons Coaches t/a Network Colchester**) licences. All continuing services have been re-registered to the new company. This is part of a wider process to simplify the structure of TGM's operations across Great Britain.



Use of the Excel name is being dropped and those operations will now trade as TGM Stansted; the Network Colchester name remains in use. In addition, TGM have assumed management responsibility for the **Arriva East Herts & Essex Ltd**. Harlow depot and operations there are now carried out as "**Network Harlow**". From this issue, we will report news from each depot under the relevant heading:

■ NETWORK COLCHESTER

Vehicles in

from TGM Stansted:

410/4 (S310/4JUA), Dart/Plaxton and 516/7 (HX51LRJ/LSN), Dart/Caetano

Vehicles out

To TGM Stansted: 360/363/364 (SN54HWY/HXB/HXC) and 528 (AY54FPZ), all Dart/Plaxton

To Network Harlow: 411/3 (S311/3JUA), Dart/Plaxton

333 (G613BPH) Volvo D10M/East Lancs has been withdrawn and was towed away from Colchester in mid August.

Leyland Olympians/Alexander 239/40 (F639/40LMJ) were loaned from Stansted to Colchester from mid August to the beginning of September to cover for a vehicle shortage.

Local bus service operation into Suffolk ceased after August 28, with Suffolk CC withdrawing routes 730/1 (Bildeston to Mistley) without direct replacement due to low passenger numbers, and Carters Coaches assuming operation of revised services on the Colchester to Ipswich corridor (mostly on a commercial basis, replacing previously tendered operations) and the evening 90 (Ipswich to Hadleigh). Network Colchester buses are however still seen in Suffolk, operating the Grampian Foods staff contract to Witham, as

well as on ad-hoc rail replacement work.

Revised school bus operations from September see Network Colchester providing four buses to Tendring College at Thorpe-le-Soken (routes 115 and 665/7/8), but no longer serving Thomas Lord Audley School at Monkwick.

Rail Replacement:

Saturday 24th July Underground replacement between Stratford and North Greenwich using buses 362/363.

Sunday 25th July Underground replacement between Stratford and North Greenwich using buses 529/367/365/366

Wed/Thurs 18/19th August - Emergency Rail Replacement between Marks Tey and Sudbury using buses 514/515/901.

Sunday 29th August - Newbury Park to Ingatestone or Billericay using buses 101/102/103/104/105/106.

Monday 30th August - Newbury Park to Ingatestone or Billericay using buses 101/102/103/104/105

■ NETWORK HARLOW

Operations are being branded as Network Harlow and Arriva fleetnames were being removed from vehicles at the end of August. The new identity has first been applied to service 1, which has been branded as **Red Route 1** with low fares (50p flat fare). There is a new website www.tgmharlow.com/, see page ?



411/3 (S311/3JUA), Dart/Plaxton transferred from Colchester to Harlow late July and noted on service 501, Harlow to Brentwood, along with 412 (S312JUA), Dart/Plaxton and 869/76 (N169/76 PUT) transferred from Stansted to Harlow at the end of July. We hope to provide further clarification and fleet details next month.

Services operated are presently:

Red Route 1 Katherines and Summers to Harlow Town

- 2 Staple Tye via Great Parndon
- 3 Staple Tye via Passmores
- 4 Harlow to Latton Bush
- 6 Little Parndon via Harlow Town Centre, Brays Grove to Latton Bush
- 7 Churchgate Street via Harlow Town Centre to Sumners Farm
- 8 Old Harlow to Harlow Town Centre
- 10 Harlow Town Centre to Church Langley

■ TGM STANSTED

Airportbycoach service X3 (Grays/Basildon/Brentwood/Ongar to Stansted) was withdrawn at the beginning of August but the successful Ipswich service X5 continues, with a slightly revised timetable from August 29th, continuing to run generally every 2 hours and requiring 2 coaches.

226 (G626BPH) Volvo D10M/East Lancs, most recently in the TGM reserve fleet at Stansted was sold in mid August.

412 (S312JUA), Dart/Plaxton and 869/76 (N169/76 PUT) Scania L113/East Lancs have transferred to Harlow and 410/4 (S310/4JUA), Dart/Plaxton and 516/7 (HX51LRJ/LSN), Dart/Caetano have transferred to Colchester. Dart SLF/Plaxton 360/363/364 (SN54HWY/HXB/HXC) and 528 (AY54FPZ) have arrived from Colchester.

Peter Mansbridge with thanks to Richard Delahoy, John Podgorski and Keith Sadler

Ensignbus

■ DEALER STOCK MOVEMENTS

Vehicles in	from
National Express West Midlands:	Volvo B10B N986 TWK, Solo S276 ADX
Shamrock Buses:	Olympians P418/26/9KSX
Stagecoach Bluebird:	Olympians C42/4/50 HNF, C168 HBA
Stagecoach Devon:	Darts N743 XDV, N978 RCD, Volvo B10M, M106 XBW
Stagecoach East Scotland:	Volvo B10M M596 OSO
Stagecoach North West:	Darts P455 DCW, T604 JBA
Stagecoach Highlands:	Mercedes 810 N101VRC, Volvo B10Ms M533/4/41 RSO
Stagecoach Preston Bus:	Olympians E324/70 MSG.
Stagecoach Yorkshire:	Olympians H223 VKU, G615 OKY
Stagecoach West Scotland:	Volvo D10M E864 RCS
Tates Travel:	Volvo B10M L81 YBB
Thamesdown Transport:	Olympians K882/4/7/9/92 CSF, Darts S838 VAG S181/4-6 BMR, R819 NGM
Veolia Transport:	Volvo B10Ms V457 JTO, W386 PRC, T39 CNN, Scania YR52 VFA
Vehicles out	to
Volvo B10Bs M515/34/40/1 WHF:	A-Line, Coventry
Tridents T680/6 KPU:	Brylaine, Boston, Lincs.
Dart R449 LGH:	Carter, Ipswich
Olympian K887 CSF:	Carter, Kettering, Northants.
Darts LX51 FHE, Y263 FJN, R319 NGM:	
Solo S276 AOX:	Centrebus Group, Leicester
Dublin Olympian 98-D-20420	now S922YOO,
Dublin Olympian 98-D-20405	reg TBA with Central Buses, Birmingham
Volvo B10M M949 TSX:	Countryliner, Guildford, Surrey
Scania N382 OTY:	Diamond, Rushden, Northants.
Olympian K892 CSF:	Fowler, Holbeach Drove, Lincs.
Dublin B6 99-D-60007	now V728 PHJ with Harpur, Derby
Volvo B10M M596 OSO:	Holloway, Scunthorpe, Lincs.
Olympian P282 PSX:	Hookways, Okehampton, Devon.
Olympians C42/4 HNF:	MASS, Sheffield.
Bus Eireann Darts 00-D-84186/92/7	now W934-6 EMW, X909 CNO with Mullaney, Watford.
Optare Spectra L129 ELJ:	New Horizon, Frating, Essex
Dart SJ04 DZZ:	New Adventure Travel, Pontypridd
Olympians F638 YRP, H652 VVV:	Pilkington, Accrington
Olympians H804/8 BKK, G642 EVV:	Red Kite, Tidsworth, Beds.
Lynx F212 YHG:	Regal Busways, Chelmsford, Essex
Scania N388 OTY, Volvo B10Bs M537 WHF, N577 TKA:	
	Roselyn, Par, Cornwall
Lynx G218 KRN:	Shamrock, Poole, Dorset
Scania NIL 9875:	Shorey, Bedford
Volvo B10B N986 TWK:	Skegness Travel
Olympians H801 BKK, K884/9CSF:	Sleafordian, Sleaford, Lincs.
Trident V116 MEV:	Sullivan, South Mimms, Herts.
Dublin B6 99-D-60002	now V716 PHJ,
Bus Eireann Dart 02-C-16548/50	now EG02 NZA/B with Tate, Barnsley

Solo YJ56WVN: **TM Travel**, Sheffield
Olympians F635 YRP, H817 CBP, Volvo B10Bs M518 WHF, M547/8 WTJ:

Turner, Halstead, Essex

Dart P103 HNH: **TWH**, Harlow., Essex
Olympian H223 VKU, Volvo D10M E864 RCS:

WJC Buses, Glasgow

Olympians E314 MSG, F356 WSC: **York Pullman**

Darts S181/4-6 BMR, S838 VAG: **YourBus**, Nottingham

Bristol VR KRU 838W and Olympian C415 HJN:

Michael Cole, Frinton, Essex for preservation

Scania J230 XKY: **Bar 'n' Bus**, Southend

RML2366: **DC Lifestyle Ltd**, Ealing, London.

Dublin Olympian 97-D-356 now R271LHK with **HATS Group**, Wimbledon

Olympians E324/7 MSG: **PB Bus Marketing**, Eastleigh, Hants.

Metrobus F31XOF: **Pimms Village**, Hove, West Sussex

Bristol VR GEL 682V: **Carl Ireland**, Hull

Scania YR52 VFA: **Bob Vale Coach Sales**

Olympian K882 CSF: **Web Town Ltd**, Co Donegal, Eire

Volvo B10M M767 RAX: **NILE Group**, Harare, Zimbabwe

■ ENSIGNBUS LTD

Acquired vehicle

from ADL, Falkirk (demonstrator)

121 SN56 AWW AD Trident FD45NBRA6GA33926 / AD Enviro 400 5428/1 H45/33F
new 10/2006, latterly with Rotala plc

Tridents X608/10 are due to enter the fleet as 109/10 after single door conversion.

Vehicles sold

Volvo Olympians 132/6/8/59 - to Roselyn Coaches, Cornwall. The private plate on 159 will be retained. One at least was used before departure on rail replacement work, but after repaint into Roselyn's pale green colours.

General

Ensign vehicles are scheduled to work on TfL mainstream contracts on 7th August as extras due to industrial action on the London Underground. Four buses will operate on the 158 between Stratford & Leyton Station, including Tridents V901 FEC, V903 FEC, X608 EGK (all three still dual door and in red) and one Ensign livery low floor double-decker. Two buses will operate on the 25 between Stratford & Holborn Circus; these will be blue low floor double-deckers, expected to include a B9TL and an ex-ELBG ALX400 Trident.

■ ENSIGNBUS MUSEUM FLEET

As noted last month, restoration work on RT8 (FXT 183) is complete, and it is now in use as a Class 6 vehicle. Its first engagement was an important one - to convey guests to Ensignbus director, Steve Newman's wedding on 17th July.

Southend Tiger 250 performed a more sombre duty on 27th August, taking mourners to and from Derek Giles' funeral in Southend (see pages 4-7).

David Harman, with thanks to Ross Newman of Ensign Bus Co. Ltd.

Hedingham

Vehicles withdrawn

August: L251 (MRJ 8W), L255 (STW 30W), Bristol VR/ECW

Vehicles sold

L251, L255, both for preservation. It is understood that L255 is to retain Hedingham livery and will be kept at Kelvedon.

Traffic

Over the summer school holidays, 80 was worked by Sudbury instead of Tollesbury, with occasional input from Kelvedon and Hedingham. The 10 was sometimes worked by Sudbury instead of Hedingham.

General

L160 has been repainted in fleet livery.

John Podgorski

L385, EU10AOX, recently featured in a road test of the ADL Enviro 200 in *routeOne* magazine, operating a round trip on the 91, Tollesbury to Witham - starring the Group's own Dave Arnold. Dave, who organises our North Essex meetings and helps with the timetable subscription service, is also Depot Manager for Hedingham at Tollesbury and he drove one way to let journalist Andy Izatt sample the ride, before swapping places to allow Andy to drive back. The road test was published in the August 19 issue. Well done, Dave!

Richard Delahoy

National Express

A new National Express service, 090 from Southend to London Victoria, commenced on July 5th. There is one trip each way daily, from Southend 0750 (M-F)/0820 (SSu), from London 1900.

It is operated by Essex company **P R & A M Godward** (who trade as Peter Godward Coaches and Tours R Us) of South Woodham/Basildon and interworks with the 570, London to Whitehaven, where one coach overnights. Godwards were not previously an National Express contractor, so far as we are aware. Two coaches are used, both with an interesting history:

FF08 KMX, Scania K340EB4, Caetano Levante C49FTL, new August 2008 and initially operated by Bebbs of Llantwit Fardre, but seen in service with various National Express contractors including Veolia and Lucketts, it is the former 'lightweight Levante' demonstrator. Photographic evidence evidently shows it being operated by Godwards on National Express work in May, before the 090 started.

YN08 MOA Scania K340EB4, Irizar Century C49FT. It was built as a Scania demonstrator (indeed, it visited Southend on private hire work in May 2009 with Chalkwell Coaches of Sittingbourne) and later Godwards had it on rail replacement prior to its current use on NX services.

Operationally, the 090/570 diagram is interesting; two drivers operate Whitehaven - Birmingham, then one continues to London and on to Southend before running empty to Godwards' depot and overnighing in Basildon. The second driver joins the northbound working at Birmingham returning to Whitehaven with the driver who went south the previous day.

The previous National Express service linking Southend to London, also numbered 090, had ceased 21 years ago, in April 1989, although National Express passengers had been able to book through tickets to National Express destinations via London, utilising the Southend Transport X1/721, latterly Stephensons X1, until that service ceased in July 2008.

Richard Delahoy, with additional material from the NX y-group.

General

All the former Dot2Dot Mercedes-Benz Sprinters had gone from Start Hill Scania by mid August.

John Podgorski

Olympus / Roadrunner / SM Travel

A second MAN 14.220/East Lancs acquired from Fleet Buzz (formerly Countrywide Travel), Basingstoke is RX53 LNH. Acquired from Arriva North West via Ensign, are former East London RDZ 1709-12/14, Scania N113CRL/Wright Pathfinder 320; from St Stephens Travel, Twickenham, H940 DRJ a Volvo B10M/Plaxton; from McKindless, Wishaw, Dennis Dart SLF/Marshall R809 OYS (new to Isle of Man as DMN 28R), and S233 HGU an Iveco/Beulas from R&R, Warminster.

Also acquired are four Volvo B7TL/Plaxton Presidents from Transdev London, one of which is W468 BCW. These retain London red livery and dual-door layout (for the moment) and are intended for the 392 tender, taken over from Travel with Hunny.

B7TL W468 BCW, MAN/East Lancs RX53 LFH/LNH and Darts R479 LGH and T418 AGP all carry Roadrunner fleetnames.

Bova Futura HUI 4165 (new as G119 UVK) and MUI 7843 (new as F148 NVE) have been withdrawn

Fleetnumbers are being introduced. We will publish a list when full details are available.

Ian Ransom

Regal Busways

Additions for recently-won tender work are a MAN/Enviro EU10 OJE and six short Optare Solos, although these have not yet arrived, at the time of publishing. Solo YJ10 MBF and one other are on short term loan, until the new vehicles arrive. A remarkable addition is Leyland Lynx F212 YHG, which was new to Preston Bus.

Dennis Dart/Plaxton N424 MBW has been numbered 502. The former 502, similar K832 SFT is thought to have been sold. Dennis Dart 509 (M69 CYJ) has been withdrawn

Ian Ransom



New and loaned for Regal Busways

This all white MAN/Enviro 200 (EU10 OJE) has been working on the 565 and is seen passing Brentwood School chapel in Ingrave Road on 31st August. *Chris Stewart*

Loaned long Solo YJ10 MBF is seen on route 14 at Chelmsford Station on 2nd September. Livery is blue and silver. *Russell Young*



Other operators

AMBER, Rayleigh Former East London Dennis Trident/ Alexander T690 KPU now in yellow and orange livery, has received Ambus fleetnames. Acquired from Birmingham International, Tile Cross is X132 NWU a Bova Futura FHD12-370.

APT COACHES, Rayleigh

Scania K94/Irizar, 70 seat schoolbus, has been sold to Turbostyle, Crawley.

AVRO, Stanford-le-Hope

Former Hong Kong Dennis Dragon/ Duple Metsec H529 PVW (EN 8287) was sold to Ensign (dealer), before passing to MASS, Anston, South Yorkshire.

BRENTWOOD COACHES, Brentwood

Volvo B12M/Caetano K3 ERN has been acquired from Anitas, Stansted Airport, Mercedes Benz 0814D/ Autobus T555 GSM from Perry, Woolpit and similar YX55 ACY from Coatham Minicoaches, Guisborough, this is now registered XCF 447 here. The previous XCF 447 a MAN 18.310/Caetano has been re-registered Y378 MRR and sold.

BROWN, Basildon Volvo B10M/ Van Hool M592 COR has been sold.

CEDRIC, Ardleigh Scania N113DRB/East Lancs N382 OTY was a short term loan from Ensigns during April/May.

CHARIOTS, Stanford-le-Hope Volvo B10M/ Van Hool XIL 3218 (C531 DND) has been acquired from Kent Coach Travel, Sheerness.

COUNTY COACHES, Brentwood Mercedes Benz 0814D/ Plaxton S195 HOK has been acquired from Anglian, Ellough, it has been reregistered 9803 RU. The previous 9803 RU a Toyota/Caetano has been reregistered M801 BNO and sold.

CRUSADER HOLIDAYS, Clacton-on-Sea Mercedes Benz Sprinter BF59 NHN is in use on holiday feeder work.

ESSEX LIMOS, Rayne The Optare Alero, is finding a role as a party bus around the county. This operator has YN04 LXH, converted for this use.

ESSEX MINIBUSES, Laindon Acquired from Docklands Minibuses, Silvertown, is Mercedes Benz Sprinter EM54 BUS (YN54 DWV).

FARNHAM HIRE SERVICES, Farnham Iveco/ Indcar X636 GJU has been sold.

FLAGFINDERS, Braintree Acquired from Lothian Buses are Volvo Olympian/ Alexander P263/5 PSX. Former Hong Kong MCW Metrobus F84 UJN (DZ 1845) went to Ensign in part exchange and is now with MASS, Anston, South Yorkshire

FORD, Althorne Dennis

Dominator/ Northern Counties SMW 56Y has not been sold, as previously reported. It is still here, although withdrawn. Sold to Lodge, High Easter are Dennis Javelin/ Berkhof P6 AWF, registered back to P899 FMO and sister P8 AWF registered back to P347 KCF. Dennis Javelin/ Caetano M486 HBC has been re-registered A16 AWF.

FST COACHES, Bulphan Scania K113/ Irizar L12 LBT has not been acquired by this operator.

GARDNER, Boreham MAN 10.180/ Jonckheere H39 VNH has been sold to BP Travel, Horbling, Lincolnshire.

HAILSTONE, Shotgate Mercedes Benz Varios named are YN53 EHU *Thunder* and YX58 ZNP *Storm*.

KEANE, Canvey Island Unusual Mercedes Benz 1120L/ Ferqui T84 RJL has been acquired.

KLARNERS COACHES, Gt Tey This new operator has acquired BX05 UVN a Setra S415HD from City Circle, London.

LIDGARD, Crays Hill This operator has acquired R866 SDT a Scania K113/ Irizar, ex Ladybirds Travel, Newport Pagnell.

LODGE, High Easter The Dennis Javelin/ Caetanos acquired from Ford, Althorne, have been re-registered here. P899 FMO is now F20 DGE and P347 KCF is now E20 DGE.

LOGIC, Nazeing Acquired from Paragon, Spath is W196 CDN a DAF SB3000, with rare OVI bodywork. It has not yet entered service here. There are only six vehicles, all on DAF chassis in the UK, with this bodywork. Mercedes Benz 811D/ Reeve Burgess 46 HLT has been re-registered to its original F173 CKW.

MAYHEM EVENTS, Abridge Once again has an operators licence, LDV Convoy

R637 RKX is still the vehicle owned.

NCS, Widdington

Renault Trafics leaving the fleet are L870 RHJ, M76 AJN and M730 AVW.

NEEDABUS, Bowers Gifford Mercedes

Benz 0814D/ Autabus V376 LHS (V7 CTL) has been acquired from Crest, Tonbridge.

NEW HORIZON, Frating

Leyland Olympian/ ECW C176 ECK has been sold to Wigley, Carlton, for scrap.

PANTHER Harlow This is a newly established, operating arm of the Barham, bus maintenance company. Vehicles owned are Leyland National Greenway PDZ 6274 (UHG 744R), PDZ 6275 (UFG 54S), GUW 452W, standard Leyland Nationals YEV 307S and JHJ 150V, Volvo B10M/ Alexander K716 DAO, Dennis Dart/Northern Counties L110 HHV and Optare Excel N204 LCK.

REGENCY CARRIAGE, Rochford

Mercedes Benz 608D/ Pickering L843 JTF was acquired some time ago, it was re-registered L55 RCC on arrival here.

RYDERS TRAVEL, Harlow

LDV Convoy YX51 DVJ has been sold.

SILVERLINE, Abridge This new operator,

has acquired P875 FMO a Volvo B10M/ Berkhof from Ashwood Travel, Chalfont St Peter.

STANSTED COACH AND CARRIAGE,

Birchanger LDV Convoy N956 XAW has been sold to Dunne, Farnworth, Greater Manchester.

SWT, South Woodham Ferrers Ford

Transit EU52 KDZ has been acquired.

TALISMAN, Gt Bromley Scania K360/

Irizar YR10 BEO is new here.

TERRAVISION, Stansted Airport

A further new Scania/ Irizar tri-axle coach is YT10 OAX.

TONY GLEW, Gt Tey

Renault Master N553 JBX has been sold.

TURNERS, Little Maplested

Acquired from Leons, Stafford is HT06 LCT a Scania K114/ Irizar.

VICEROY, Saffron Walden

Acquired are Scania K113/ Van Hool R3 HCR from Richard Taylor, St Ippolyts, now registered RUI 9515 here and GO02 CLA a Scania K114/ Irizar from Classic Coaches, Durham.

*Ian Ransom with thanks to Dave Arnold,
Colin Sigston LOTS and PSV Circle*



According to an Essex C.C. booklet, a High Beech to Loughton return journey every Wednesday commenced on 11 March and travel is restricted to members of the "Shop and Leisure Bus". Essex County Council Community Link Renault EU09 EPN is at The Elms Mobile Home Park at Lippitts Hill. Owen Woodliffe

EASTERN NATIONAL

Enthusiasts Guild

THE 1000TH LODEKKA

(EBN556) Thanks to Richard Delahoy, Geoff Dodson, Maurice Doggett, Mike Grant and John Taylor, we can now put names to faces, if in a few cases, only tentatively:

- 1-2 ?
- 3 John Ross, Chief Designer, ECW
- 4 Clem Woodburn, Secretary, ECW
- 5 ?
- 6 Ralph Sugden, General Manager, ECW
- 7 A W Hallpike, Director & General Manager, Bristol Commercial Vehicles
- 8 Stanley Kennedy, Chairman, Tilling Group Management Board
- 9 LE Richards, General Manager, EN
- 10 T Skinner, Chief Engineer, EN
- 11-15 ?

It seems likely that 1, 2 and 5 were also ECW people, and that 11-15 were Eastern National 'other ranks'.

Maurice tells us that 1515 was one of an order for thirty similar bodies on LD5G and LD6B chassis, with body numbers 8557-8586, delivered between 13th July 1956 and 15th February 1957. 1515 had chassis no. 130.076

and body 8578 and was delivered on 3rd February 1957, having undertaken its PSV test the previous day. It stayed with Eastern National until November 1973, when it was sold, along with 1492 (322 GPU) to Eastern Counties as their LKD219. 1492 became LKD218. Transfers 'twixt Norwich and Chelmsford are nothing new! LKD219 passed to Jordan's of Coltishall in July 1976, who sold it to Omnibus Promotions a year later. They exported it to Norfolk, Virginia in April 1978, since when it has had various owners.

Of the other buses, the Lodekka on the far left appears to be for Western/Southern National, as it has the large cast alloy fleetnumber plates then in favour. The paper sticker reads: "BODY BY EASTERN COACH WORKS LTD. LOWESTOFT". If you happened to be a schoolboy in the 1960s or 1970s, you may recall the excitement at seeing such stickers in the windows of a gleaming new bus on delivery to New Writtle Street. They just don't make 'em like they used to!

David Harman



Preservation Notebook



Two shots of former Southdown Queen Mary BUF 426C, now owned by Fred Lawrance, who was the driver on both occasions.

above With **Harris Bus** of Grays in 1988 in Brentwood High Street, en route for the North Weald Bus Rally. The paint was barely dry after a repaint by Dave Arnold.

below at North Weald in 2010, resplendent in Southdown green and cream.





Former Eastern National MW coach YBD201, new to United Counties in 1961 but acquired by EN in 1964, is now back on the road with **North Somerset Coaches** and was seen at the Brislington rally on 15th August. Contrasting with the former 348 is sister 347 (YBD200) photographed in Newport (Mon).



YBD201 - photo by Chris Stewart; YBD200 - EBEG collection

rear cover ... bus wars in Harlow ... or Wright comparisons

Network Harlow Dart/Wright Crusader 3417 in Southern Way on Red Route 1, branded for the service that more or less competes with SM Coaches Route 1.

Roadrunner RDZ 1708 in Velizy Avenue, Harlow, a Scania/Wright Pathfinder, new to East London and most recently run by Your Bus in Nottingham. This is branded for the Roadrunner R3 (Harlow - Waltham Abbey) a service that competes with Centrebus's C3 for much of its route, but operating here on the Olympian R4 local service to and from Latton Bush.

both: Russell Young



Stephenson's of Essex took over the ECC contract on the Chelmsford-Ongar 32 on 31st August and Blackwater link-branded Dart/Enviro 433 (EU10 NVS) is seen in Ongar on their second day, covering temporarily until the allocated 37-seat Dart/Enviro had been made ready by ADL.

Chris Stewart



The four Blackwater link (Maldon - Witham) Enviros were launched at the Museum of Power at Langford, Maldon on August 27th. They entered service on the 90 from the 31st, when the daytime frequency doubled. All are 34-seaters.

Richard Delahoy



New 29-seater Enviro 422 (EU60 CAV) at East Beach, Shoebury on September 2nd.

Richard Delahoy

