ESSEX BUS NEWS

No. 554
June 2010



ESSEX BUS ENTHUSIASTS GROUP
www.essexbus.org.uk



Ensign in Brentwood

Ensignbus 724 at Shenfield Station on the second day (5th May). *Russell Young*



Also on the second day, leading driver Paul Ashman heads down Brentwood High Street with 720. *Chris Stewart*



Bristols back in Essex!

Not quite, but **First 34613** (K613 LAE) is one of two quite sprightly Olympians received from First Devon & Cornwall, which were new to the Bristol Omnibus Co. Seen on 21st May at Braintree. *Steven Hughes*

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	*reports to Editors by*
July	**26th June**
August	**31st July**

The 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).

■ 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

2010 programme

- **Monday June 14** - evening visit to the **Castle Point Transport Museum**: arrive from 1900 onwards. Light refreshments should be available and we hope to make a short trip around Canvey in a Museum vehicle at around 2030. No charge for the visit, but donations towards the Museum's upkeep will be welcomed.

- **Monday July 12th** - evening **"Tiger Tour"**, using Ensign Bus's ex Southend Transport Leyland Tiger/Duple Caribbean A250 SVW, we will tour over part of

Front cover:
Ensign in Brentwood: On the first evening, a wave from the driver of 731 as he approaches Wilson's Corner in Brentwood. 4th May. *Chris Stewart*

the former X1 and X21 routes, plus a stop in central Southend. Pick ups at Lakeside Bus Station (stand C) at 1900, Basildon Rail Station at 1925, Basildon Bus Station (stand V) 1930 then on to Southend Travel Centre (layover area, 2010-2030), Shoebury and back to Basildon (2135) and Lakeside (2200) via the X21 route. Fare **£5** payable on the coach, pre-booking not necessary.

- There is no meeting in August.

The autumn season of meetings resume in September: Venue: **Wickford Cricket Club, off Swan Lane, Wickford** - five minutes walk from Wickford Station and 5 minutes drive from the A130 and A127. In Wickford town centre, turn into Swan Lane from Runwell Road (Swans pub is on the corner); then turn right into the entrance about 100' up on the right - marked Wickford Tennis Club. Car parking available on site.

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*

- **Monday September 13 - "Eastern National's coaches"** - an illustrated talk by *Chris Stewart.*
- **Monday October 11 - Blackpool Trams (and a few buses!)** - the 100th & 125th anniversaries and the "TDE" - Tram Driving Experience, slide show by *Richard Delahoy.*
- **Monday November 8** - slide show **"The Modern Scene"** by *Russell Young* (postponed from January)
- **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*

2010 programme ~ slide shows by:

- **Friday June 11** - *Steven Hughes*
- **Friday July 9** - *Dave Arnold*
- **Friday August 13** - *Steve Maskell*
- **Friday September 10** - *Russell Young*
- **Friday October 8** - *Fred Lawrance*
- **Friday November 12** - *Gary Sharpe*
- **Friday December 10** - *Dave Arnold / Gary Sharpe*

■ TOURS & VISITS

- **Monday June 12 - evening visit to Castle Point Transport Museum** - see previous page
- **Tuesday June 22 - evening visit to Talisman** - pick up at North Station 19.00; fare £5; phone **01621 857509** to book.
- **Monday July 12 - "Tiger Tour"** - see previous page.
- **Sunday July 18 - Alton Bus Rally/Mid Hants Railway**: a limited number of seats will be available on a trip organised by the South East Essex Railway Society to the annual Alton Bus Rally, travelling by Stephensons' coach. Pick-ups in Southend, Eastwood, Rayleigh, Benfleet and Stanford-Le-Hope; **fare £10**. Precise availability of seats will not be known until one week before the event. If you are interested, please contact Richard Delahoy by e-mail to **richard@signal-training.com** now, and he will confirm places nearer to the date of travel.

ECW farewell

With the impending withdrawal of 34818 (C418HJN), there will no longer be any Eastern Coach Works bodied buses in regular service with First in Essex. This ends a very long era - there have been buses bodied by ECW and its predecessor, the Eastern Counties Coach Factory, in the Eastern National/First Essex fleet since 1933 and for much of intervening 77 years, they have dominated the fleet. Hence when 34818 is withdrawn, it really will be the end of a very long tradition, as well as also marking the end of links with the NBC era. Only open top KSW 90230 (WNO 479) and Bristol VR 38790 (KOO 790V) will then remain, but are not used in normal service.

First are planning to schedule 34818 for operation on specific routes/times on a Saturday at the end of June or beginning of July. The exact date and details were not confirmed as we went to press but will be listed on the **Latest News** page at our web-site, **www.essexbus.org.uk**, by the time this issue of EBN is published. Normal single, return and First Day tickets will be valid as well as English National Concession Travel Passes. Come along and enjoy a farewell ride!

EVENTS

- **Friday / Saturday June 26-27 London Transport Museum,** Guided Tours at Acton Depot.
- **Sunday June 27 - Ipswich Transport & Model Festival** (incl.Transport in Miniature), Ipswich Transport Museum.
- **Sunday July 4 - North Weald Bus Rally**, North Weald airfield, near Epping. Bus services from Epping and Ongar.
- **Sunday July 4 - North Norfolk Railway Vintage Transport Day:** Free vintage buses Holt-Weybourne-Sheringham, and display at Holt Station (A148).
- **Sunday July 4 - Classic Buses at the Mid Suffolk Light Railway**: Brockford Station, Wetheringsett, Stowmarket, Suffolk: Short tours of the countryside from the station yard.
- **Saturday July 10 - Metroline Potters Bar Depot Open Day.**
- **Sunday July 11 - Bus & Coach Event** at the **East Anglia Transport Museum,** Carlton Colville, Lowestoft.
- **Sunday July 11 - LT Country Bus Rally**, Gravesend.
- **Saturday July 17 - Green Line 80th Anniversary Run,** Route 715 from London Embankment via Hammersmith Bridge. Displays at Guildford Bus Garage and Cobham Museum.
- **Sunday July 18 - Ipswich Engineering Day** (guided bus tours of old engineering sites), Ipswich Transport Museum, Suffolk.
- **Sunday July 25 - Classic Transport Day**, Mid-Norfolk Railway, Dereham.
- **Sunday July 25 - Classic & Vintage Bus Day**, Cambridge Museum of Technology, Cheddars Lane, Cambridge, and Cambridge Omnibus Society. Contact Andy Baker 01353-741367 or John Wakefield 01223-843802
- **Sunday August 1 - Middy Joint Admission Day**, Ipswich Transport Museum, Suffolk, joint admission with Mid-Suffolk Light Railway.
- **Saturday August 28** (Bank Holiday weekend) - **Ensignbus Summer Vintage Running Day**: X80 Grays - Lakeside - Bluewater - Gravesend & X55 Lakeside - Upminster Stn. Timetables as Xmas running day. Open-tops, weather permitting, plus two special guest vehicles - more details to come.

Information is published in good faith. Members are strongly advised to check details nearer the date. The Group can accept no liability if events are cancelled or altered.

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, Linconshire, PE12 0AR

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

lynw@barrons-bds.com

Service changes

Arriva East Herts & Essex			
10 May 10	**510**	D	Harlow to Stansted Airport minor route change in Forest Hall area to serve Walson Way.
5 Jun 10	**320**	M-F	Hoddesdon to Nazeing service withdrawn.
Easybus			
7 Mar 10	**EB2**	D	Stansted Airport to London revised timetable with London Terminal now at Baker Street.
Ensign Bus			
19 Jun 10	**81/X81**	M-S	Brentwood to Hutton Circular minor timetable changes.
3 Jul 10	**55**	M-F	Aveley to Ockendon Station service withdrawn.
First Essex			
2 May 10	**25A-C**	M-S	Langdon Hills to Runwell , service 25C from Basildon to Beauchamps extended to Basildon Hospital and Shotgate (updated information).



Travel with Hunny continue to offer a surprising mix of vehicles on their 555 route. Ex-Lothian Olympian/Alexander **J847 TSC** is now half open-top and was passing through Debden on 18 May. Following an hour later was former Hedingham Bristol VR, PWY 39W. *Owen Woodliffe*



4 Jul 10	**2**	D	Southend to Basildon minor timetable changes.
	20	D	Southend to Hullbridge minor timetable changes.
	22	D	Canvey to Basildon minor timetable changes.
	26/27	D	Canvey to Bournes Green/Temple Sutton minor timetable changes.
	X22	D	Clacton to Stansted Airport to operate via Telford Road Clacton with minor timing changes.
5 Jul 10	**19**	M-S	Clacton to St Osyth Beach new summer service.
	X30	D	Southend To Stansted Airport the 1710 from Chelmsford and 1830 from Southend withdrawn.
	33	D	Chelmsford to Bishop Stortford service withdrawn.
	42	M-S	Galleywood to Broomfield Hospital service withdrawn.
	42/A	D	Galleywood toStansted Airport new service operating every 12 mins between Galleywood and Broomfield Hospital with hourly extension to Stansted Airport. Sundays operates two hourly.
	45	D	Moulsham Lodge to Oxney Gren minor revisions to timetable.
Regal Busways			
7 Jun 10	**1/1A**	M-S	Canvey to Oxney Green minor changes to morning journeys.
	4	M-F	Oxney Green to Benfleet Tarpots Corner new limited Service (updated information).
	X4	M-F	Basildon Sainsburys to Chelmsford new limited service (updated information).
SM Coaches			
22 Jun 10	**M15**	M-S	Harlow to Potter Street circular service withdrawn.
Stagecoach Cambridge			
16 Jun 10	**7**	M-S	Cottenham to Saffron Walden revised route and timetable.
Stephensons			
31 Aug 10	**D3**	M-F	Southminster to Maldon the afternoon journey to operate the same routing as the morning journey.

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

First

■ **FIRST ESSEX BUSES LTD**

Acquired vehicles

All from First Eastern Counties Ltd:

32854 T854KLF Dennis Trident SFD113BR1XGX 20369 Plaxton H39/21F 6696 8/99
First Capital

32855 V855HBY Deniss Trident SFD113BR1XGX 20370 Plaxton H39/21F 6697 9/99

First Capital
32864 T864KLF Dennis Trident SFD113BR1XGX 20401 Plaxton H39/21F 6706 8/99
FirstCapital
32883 T883KLF Dennis Trident SFD113BR1XGX 20442 Plaxton H39/21F 6725 8/99
First Capital
32886 V886HBY Dennis Trident SFD113BR1XGX 20445 Plaxton H39/21F 6728 9/99
First Capital

Allocation changes
End of Period 2: list dated 23rd April 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

30558 CR-CF; 31198 CF-BN; 31374 BN-D/L(D); 31375 BN-RES; 31376 BN-RES; 32809 FEC-DT; 32818 FEC-DT; 32854 FEC-CN; 32855 FEC-CN; 32864 FEC-HH; 32883 FEC-HH; 32886 FEC-HH; 34280 BE-D/L(D); 34284 DT-CF; 34286 DT-CF; 34307 D/L(D)-CR; 34355 FGC-BN; 34610 FGC-RES; 34613 FGC-BE; 34815 CF-RES; 34818 CF-RES; 41647 CF-CN; 43744 CF-CN; 46140 CF-D/L(D); 46145 HH-D/L(D); 46153 HH-BN; 46171 BN-RES; 46172 BN-RES; 46179 HH-D/L(D); 47101 CF-D/L(D); 47102 CF-D/L(D); 47104 CF-D/L(D); 47106 CN-D/L(D); 47225 CN-D/L(D); 47231 RES-D/L(D); 62409 CR-CN; 65651 DT-CR; 65652 DT-CR; 65690 CR-CN; 65692 CR-CN; 66811 CR-CF; 66812 CR-CF; 66814 CR-CF; 66815 CR-CF; 66816 CR-CF; 66817 CR-CF .

Many of the above movements had yet to take place as at 28th May while 34280 was only ever allocated to BE on paper. 32877 should have been shown as allocated to HH last month.

Disposals
Period 1: 31373 46146 46167 46174 48085 all to Erith Commercials (scrap)

Area News - workings and sightings
[x] indicates route branding

Rail replacements
23rd May: CF34818 on Billericay-Chelmsford

Clacton (CN) & Harwich (DT)
April
29th CN62407 on 75 p.m. Tiptree short (usually Dart)
May
5th CN46182 on 76
18th DT32809 on 76
Colchester (CR)
First Eastern Counties Dart 42429 (P429 ORL) moved from Great Yarmouth to Colchester on 26th May and was noted on the 88 the following day. At the moment it's not clear whether it is a transfer between the two companies or just on loan. FEC 65523 (R143 GSF) and one other arrived at CR on 28th, these being Wright-bodied Scanias of which several are expected to be transferred to First Essex.

On 4th May, there were severe delays (between 13.00 and 17.00) to X22, 70 and 509 due to a collision in Coggeshall while there were again severe delays to X22, 70 and 71 on the morning on 14th May owing to the closure of the A12 between Eight Ash Green and Marks



FIRST DECKERS

(1) Trident/Plaxton **32809** (T809 LLC) on the 76 to Clacton in Colchester bus station on 21st May. *Steven Hughes*

(2) Olympian/Alexander **34355** (L155 UNS) on soon to be withdrawn route 33, departing Chelmsford on 29th May. *Russell Young*



Tey.

April
24th CR34304 on 63 (Sat daytime)
26th CR67007 on 64
27th CR34305 on 65, 46132 on BE509, CF66830 on CR 70 working
28th CR34288 on 65, CR60102 on 64A
29th CR67004 on 65, CR67011 on 64

May
3rd CR62407 on X22
5th CR34305 o/l to BE on 509 (usually SLF/SPD)
6th CR67005 on 64
10th CR34014 on 65
13th CR34301 on 64
14th CR34302/4/10/5 on 65
17th CR34315 on 64A
18th CR34305 on 70 - usually LF saloon
20th CR34315 on 65, CR67011 on 64
21st CR34014 on 64, CR34308 on 65, CR60755 on 62
by 27th CR34305 returned from loan to CF/BE

Chelmsford (CF) & Braintree (BE)
April
8th BE42486 on 36 (09.19 ex SW)
9th CF31198 on 36X (07.27 ex SW), CF42931 36 (07.45 ex SW)
12th CF42921 on 36 (11.09 ex SW), BE42482 on 36 (11.39 ex SW)



(3) Olympian/Northern Counties **34305** (L605 PWR) was on loan to Chelmsford and Braintree for a while during May, and made several forays to Brentwood on the 351. It is seen here passing Shenfield Cricket Club on 8th May. *Chris Stewart*

15th BE42487 36 (07.24 ex SW)
19th BE42486 36X (07.17 ex SW)
20th CF34818 36X (07.17 ex SW)
22nd CF31198 36 (07.35 ex SW)
23rd BE43359 36 (07.19 ex SW)
24th 46132 at BE depot.
27th CF42922 36 (11.09 ex SW)
29th CF66829 on 33 (14.25 to BS)
31st CF53116 on 70

May

1st CF53135 on 33
4th ECW Olympian CF34818 on 33 (09.53 arrival and 15.47 from BS) then 17.15 ser 48 to Chelmer Village, CF53128/30 on 36 (11.09 ex SW and 10.01 to SW), CF53129 on 306 to Wicken Bonhunt, CF47101 on 55 (17.22 to North Springfield)
7th BE43359 on X30, CF53137 on 42
8th CR34305 on 351, CF53116 on 33
10th 34355 on 33 (and 11th)
12th 46120 on 50 and 47252 on 45
13th 34355 on 33
15th CF31198, 34355 and Solo on 33
17th CF46140 on 351
18th CF47101 on 47 (12.34 to Chelmer Village), 46120 on 51 (12.47 to Chignall), 46132 on 42 (12.42 to Broomfield), and CF40734 on 36 (12.50 to SW)
19th CR34305 on 351
23rd CF66794 on 36
25th 46132 on 41
26th CF46140 on 45, CF47101 on 42

Basildon (BN) & Hadleigh (HH)

May

3rd BN65666 [100] on 100
4th HH32886 and another on 25
6th BN46184 and BN67001 on 25, HH46145/83 on 24 and HH46158/80 on 20
7th BN31375 on 25, HH32887 at BN depot
8th BN46827 on 100 (18.20 to Basildon), HH32886 on 27, HH32857/81 on 26, HH32862/83 on 21 with HH46157/83; HH46158 on 27 and HH46154 on 24
12th HH32857/62/81/2/3/4/7, 32905 all on 27; HH46145/75/7/83 on 24, HH46168 on 21 and HH46180 on 20
13th HH46172 on 551, HH46187 on 25C and HH46180 on 2
16th HH32857/63 and HH41006 on 20
17th BN31376 on 25C, BN66823 on 8, HH32905 on 20, HH32856 on BN yard
18th BN31375 on 551 (18.15 ex BD Stn), HH32862 on 21, HH32887 on 27
19th HH46181 on 21
22nd HH32806 on 24
24th HH32883 on 25 (around 09.15)
25th BN46187 on 25, BN46151 on 551, , HH46187/8 on 21
26th 47231 on 551

Other News

As well as the transfer of the last remaining ECW-bodied vehicles in the 'normal' fleet to reserve (Olympians 34815/8), of note also is the impending withdrawal of the 33 from Bishop's Stortford after operation on Saturday 3rd July, severing a long established link. Bishop's Stortford, of course, housed ENOC's only Hertfordshire depot in North Street from 1928 to September 1994, when it moved to East Herts DC at Anchor Street and again to Adderley Road before being relocated to what was then Airport Buses in August 2000.

Sources: Own observations, with many thanks to *First Essex* and to A Bird, N Clark, T Clark, J Collins, D Edwards, M Farmer, D Flatman, J Long, J Podgorski, D Pretty, I Ransom, J Salmon, 'Solo', TBL177M, A Toms, R Wansbury, R West, the *Essex, East Anglia, South West* and *British Buses Abroad in North America* yahoo! groups, *Essex* and *East Anglia* Google groups, www.buslistsontheweb.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 LTD.**

Vehicles In

3021 Dennis Lance/East Lancs (N221 TPK). Like 3022, this Lance has also been repainted into the latest livery upon transfer to Southend.

Vehicles Out

Withdrawn are Dennis Dart SLF/Plaxton 3186 & 3204 (P186/204LKJ). These have been displaced by the DAFs reported as arriving in EBN553.

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

TGM Group

■ **NETWORK COLCHESTER LTD.**

Vehicles in from Excel

411/3 (S311/3 JUA) Dennis Dart SLF/Plaxton
227 (G627 BPH) Volvo D10M/Northern Counties

Dart SLFs 411/3 have transferred to Colchester as two vehicles are needed for operation of service 133 (although these vehicles will not necessarily always be the ones used on the 133). The Darts are from a batch of five acquired by Excel from Arriva London and have been refurbished and converted to single door.

Volvo D10M 227 has come from store at Stansted (part of a small Arriva reserve fleet stored there).

Vehicles out to Excel

262 (M162 GRY) Scania N113/Alexander

Volvo B10BLE 901 has received LED displays and blue branding for services 8/8A as part of its refurbishment.

Operation of service 133 (Stansted-Braintree) has been transferred from Excel to Network Colchester from May 7th (a week later than stated in EBN553), seven days a week (except for some trips on Sundays which remain with Excel).

Peter Mansbridge with thanks to Richard Delahoy and John Podgorski

Ensignbus

■ DEALER STOCK MOVEMENTS

Vehicles in	*from*
East London Bus Group:	Dart Y298 FJN
McKindless, Wishaw:	Dart SJ04 DZZ
Staffordshire Council:	Bluebird Qs R512-4/6-9 SCH
Stagecoach East:	Dart L140 VRH, Olympians K660 UNH, H650/2 VVV
Stagecoach South:	Olympians F602/4 MSL, H816/7/8 CBP
Transdev Blazefield:	Dart V659 HEC
Thandi Coaches:	Scanias RUI 2054/9/6683

Vehicles out	*to*
Olympians P252/7/9/62/78 PSX, Spectras K101/4 VLJ, L123/6 ELJ, L118 ALJ:	**AK Travel,** Birmingham
Volvo B10B M533 WHF:	**Buglers Coaches,** Bristol
Dennis Javelin M945 JBO:	**Carmel Coaches,** Okehampton, Devon
Olympian L679 HNV:	**Carters Coaches,** Ipswich
Bluebird Qs R512/9 SCH:	**Chapmans Travel,** Tonypandy, Mid Glamorgan
Dublin Olympian 97-D-376	now R183 LHK with **Dents Coaches,** Market Rasen, Lincs.
Olympian RDL 686X:	**Emsworth & District,** Southbourne, Sussex
Dublin Olympian 98-D-20410	now R167 LHK with **Farleigh Coaches,** Hoo, Kent
Volvo B10Ms L146 HAO, P110/3 DCW:	**Hookways,** Exeter
former Chambers Olympian G760 VRT:	**OTT,** Faversham, Kent
Dublin B6s 99-D-60012/4	now V680/1 PHJ with **Padarn Bus,** Llanberis, N Wales
Olympians L604 NOS/L651 MYG:	**RH Transport,** Witney, Oxon.
Olympian E300 MSG:	**Sanders Coaches,** Holt, Norfolk
Darts R477/9 LGH:	**SM Coaches,** Harlow, Essex
Darts LG02 FFC-E/J/H:	**YourBus,** Nottingham
Olympian C233 ENE:	**Betfred,** Warrington
Volvo D10M E149 BTO:	**Mr N Singh,** Reading
Volvo D10M B181 FFS:	**Abdelilah Mossaddeq,** Brest, France
Mercedes V948 EWA:	**Mr Ayoub Abbas,** Tanzania
Olympians 90-D-1022, G903 SKP, Dart R681 MEW, Metrobuses B126/36 WUL:	**Geoff Ripley** for scrap

■ CITY SIGHTSEEING

Bath Bus Company Ltd: PN10 FNR/S are new Volvo B9TL/Optare Visionaires for City Sightseeing Bath, in service over the Whtsun Bank Holiday.

Ex-sales stock Dublin Olympian 97-D-337 is now P718 SWC, converted to open top for City Sightseeing Cardiff as 318. Cardiff Metrobuses F31/52 XOF are now withdrawn.

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

Essex County Buses

Optare Solo T415 OUB has gone to Ensign (dealer), Purfleet. *Ian Ransom*

Hedingham Omnibuses

Unusual sightings
April
26th L316 (TY) on Honywood School bus 1 (KN).
27th L368 (TY) on Honywood School bus 1 (KN).
May
12th L347 on Honywood School Bus 9 - usually S290 TVW.
13th L335 on Honywood School Bus 9 - usually coach.
14th L347 on Honywood School Bus 9 (am); L295 (pm) - usually L290/S290 TVW.
17th L366 on Honywood School Bus (am) - usually coach; L371 on Honywood School 9 - usually coach.
18th L335 (KN) on 80(TY).
NB; Honywood School Bus 9 is worked by CN.

Allocation observations
May: L371 - CN-KN(loan).
Correction: L310 remains at KN.

The Parkeston outstation (of CN) allocation in May was:
B10M/Plaxton L244, Volvo Olympian/Alexander L352.
Parkeston has two main duties: Harwich School contracts and DFDS contracts.

At Little Tey outstation (of KN), Leyland Lynx 2 L200 continues to be the regular bus, while the second vehicle varies on Stanway School contracts.

Modified:
By May: L352 retrimmed and DiPTAC fitted.

General:
Leopard/Willowbrook L84 has been repainted for the 50th anniversary celebrations.
L305 was repainted in May. The new Enviro 400 sports a special livery. More details next month.

With thanks to John Podgorski

Olympian / SM Travel

Vehicles sold are MAN 11.190/Optare K801 DCF, Iveco/Marshall M736 AOO, M153 RBH and M157 RBH presumed for scrap. Sold for further use is Dennis Dart SLF/Caetano KU02 YBD. *Ian Ransom*

Stephensons of Essex

On order: four Alexander Dennis Enviro 200 saloons for delivery in July.

Acquired: Two former Transdev London United Scania deckers have been acquired, YN07 LHU/X, formerly Transdev SO4/7. Both are Scania N230UD with East Lancs bodies, now converted to single door at Blackburn. LHX has been in use since early May in London red livery, initially on the 61 and then on schools services; LHU is in white but has not yet entered service. Fleetnumbers are not yet known.

Disposals: Olympian/Northern Counties 852 (E852 DPN) has been withdrawn and sold to Fourways, Chelmsford. However the remaining 100-seat Olympian, 998 (L808 SNO) is to remain on the fleet and has been withdrawn from sale; conversely, Trident 815 (V415 KMY) is currently advertised for sale.

Ian Ransom with thanks to Lyn Watson





YN07 LHX at Fossetts Park on May 8th. On the nearside there is absolutely no trace of the former centre exit.
Richard Delahoy

Other operators

ANITA, Stansted New is RY10 ERN a Bova Futura FHD127-365 named Miss Amy.

APT TRAVEL, Rayleigh Further to last month, Neoplan Cityliner 827 APT was previously T840 JWB and came from Dovers Coaches, Hetton-le-Hole. Scania K114/Irizar SN53 RWY has gone to Scania (dealer), Worksop.

BARKER, Roydon B298 AMG, the last Leyland Royal Tiger in PSV use in Essex, has gone to The Running Footman, Eye.

BASS, Stapleford Tawney Mercedes Benz 609D WJI 2706 (E369 YGB) has been exported to Hungary. Acquired from LCB Travel, Harlow is Ford Transit RF02 KWB.

BRENTWOOD COACHES, Brentwood Mercedes Benz 0814D/Plaxton 823 NMC has been re-registered W209 YAP and sold to Principle Link, Corby.

CBBB TOURING, Rettendon Executive Scania K113/Berkhof M444 SKY, has been acquired by this "band bus" operator, from Silvergray, Rye.

CEDRIC, Ardleigh Leyland Olympian/ECW K815/6 HMV have been withdrawn.

FARGOLINK, Rayne LDV Convoy EU03 VPP an LDV Convoy, previously reported as sold, is still here.

FLAGFINDERS, Braintree Leyland Olympian/East Lancs KTL 44Y has gone to Ensign (dealer), Purfleet.

FORD, Althorne Acquired from Weaverway, Newbury are Scania K340/Berkhof YN07 LKJ/LKK. Leyland Olympian/ECW CUD 222Y has gone to Wootten, Chesham. Dennis Dominator/Northern Counties SMW 56Y, which had been withdrawn for some time, has also been sold.

GODWARD, Basildon Iveco/Beulas YO53 OAE has been sold to Scania, Worksop (dealer).

HARDY MILES, Rochford MCW Metrobus BIG 8756 (LOA 417X) and Mercedes Benz 709D/Alexander (Belfast) BIG 8753 (N661 VSS) have been withdrawn. MCW Metrobus ORJ 91W is being used for spares.

LCB TRAVEL, Waltham Abbey Acquired are Mercedes Benz 709D/LCB M539 JRY (now registered C12 LCB here) and Renault Trafic BG57 XHE

NEW HORIZON, Frating Recently acquired are former Wilts & Dorset DAF DB250/Optare K107/8 VLJ. Leyland Olympian/ECW C174 ECK has been exported.

PB TRAVEL, Harlow New here is Ford Transit EF09 KWU.

SOUTHEND RADIO CARS, Rochford Withdrawn are Iveco/Mellor S636 BSF, Ford Transits W246 YEB, VK51 WMG, and LDV Convoys AE54 BKD, AE54 PUA. Sold vehicles are Ford Transit G129 CAD, G620 NFL, H484 CMD, J411 AOO, J990 XVW, L582 EPC, M494 RKL, N394 BML, MT55 LTN and Iveco minibuses N963/4 ABU, N523/5/6 BJA.

VICEROY, Saffron Walden Neoplan Cityliner RUI 9515 (M411 TWF) has been sold.

WARD, Alresford Acquired from Turners, Little Maplestead is YN04 GGZ a Scania K114/Irizar.

WICKS, Braintree Dennis Javelin/Neoplan R182 LHK (DUI 672) has been acquired from Don's Gt Dunmow.

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

Success at the 1957 British Coach Rally



In *Transports of Delight* in **EBN541**, Terry Challis described how an Eastern National party visited the ECW works at Lowestoft to see how bus and coach bodies were made.

A non-member, employed at New Writtle Street from 1944 to 1990 (with a break in 1948 for National Service), was interested to see this, for he was in the photograph on page 27, at far right. For the moment he wishes to remain anonymous, but wonders whether any reader can guess his identity.

He was also part of the Head Office team assigned to the Third British Coach Rally at Brighton in 1958. As Terry recalled, the team's task was to prepare KGK 940, a Tillings Transport Regal/ECW rebody, with rather unfortunate 'jukebox'-style front (see EBN541, page 29), for the Concours d'Elegance. Sadly, elegance and poor old KGK 940 being two different things, it won no prizes.

However, a year earlier, at the Second British Coach Rally, held on home ground at Clacton, Eastern National won the Lister trophy in the Concours, and few would deny that the Bristol LS/ECW coach combination was the epitome of understated elegance. The photo shows 429 (614 JPU), with driver, name unknown, proudly holding the magnificent trophy, flanked (left) by Traffic Manager, Mr F Bryan (our anonymous correspondent's then boss), and Chief Engineer, Mr W T Skinner.

429 was one of five LS6Gs with C34F tourer bodies new in 1957. Lister & Co., who donated the trophy, made "Wypdri" seating fabrics, but whether these were employed in 429 is not known. The old equal-height gold leaf fleetnames will be noted, also the wheel nut-rings. The latter may have been fitted just for the rally, as they were not generally favoured by BTC fleets (although Tillings Transport seem to have been fond of them).

429 was renumbered 321 in 1964, and was sold in 1968 to Thames Valley for their South Midland coach fleet (as C433, later 441). When the South Midland coaching activities were transferred to City of Oxford MS, it was numbered 41, but passed soon after to South Wales Transport. It saw out its declining years as a bus, numbered 282, and was withdrawn in 1973.

David Harman

Wood Green Memories

Michael Parsons writes from Canada to recall working the "main road" in the 1950s

Chapter 1 - conducting days

I left school at Christmas 1954 and started work the day after Boxing Day - in those days January 1st was not a public holiday. I started at a company that manufactured suitcases called S. Noton Ltd. Their factory was at the Standard, Walthamstow, which was the old AEC works where years earlier the first buses for London General had been built. I was taken on as an apprentice to learn factory maintenance at £2.10s.0d. per week (£2.50). Down in the huge cellar which had not been used for very many years we did eventually find half a dozen old General engines covered in thick rust. Being a young lad I did not understand the history of our find; they were still there in 1957 when I left the company.

My mates were earning up to £12 a week and I was still on £4 a week in 1957 and I wanted a car and girlfriends but could not afford them! However, early in 1957 I saw an advertisement for conductors with Eastern National (EN) at Wood Green (WG) depot. I wrote in and got an interview there with Tom Newbold, the Garage Manager, which I attended in his office above the EN travel shop. It was a good interview and I felt very easy with Mr Newbold; he took me down into the garage and introduced me to



The Southend terminus of the 251 was at the former City Coach Company's small depot off Tylers Avenue, east of the High Street and just south of the LMS railway line, close by Southend's fire station. The area today is the car park adjacent to the open air part of the Travel Centre (aka Bus Station). The café that Michael recalls can be seen behind **City Coach Company** Leyland PD1A/Roberts NVX307, here displaying City fleetnumber **LD10**; it later became EN's 1127. We plan to do a feature on Tylers Avenue in a forthcoming issue. *Photo by Prince Marshall, copyright Alan Cross collection*

some of the office staff and a few members of the WG road staff and then into the shed for a look at some of the buses. Mr Newbold gave me a start on a Monday morning a week later, giving me time to hand in my week's notice. WG was of course the former City Coach Company and latterly Westcliff Motor Services depot in north London which operated the so-called "main road" service, Wood Green to Southend via Romford, Brentwood, Billericay, Wickford and Rayleigh. The service had been allocated number 251 in 1953 in the scheme that EN instituted to accommodate the ex-Westcliff and City routes and was the only route operated by WG at this time.

I duly started the following Monday with Johnny Jackson, the trainer for conductors, on duty 11 [all our duties were l followed by the duty number], which was the first one out at 0525 on the Monday morning. Mr Amott the duty inspector [jumper] gave me a pass and John introduced me to his driver, then told me to sit in the lower saloon. I was instructed to take notice of as much detail as I could and to listen to him call out where we were, as it was a two week training period and by next Monday he would expect me to be doing the job under his guidance.

What he did not tell me that on a Monday the public bought their weekly tickets, either 5-day or 6-day, so it was a busy trip. The 251 road was a two and a half hour run and I was not used to being up at that hour so I fell asleep! John woke me up just out of Wickford and was not too upset with me. We got into Tylers Avenue depot in Southend at eight and went into the café. We did not have to operate a Rayleigh or Wickford short, so we were back in WG by twelve. When we got back I was given my uniform and told that I was with John all week; the following week I would be on late turn, again with John. The training went well and John gave me all sorts of tips to make the job flow in an easy fashion. I think that we started our late turn on Sunday afternoon. On the Monday we had a Wickford short which we did with one of Southend depot's LS or older L5G single deckers which we called conker boxes. The reason for a single decker was that the old railway bridge at Shotgate was too low for double deckers.

[The story of Blue Brick Bridge and its effect on bus services is explained on-line in the Archive Articles *section of the Group's web site, where there is also an article about the 251 route].*

At WG we had a spare crew sign on at 5.15am called early showup [ESU] up and a late crew sign on at about 1200 which was late show up [LSU]. If you did not go out on either duties covering for sickness, on most of the times that I did the duty, I helped out in the transport office preparing the Setright ticket machines for the following day and counting the money coming in. On a Friday we would go down to the bank in Wood Green High Road by car with one of the garage inspectors to collect the shed's wages.

Once I had gone through my training with flying colours I was put with an elderly ex-City driver by the name of Bill Eves, I think that he was in his late sixties and not in the best of health; his breathing was not too good, he always had the driver's blind down at the back of the cab and his wife always came with him and sat in the seat behind the cab. When I started with him, he told me just to look after the bell and the wombles and he would take care of the rest. He knew every time of the services, such as whether the 11 duty should be in front of or behind us. On one week we were doing the last bus home, the 9.25pm out of Southend. We should have had a Southend crew three minutes in front of us [we called them swingers] working up to Brentwood to clear the short runners [rabbits], leaving us with the through passengers. The jumper at Tylers Avenue would push this particular crew out on time and we would go on ours, by the time we had got to the Southend Road we were past him and for the first three nights we never saw them again. On the fourth night, I think that Bill might have said something to the jumper, Bill told me to just get going on the bell, I did and we went up to Kent Elms Corner at Eastwood like a rocket, so that by the time we got to Rayleigh High Street we were well early. Bill flashed the saloon lights and called me round to him and told me that he was going to pull into the speedway car park just beyond Rayleigh Station and sit quietly there for a short while. He did so and out went all the lights. I told the rabbits what it was all about, then we



The classic and oft photographed forecourt of Wood Green "Coach Station" plays host to BD1135, FJN 201, an all-Leyland PD2 ordered by City, delivered after the Westcliff takeover and seen here in EN garb. We think the person standing extreme left is Inspector Arnott, while driver Les Chapman glances at the (unknown) photographer.

Richard Delahoy collection

watched our swinger go past quite fast looking for us! Bill pulled out and we pushed him along, staying a couple of stops behind him all the way up to Brentwood - he was busy and not very happy!

Bill died a few months later and Tom Newbold let us take one of the Leylands to his funeral with a crowd of us and his wife. There was a clippie by the name of Maureen working with Harry Winsor, another ex-City driver, I did ask her out but she would not have any of it. She decided to leave the job, so I got a transfer to work behind Harry as his regular conductor. He was another driver that knew the job well, but I used to lose him when he did some private hire and station transfers with the Bristol MWs. We had a driver by the name of Tom Day who would do all the overtime going - in fact we called him "double day" - the overtime was two Southend rounders which amounted to about a fifteen hour day for a driver. The Rayleigh and Wickford shorts normally on the duties were instead covered by Southend staff, to keep within the driving hours. I also did a lot of doubles but as a conductor I had to do the shorts as well, but the money was good and it enabled me to buy a 1951 Austin A40 for £250 and pass my driving test in late 1957.

Road staff at WG were represented by the Transport & General Workers Union and John Jackson's brother Bill, a driver at WG, was the union rep. He quite soon got made up to an inspector; now we had two jumpers, Bill and Mr Amott. They were quite fair if they found something amiss, most of the time they would just quietly advise you and that was that. A prank that we used to play on the punters was if you had a Leyland such as BD 1139 (FJN 205) - once we had left Wickford and climbed up Runwell Chase [at that time there was a mental hospital at Runwell], we did a right

turn onto Hawk Hill to run down into Battlesbridge. Just after the turn there was a railway bridge under the Southminster branch line and from our position on the road you could see over the top of it. The seats on the upper deck of the Leyland's were the standard lowbridge pattern of four across to the nearside - we would stand at the top of the stairs and call out "mind your heads please" and it was amazing how many people did duck their heads as we went down the bank and safely under the bridge!

Wood Green in the summer months did a few extras on nice sunny days, the idea was to work the bus down as normal mixing in with the service buses and you could have a domino load [a full capacity load of punters] by the time we had reached Walthamstow The Bell public house, then it was three bells until someone alighted and we would arrive slightly early in Tylers Avenue, but no notice was taken of that. We would drop our punters off and run up to Southend shed dead and park the bus up, then make our own way back to WG, most times we would get a lift up the Southend Road to the Waterworks Corner in Woodford and then catch the next service back to WG. Our name for this bit of overtime was a slash and we would get a couple of hours for nothing.

We had one duty that signed on at 6.10am and ran down dead [private] to the King's Head at Great Bursted and we worked back to WG as a swinger to a Southend crew, normally working the stops one for one and although it was busy job it made an easy job. One bus we had was WG 1489 with the Cave-Brown-Cave heating system which was a good motor but in my time as her conductor it used to get very hot up on the top deck as the front windows were fixed non openers. At this time 236 LNO, BD1541, appeared - a seventy seater which we called Big Bertha. She was a superb bus to conduct as she had a good turn of speed (6-cylinder engine and 5-speed overdrive gearbox) and



The fixed front upper deck windows of WG**1489**, 320GPU, which Michael recalls, are readily apparent in this undated shot taken in Romford Market Place. It was the only ENOC LD to be fitted with the C-B-C heating system, later to be used on many FLFs - as will be told in the Group's book on EN's Lodekkas, currently nearing completion.

Richard Delahoy collection

Service 251 — SOUTHEND — WICKFORD — BRENTWOOD — LONDON (Wood Green)

Single Fares (Brentwood/Wood Green Section)

Stage No.																												
30	**Brentwood, " Yorkshire Grey " (7)**																											
31	4	Brentwood, King's Road																										
32	4	4	Kavanagh Road																									
33	4	4	4	Brook Street, Spital Lane																								
34	4	4	4	4	Vicarage Lane																							
35	6	4	4	4	4	Harold Wood, Kenilworth Avenue																						
36	6	6	4	4	4	4	Harold Wood, Gubbin's Lane																					
37	8	6	6	4	4	4	4	Gidea Park, " The Plough "																				
38	8	8	6	6	6	4	4	4	Upper Brentwood Road																			
39	10	8	8	6	6	4	4	4	4	Gidea Park " The Unicorn " or Repton Avenue																		
40	10	10	8	8	8	6	4	4	4	4	Romford Pettits Lane																	
41	10	10	10	8	8	6	6	4	4	4	4	Romford, Market Place **(8)**																
42	1/–	1/–	11	10	9	8	7	6	5	4	4	3	North Street, Parkside Hotel															
43	1/1	1/1	1/–	11	10	9	8	7	6	5	4	3	3	Mawneys Road														
44	1/2	1/2	1/1	1/–	11	11	10	8	8	7	6	4	4	3	Whalebone Lane													
45	1/3	1/3	1/2	1/2	1/1	1/–	11	10	9	9	8	6	6	6	6	Little Heath, Hainault Road												
46	1/5	1/4	1/4	1/3	1/2	1/1	1/–	11	11	10	9	8	6	6	6	6	Newbury Park, Aldborough Road											
47	1/5	1/5	1/4	1/3	1/3	1/2	1/1	1/–	1/–	11	10	10	8	8	6	6	6	Ilford, " Green Gate "										
48	1/6	1/6	1/5	1/5	1/4	1/3	1/2	1/1	1/1	1/–	11	10	10	8	6	6	6	6	Ilford, Gants Hill **(9)**									
49	1/7	1/7	1/6	1/5	1/5	1/4	1/3	1/2	1/2	1/1	1/–	1/–	11	10	9	7	6	6	6	Woodford Bridge Road								
50	1/9	1/9	1/8	1/7	1/7	1/6	1/5	1/4	1/4	1/4	1/3	1/2	1/1	1/1	11	10	9	7	6	6	Woodford, Gates Corner **(10)**							
51	1/10	1/9	1/9	1/8	1/7	1/7	1/6	1/5	1/5	1/4	1/4	1/3	1/2	1/2	1/–	11	10	9	6	6	6	Forest Road, Waterworks Corner						
52	1/10	1/10	1/9	1/9	1/8	1/8	1/7	1/6	1/6	1/5	1/5	1/4	1/3	1/3	1/1	1/–	11	9	8	6	6	6	Wood Street					
53	1/11	1/11	1/10	1/10	1/9	1/8	1/7	1/7	1/6	1/6	1/5	1/5	1/4	1/3	1/2	1/1	11	10	8	6	6	6	6	Walthamstow " The Bell " **(11)**				
54	2/–	1/11	1/11	1/10	1/9	1/9	1/8	1/7	1/7	1/6	1/6	1/5	1/4	1/4	1/3	1/2	1/1	1/–	11	10	8	6	6	6	6	Pa erston Road		
55	2/–	2/–	1/11	1/11	1/10	1/9	1/9	1/8	1/7	1/7	1/6	1/6	1/5	1/4	1/3	1/2	1/1	1/–	10	8	6	6	6	6	6	tandard Junction		
56	2/1	2/1	2/1	2/–	1/11	1/11	1/10	1/9	1/9	1/9	1/8	1/7	1/7	1/6	1/5	1/4	1/3	1/2	1/–	10	8	8	6	6	6	6	Broad Lane **(12)**	
57	2/2	2/2	2/2	2/1	2/–	2/–	1/11	1/10	1/10	1/9	1/9	1/8	1/7	1/7	1/6	1/5	1/4	1/3	1/–	10	8	8	6	6	6	6	Bruce Grove Station	
58	2/4	2/3	2/3	2/2	2/1	2/1	2/–	1/11	1/11	1/10	1/10	1/9	1/8	1/7	1/6	1/5	1/4	1/1	1/–	10	10	8	8	6	6	6	Kevelioc Rd. or Westbury Av.	
59	2/4	2/4	2/3	2/3	2/2	2/1	2/1	2/–	2/–	1/11	1/10	1/10	1/9	1/9	1/8	1/7	1/6	1/5	1/2	1/–	1/–	10	10	8	8	6	**Wood Green** Coach Station	

For single fares to and from points East of Brentwood, see page 54.

251 fare table - 1st December 1957: singles. As the route was too long to fit onto one page, there were three pages, one for the WG-BD section (illustrated) one for the BD-SD section, and a 'square' one for through WG-SD fares.

Returns. 'Square' table for through WG-SD fares. Note the higher fares on summer Sundays and Bank Holidays, a hangover from City days.

Return Fares–continued

	Stage No.	Southend, Tyler's Avenue	Priory Park Gates	Cuckoo Corner	Southbourne Grove	Rochford Corner	Eastwood Rise	Rayleigh, The Chase	Rayleigh, "The Crown"	Victoria Avenue	Rawreth, "Carpenter's A."	Rawreth, Shot Corner	Shotgate, Fanton Walk	Wickford, "Castle Hotel"	Downham Corner	Jackson's Corner	Crays Hill, "Shepherd & Dog"	White's Bridge	Great Burstead, "King's Head"	South Green	Billericay, Sun Corner	Harris Corner	Huston, "The Plough"	Huston Village	Huston, "The Chequers"	Shenfield, "Green Dragon"	
	31	4/5	4/3	4/1	4/1	3/10	3/8	3/6	3/5	3/3	3/3	2/11	2/10	2/8	2/6	2/4	2/3	2/1	1/9	1/9	1/6	1/6	1/2	—	—	—	Brentwood, Kings Rd
	33	4/7	4/5	4/5	4/3	4/1	4/–	3/8	3/8	3/6	3/5	3/1	2/11	2/10	2/8	2/6	2/4	2/4	2/1	1/11	1/9	1/8	1/6	1/4	1/2	—	Brook St., Spital Lane
	35	4/10	4/8	4/7	4/5	4/3	4/1	4/–	3/10	3/8	3/6	3/3	3/3	3/1	2/10	2/8	2/8	2/6	2/4	2/3	2/1	1/11	1/9	1/6	1/6	1/1	Harold Wood, Kenilworth Avenue
	37	5/–	4/10	4/10	4/8	4/7	4/5	4/1	4/1	3/10	3/8	3/6	3/5	3/3	3/1	2/11	2/10	2/10	2/6	2/6	2/4	2/3	2/1	1/11	1/8	1/6	Gidea Park, " The Plough
	39	5/–	5/–	4/10	4/10	4/7	4/5	4/3	4/1	4/–	3/10	3/8	3/6	3/5	3/3	3/1	2/11	2/10	2/8	2/8	2/6	2/4	2/3	2/1	1/11	1/8	Gidea Park, " The Unicorn
	41	5/–	5/–	5/–	4/10	4/8	4/7	4/5	4/3	4/1	3/10	3/8	3/6	3/5	3/3	3/3	3/1	2/11	2/10	2/10	2/8	2/6	2/3	2/1	2/1	1/11	Romford, Mkt. Place
	43	5/–	5/–	5/–	5/–	4/10	4/8	4/7	4/5	4/3	4/1	3/10	3/8	3/6	3/5	3/5	3/3	3/1	2/11	2/11	2/10	2/8	2/6	2/4	2/3	2/1	Mawney's Road
	44	5/–	5/–	5/–	5/–	5/–	5/–	4/10	4/8	4/7	4/5	4/1	4/–	3/10	3/8	3/6	3/5	3/3	3/1	3/1	2/11	2/10	2/8	2/6	2/6	2/3	Whalebone Lane
	45	5/–	5/–	5/–	5/–	5/–	5/–	5/–	4/10	4/8	4/7	4/3	4/1	4/–	3/10	3/8	3/6	3/5	3/3	3/3	3/1	2/11	2/10	2/8	2/8	2/6	Little Heath, Hainault Road
	47	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	4/10	4/8	4/7	4/5	4/3	4/1	3/10	3/8	3/6	3/5	3/5	3/3	3/1	3/1	2/11	2/10	2/8	Ilford, "Green Gate"
	48	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	4/10	4/8	4/7	4/5	4/3	4/1	3/10	3/8	3/6	3/6	3/5	3/3	3/3	3/1	2/11	2/10	Ilford, Gant's Hill
	49	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	4/8	4/8	4/5	4/3	4/3	4/1	3/10	3/8	3/8	3/6	3/5	3/5	3/3	3/1	2/11	Woodford Bridge Rd
* 5/6	50	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	4/8	4/7	4/7	4/5	4/3	4/1	3/10	3/8	3/6	3/6	3/5	3/3	3/1	Woodford, Gates Corner
	51	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	4/10	4/8	4/7	4/7	4/5	4/3	4/1	4/–	3/10	3/8	3/6	3/5	3/3	Forest Rd., W.W. Cnr
	53	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	4/10	4/8	4/7	4/5	4/3	4/1	4/1	3/10	3/8	3/6	3/5	Walthamstow " The Bell "
*	55	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	4/10	4/8	4/7	4/5	4/5	4/3	4/1	3/10	3/8	3/6	Standard Junction
6/–	56	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	4/10	4/8	4/7	4/5	4/3	4/1	3/10	3/8	Broad Lane
	57	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	4/10	4/10	4/8	4/7	4/5	4/5	4/1	3/10	Bruce Gr., Rly. Stn
	59	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	5/–	4/10	4/8	4/7	4/5	4/3	**Wood Green**, Stn.

* These fares are chargeable to passengers travelling between stages 48 to 59 inclusive, and stages 1, 2, 3 or 4 on Good Friday, Easter Sunday, Easter Monday and Sundays and Bank Holidays from Whit Sunday to 30th September, who make their outward journey in the London/Southend direction.

N.B.—Passengers travelling to or from Stages 11 to 15 on Battlesbridge route to be charged fare to or from Rawreth, " Carpenter's Arms ".

Workmen's Return Fares (Brentwood/Wood Green Section)

Workmen's Return Fares :— Issued up to 8.0 a.m. Weekdays only.
Available for return journey on day of issue only.
Not to be issued on Public Holidays.

Stage No.																							
30	**Brentwood, "Yorkshire Grey**																						
31	6	Brentwood, King's Road																					
32	6	6	Kavanagh Road																				
33	6	6	6	Brook Street, Spital Lane																			
34	6	6	6	6	Vicarage Lane																		
35	7	6	6	6	6	Harold Wood, Kenilworth Avenue																	
36	7	7	6	6	6	6	Harold Wood, Gubbin's Lane																
37	10	7	7	6	6	6	6	Gidea Park, "The Plough"															
38	10	10	7	7	7	6	6	6	Upper Brentwood Road														
39	1/–	10	10	7	7	6	6	6	6	Gidea Park, "The Unicorn" or Repton Avenue													
40	1/–	1/–	10	10	10	7	6	6	6	6	Romford, Pettit's Lane												
41	1/–	1/–	1/–	10	10	7	7	6	6	6	6	Romford, Market Place											
42	1/2	1/2	1/1	1/–	11	10	9	7	6	6	6	6	North Street, Parkside Hotel										
43	1/4	1/4	1/2	1/1	1/–	11	10	9	7	6	6	6	6	Mawney's Road									
44	1/5	1/5	1/4	1/2	1/1	1/1	1/–	10	10	9	7	6	6	6	Whalebone Lane								
45	1/6	1/6	1/5	1/5	1/4	1/2	1/1	1/–	11	11	10	7	7	7	7	Little Heath, Hainault Road							
46	1/8	1/7	1/7	1/6	1/5	1/4	1/2	1/1	1/1	1/–	11	10	7	7	7	7	Newbury Park, Aldborough Road						
47	1/8	1/8	1/7	1/6	1/6	1/5	1/4	1/2	1/2	1/1	1/–	1/–	10	10	7	7	7	Ilford, "Green Gate"					
48	1/9	1/9	1/8	1/8	1/7	1/6	1/5	1/4	1/4	1/2	1/1	1/–	1/–	10	7	7	7	7	Ilford, Gant's Hill				
49	1/11	1/11	1/9	1/8	1/8	1/7	1/6	1/5	1/5	1/4	1/2	1/2	1/1	1/–	11	9	7	7	7	Woodford Bridge Road			
50	2/1	2/1	2/–	1/11	1/11	1/9	1/8	1/7	1/7	1/7	1/6	1/5	1/4	1/4	1/1	1/–	11	9	7	7	Woodford, Gates Corner		
51	2/2	2/1	2/1	2/–	1/11	1/11	1/9	1/8	1/8	1/7	1/7	1/6	1/5	1/5	1/2	1/1	1/–	11	7	7	7	Forest Road, Waterworks Corner	
52	2/2	2/2	2/1	2/1	2/–	2/–	1/11	1/9	1/9	1/8	1/8	1/7	1/6	1/6	1/4	1/2	1/1	11	10	7	7	7	Wood Street
53	2/3	2/3	2/2	2/2	2/1	2/–	1/11	1/11	1/9	1/9	1/8	1/8	1/7	1/6	1/5	1/4	1/1	1/–	10	7	7	7	7	Walthamstow, "The Bell"
54	2/4	2/3	2/3	2/2	2/1	2/1	2/–	1/11	1/11	1/9	1/9	1/8	1/7	1/7	1/6	1/4	1/2	1/1	1/–	10	7	7	7	7	Palmerston Road
55	2/4	2/4	2/3	2/3	2/2	2/1	2/1	2/–	1/11	1/11	1/9	1/9	1/8	1/7	1/6	1/5	1/4	1/2	1/–	10	7	7	7	7	7	Standard Junction
56	2/6	2/6	2/6	2/4	2/3	2/3	2/2	2/1	2/1	2/1	2/–	1/11	1/11	1/9	1/8	1/7	1/6	1/5	1/2	1/–	10	10	7	7	7	7	Broad Lane
57	2/7	2/7	2/7	2/6	2/4	2/4	2/3	2/2	2/2	2/1	2/1	2/–	1/11	1/11	1/9	1/8	1/7	1/6	1/2	1/–	10	10	7	7	7	7	7	Bruce Grove Station
58	2/9	2/8	2/8	2/7	2/6	2/6	2/4	2/3	2/3	2/2	2/2	2/1	2/–	2/–	1/11	1/9	1/8	1/7	1/4	1/2	1/–	1/–	10	10	7	7	7	Kevelioc Rd. or Westbury Ave.
59	2/9	2/9	2/8	2/8	2/7	2/6	2/6	2/4	2/4	2/3	2/2	2/2	2/1	2/1	2/–1/11	1/9	1/8	1/5	1/2	1/2	1/2	1/–	1/–	10	10	7	**Wood Green,** Coach Station

Workmen's returns. These were issued on weekdays up to 8.00 am for return on day of issue only. Ordinary returns were valid for one month.

Richard Delahay Collection

was a good motor to have on late turns out of WG when you caught all the runners finishing work from Gesteners, Lebus and Ever Ready's factories going out through Tottenham and Walthamstow. At the time the minimum fare was 6d (2½p) as against London Transport's 3d, so on a late turn back into WG we would try to get behind a 625 trolleybus somewhere through Walthamstow and scratch him back to WG. That way we could do our waybill and takings en route, so that when we got outside WG all we had to do was run our box and Setright into the office, unlock our cubby hole, put the box in and drop our takings and waybill into the night safe, while our driver took the bus round the back and parked it on the fuel pump for the night staff - then we were gone.

One sad event happened to a driver by the name of Harry Brocklebank, known to us as Brock, he was a very smart guy - collar and tie, white shirt and he wore gloves to drive. One morning at Kent Elms Corner in Eastwood he knocked a child down with an LD Lodekka in the pouring rain, the child finished up underneath the bus. Brock got underneath the bus on the wet road and gave comfort and held the child while the fire brigade jacked up the bus and got the child out. As luck would have it the child only suffered from shock.

Next month Michael explains how he became a driver.

Edited by *Richard Delahoy*, who supplied the photos, and who adds that Michael's stories of Wood Green days that were published on the message board of the fabulous **sct61** web site *(www.sct61.org.uk)* have generated a great deal of interest. Indeed, over 100 messages were posted on this one topic and the thread is still open to view and add to, at *www.sct61.org.uk/msgboard.htm#1995*



Opposite page

top:

Star of the Group vist on 10th May to **Fords of Althorne** was immaculate former Southend Transport Van Hool Astromega, which temporarily regained its original registration **JEV 245Y** for the occasion. Now 27 years old, it has been with Fords for an amazing 20 years.

bottom:

New to Hampshire Bus (219), **H819 CBP**, a standard Stagecoach bus of the 1900s - Leyland Olympian with Alexander RL body. *both Chris Stewart*

Rear cover

top:

Network Colchester 413 - One of the two ex Arriva London Darts transferred from Excel, seen in Raydon on Suffolk CC contract route 731 on 15th May.

bottom:

902 - The second 'ex 726' Volvo to be refurbished and branded for route 8, in Mill Road, Colchester also on 15th May.

both Russell Young

Fords of Altboone









www.essexbus.org.uk