

ESSEX BUS NEWS

**No.571
November 2011**



ESSEX BUS ENTHUSIASTS GROUP
www.essexbus.org.uk



Southend on Sea is one of the towns currently bidding for "City" status. To publicise and support the bid, **Arriva Southend Dart 3425, P425HVX**, was wrapped in this overall advert at the end of October. *Richard Delahoy* caught in at Asda, Shoeburyness on the 9 on October 27th. The 9 will shortly be in the hands of the new Optare Versas and 3425 will be found on other Southend routes.



Dates for your diary

■ EBN PRESS DATES

<i>EBN dated</i>	<i>reports to Editors by</i>
November	October 29
December	November 26
January 2012	December 31

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

■ 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. £1.50 donation please towards the hire of the room.
- ▶ **Monday November 28** - *Harris Bus*, a look back to the years from 1986 of this Essex & London operator that rose to prominence following deregulation, slide show by *Dave Arnold & Fred Lawrance*.
- ▶ **Monday December 19** - Christmas Social and "20 years ago" slide show by *Richard Delahoy*.
- ▶ **Monday January 30, 2012** - *Russell Young*. Another of his excellent topical presentations.
- ▶ **Monday February 27** - *Martin Weyell* concludes his *A to Z of operators* with S to Z.
- ▶ **Monday March 26** - t.b.a.

Richard Delahoy

■ 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*

front cover

Stephensons of Essex ... in Suffolk Alexander-bodied Dart 439 (Y284 FJN) in Breeze branding for the new Bury St Edmunds town network, in Barons Road, Bury on 24th October. *Russell Young*

rear cover

Craig Mara's immaculate **Eastern National** Bristol L6B 328 (PTW 110) returning home from a successful MOT on 6th August. *Chris Stewart*

First Essex has fallen heir to the erstwhile *Fruitmaster*, **RML2623** (NML 623E), previously in Flying Banana 'heritage' livery with First Eastern Counties at Great Yarmouth. Seen here at the Canvey Museum Open Day on 9th September. *David Harman*

Essex Bus News

Magazine Editor

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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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2011 programme ~ slide shows

- ▶ **Friday November 11** - slide show by Trevor Brookes
- ▶ **Friday December 9** - Xmas social & slide show by Gary Sharpe & Dave Arnold

2012 programme ~ slide shows

- ▶ **Friday January 13** - *Malta before and after 'A' Day*, by Owen Woodliffe
- ▶ **Friday February 10** - *Dave Arnold*
- ▶ **Friday March 9** - *Alan Osborne*

Other dates: Fridays April 13, May 11, June 8, July 13, August 10, September 14,
October 12, November 9, December 14. Details to follow.

■ EVENTS ETC

- ▶ **Saturday November 19:** Saturday November 19: (back to Saturday, not Sunday this year): **LOTS Autumn Transport Sale**, Harrow Leisure Centre. The Group Sales Stall will be in attendance with book, photos, timetables, etc.
>>> Also, members who pre-order *Westcliff Motor Services* book by e-mail, phone, 020 8529 4454, or post to Sales Officer (see Group Directory) will be able to collect the book at £20 post free <<<
- ▶ **Saturday November 26: Vintage Bus to Winter Wonderland** at Hyde Park and Christmas Lights Tour by Ensignbus. From Tilbury, via route 73 bus stops to Grays and

route 22 bus stops to Aveley. Bus fare £10 (£9 if pre-booked), no concessions available. Further information at www.ensignbus.com.

- ▶ **Saturday December 3:** 'Christmas Cracker' Fayre with rides on buses and fire engines at Ipswich Transport Museum.
- ▶ **Saturday December 3:** **Ensignbus Vintage Bus Winter Specials X55** (Upminster - Lakeside) and X81 (Shenfield - Bluewater). Full details overleaf.
- ▶ **Saturday December 17:** **Vintage Bus to Winter Wonderland** at Hyde Park and Christmas Lights Tour. Details as above. Timetable - right:
- ▶ **Sunday January 1, 2012:** **5th Southend Heritage Running Day.** Details next month.

Ensignbus Vintage Bus to Winter Wonderland

Local Pick Up Route:

Tilbury Town Station	1300	
Tilbury Civic Square, Newsagents stop only	1304	
Chadwell, Cross Keys	1312	Pick up route as per Route 73
Socketts Heath, The Oak	1317	
Palmers Avenue	1321	
Grays Bus Station, Bay 3	1324	
Elizabeth Road, The Treacle Mine	1328	
Belhus, Derwent Parade	1336	
Belhus, Foyle Drive	1340	Pick up route as per Route 22
Aveley, High Street	1345	
Purfleet, Garrison Estate	1351	

Then non-stop to Winter Wonderland

Departure time from Winter Wonderland 1830 Sharp
for Xmas lights London tour, then return home

Bus will stop at any bus stop along the route on request.

Please ensure you are at your pick up stop at least 2 minutes before the departure time.

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

Membership Renewals

Very many thanks to the 110 members who had renewed their subscriptions within two weeks of publication of last month's magazine. If you have not yet renewed, please use the yellow slip enclosed with the October issue and send it to the membership secretary or hand it in at the next Wickford or Colchester meetings. If you wish to pay by PayPal, there were instructions in last month's magazine.

Thank you all for your continued support for EBEG - it is greatly appreciated!

Welcome to new members ...

A warm welcome to new members :

Ian Surry of Westcliff on Sea - 1037
Allen Groves of Glasgow - 1038
Martin Glazebrook of Maldon - 1039
Doug Brown of Hutton - 1040.

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

MISSING / DEFECTIVE EBNs

For replacements, contact the Distribution Officer:

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

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

Service changes

Ensign Bus

3 Dec 11	X81H	*	Bluewater to Shenfield Station: revision to timetable.
1 Jan 12	373	M-S	Grays to Stanford-le-Hope: service withdrawn.
	374	M-S	Grays to Basildon: service withdrawn.
* operates last Saturday in August and first Saturday in December.			

Essex Community Link

31 Oct 11	845	Sun	Loughton to Chingford: service withdrawn.
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First Essex

6 Nov 11	9/10	M-F	Great Bardfield to Braintree: new service.
	20	D	Southend to Hullbridge: revised Sunday timetable.
	25	D	Basildon to Southend: peak hour journeys between Rayleigh and Little Wheatleys withdrawn.
25A/B/C		M-S	Langdon Hills to Runwell/Shotgate: revised Monday to

			Friday timetable including new link to Burnt Mills Industrial Estate.
	26	D	Canvey to Southend: revised timetable on Sunday Service 26B only.
	27	D	Temple Sutton to Canvey: revised timetable.
Regal Busways			
	26 Sep 11	213	M-S Epping to Waltham Cross: revision to timetable.
Roadrunner			
	28 Sep 11	386	Sch Buntingford to Bishop Stortford: new schoolday service.
		808	Sch Bishop Park to Birchwood School: new schoolday service.
	20 Oct 11	511/2	M-S Harlow to Bishop Stortford: new service.
	20 Nov 11	R1/31	M-S Summers to Harlow: revised timetable.
	12 Dec 11	808	Sch Bishop Park to Birchwood School: revision to timetable.
Stephensons of Essex			
	5 Sep 11	515	Sch Rochford to Rayleigh: minor route and timetable change.
	7 Nov 11	5	Sch Lexden to Colchester Hospital: new service on Schooldays only.
		816	Sch Hullbridge to St Thomas More School: minor route and timetable change.
TGM Group (Network Harlow)			
	26 Sep 11	901	Sch Harlow to Passmores School: revised route and timetable.
	6 Nov 11	X5	D Stansted Airport to Ipswich: revised timetable and not serving Ardleigh.
	28 Nov 11	4/A	M-S Harlow to Latton Bush: all journeys to operate as service 4 with slight timetable changes.
TGM Group (Network Colchester)			
	6 Nov 11	1	D Greenstead to Ambrose Avenue: revised route and timetable with service extended to University of Essex.
		2/C	D Severalls Park to Horkesley: revised route and timetable service terminating at Highwoods Square.
		6	M-S Old Heath to Colchester: revised timetable with service frequency reduced.
		8	D Highwoods to Monkwick: revised route and timetable.
		9	Sch Colchester to Highwoods renumbered service 602.
		9/10	M-F Great Bardfield to Braintree: service withdrawn.
		88	M-S Colchester to Halstead: revised timetable.
		133	D Stansted Airport to Colchester University: revised route in Colchester and timetable.
	7 Nov 11	5	M-F Lexden to Colchester Hospital: service withdrawn.
Travel with Hunny			
	5 Sep 11	X5	M-S Harlow to Debden: revised timetable and route.
	14 Sep 11	X5	M-S Harlow to Debden: revised timetable and route.
		53	Sch Chigwell to Loughton: new schoolday service.

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

■ FIRST ESSEX BUSES LTD

New/Acquired Vehicles

Some time between 27 September and 20 October, P&R Volvos 69514-7 exchanged registrations (presumably to correct a paperwork error), becoming BJ11ECF/N/E/D instead of ECD/E/F/N.

43451 P451RPW Ds Dart SFD322VR1VGW10944 Pn 9710.6HLZ6321 B40F
New 6/97 to Eastern Counties (451), acquired from First Eastern Counties Buses Ltd

Allocation changes

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

FSM=First South East & Midlands; FGC=First Group cascade, i.e. transfer to/from any other First fleet; RES=reserve (spare/retained, licensed); D/L(S)=spare/retained (delicensed); D/L(D)=delicensed for disposal; DS=Driving School; PH=Private Hire; Sh=shuttle bus (non PCV)

BN-Basildon; BE-Braintree; CF-Chelmsford; CN-Clacton; CR-Colchester; DT-Harwich; HH-Hadleigh (although after 56 years such codes no longer appear on the Company's official allocation sheets)

By observation: 34285 RES-FSM; 34288 RES-FSM; 34302 RES-FSM; 43356 FSM-CF; 43451 FSM-BE; 60766 FSM-BN; 60767 FSM-BN; 66169 FSM-BE

Disposals:

34285/8, 34302 to *First Midland Red Buses Ltd* (at Redditch). Interestingly FMR had previously operated 34287/9 which were disposed of in 8/07 and 4/11 respectively.

Area News - workings and sightings

Pointer Darts – by 17th November, 46153 was parked out of use at Basildon with ticket machine removed, leaving 46158 as the last step Dart in passenger service. It saw use on the 45 several times during the month as well as the 42 on 6th October.

PWR Olympians – 34303/9 remain out of use at CN, the latter partly cannibalised for parts. 34301/4/10 are officially in reserve at CR, but 34301 was in use at BN throughout most of October together with 34314/5 which are allocated there. 34304 was in use at both DT and CR, together with CR's allocated 34305/7/8. 34310 remained in use, at CF early in the month but later at BE until 34613 (K613LAE) returned to use there on 2nd November and 34310 moved back to CF.

Clacton (CN) & Harwich (DT)

Tridents at CN had been more reliable during October until 29th when 32847/50/54 all failed in service. Vehicles parked at Telford Road out of service on that date were:

Olympians 31376 34282 34303/9/55 34610 (the latter still taxed)

Darts 40734 41642, Lances 60102 67003/4/5/8/9, Volvo trainer 60321 and Scania 65524

The proposed transfer of 65626 from BN to CN did not place - it was working from CR

during October although noted at CF on 2nd November (service 42).

September

- 27th CN41644 on 74
- 28th CN57001 on 74 (use of a Primo is quite common on 16.35 ex CN as it works off service 13)

October

- 17th 34304 on DT104, CN43802 on 74 (see above)
- 18th CR34305 on 76 (09.05 CR-CN and then all day)
- 29th 34304 on 76 (12.05 CR-CN, 14.05 and 16.05 CN-CR and returns)

Colchester (CR)

Observation suggests that service 70 sees B7RLE/Wrights and B10L/Wrights daily, with B7TLs and SLF/Super Pointers appearing frequently and the 70X usually double deck with B7TLs. The W-EOW B10LEs have become common on 509, alongside the B7RLEs.

October

- 10th CR34304 on 75B
- 13th CR34018 on 66A, CR34307 on 64A
- 14th 34304 on 65
- 16th CR32476 on CR-CF rail replacement for NXEA
- 17th CR34018 and CR34307 on 68
- 18th CR34018 on 68, CR34305 on 76, CF40733 on 509
- 19th CR 34018 on 88 to Great Yeldham, CR34307 on 62
- 20th CR32483 on 63 - first observation of type; CR34014 on 88, CR34308 on 75
- 22nd CR34305 on 75B, CR34307 on 75
- 24th CR65553 on 71A
- 25th CR32482 on 1
- 28th CR32485 on 1
- 29th CR34308 on 64, 34613 on 75
- 30th CR34307 on 62

Chelmsford (CF) and Braintree (BE)

October

- 6th 40733 on 132
- 9th CF66815 on NXEA Broxbourne-Hertford East rail replacement
- 14th BE30902 on 132, 43484 on 131
- 15th BE43436 on 30
- 19th 40733 on 70
- 21st 65626 on 71
- 22nd CF42923 on 42 (returned from loan to BN)
- 23rd CF66799 on X30
- 25th CF40737 on 71
- 27th BE43436 on 70
- 28th CF42919 on 71A
- 29th 20500 on X30, BE42484, BE53701, BE66169 & BE66828 on 132, two B7TL on c2c rail replacement, BE42489 on 70, CF43356 on 42, BE43451 on 21

Basildon (BN) & Hadleigh (HH)

October

- 10th 34301 on 551 (18.15 ex Brentwood)

11th 34301 on 25
14th 34301 on 25 (09.15 and 12.45 ex SD)
23rd BN42443 on 73
27th 34301/15 on 25
29th 34301/14/5 on 25, 34011/2 on 25B, 65692 on 100

Other news

Another report from our good friend and Canadian member Paul Bateson, who recently found two former Eastern National VRs at work with Prince Edward Tours Inc of Charlottetown. These were one time 3127 (XHK232X), now pink and carrying PEI licence plate CK902 (and SMS37H on the rear), and 3233 (LUA717V), now blue as CN611 (and with RLJ799H on the rear). Both were previously with Absolute Charters Inc of Halifax, Nova Scotia. 3127 survived being blown into a ditch with EN and also the Colchester depot fire in 1994, an event which prompted acquisition of a number of secondhand VRs – including 3233 from Yorkshire Rider - to replace vehicles lost.

Veteran former Westcliff-on-Sea Motor Services Bristol K5G AJN825 again successfully made the trip to the Isle of Wight for the IOW Bus Museum's Annual Running Day on 16th October, working three round trips to Godshill on the day. Three other K5Gs of similar vintage were also there, Southern Vectis open tops CDL899 & DDL50 together with highbridge Bristol Tramways GHT154.

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

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

Chris Stewart

Arriva

■ ARRIVA EAST HERTS & ESSEX Limited

Corrections

EBN569 - Vehicles out - delete 5425 (W425 XKX) not transferred to parent company

New vehicle

3881 KX11 PZY Volvo B7RLE YV3R6R628BA149984 Wright AF417 B45F 8/11

Vehicles out

3908 (BU 06 HSN, 3909 BU 06 HSO): Arriva The Shires (Watford) 9/11
5427-9/43/6/7 (W427-9/43/6/7 XKX): Arriva the Shires by 9/11

General

To clarify the position with regard to the Tridents, only 5425/33/42/5 remain at Ware for a PVR of three.

Application has been made to and approved by the Traffic Commissioners to transfer the

Harlow operations and vehicles to TGM with effect from 1st January 2012. The Ware operations are continuing under the Arriva East Herts & Essex licence but future operations at Harlow will be under the TGM Group.

As the PVR for Greenline service 724 is now only seven vehicles, 3908/9 have been declared surplus and are now working from Watford having been repainted into Arriva 'Interurban' livery.

Mark Garrett

■ ARRIVA SOUTHEND Limited

New vehicles

The new Optare Versas were launched at Southend Airport on 11th November with all twelve buses displayed together (full report next month). They were due to enter service within a few days of the launch. They have received 'The Wave' route branding for service 9. The Versas are Mercedes-Benz engined and B37F seated, fleetnumbers/registrations as follows:

4201 - YJ61 CHV	4204 - YJ61 CHZ	4207 - YJ61 CJO	4210 - YJ61 CJX
4202 - YJ61 CHX	4205 - YJ61 CJE	4208 - YJ61 CJU	4211 - YJ61 CJY
4203 - YJ61 CHY	4206 - YJ61 CJF	4209 - YJ61 CJV	4212 - YJ61 CJZ

The Versas are the first new buses at Southend since the Dennis Tridents in 2000 and the first new single deck buses since the arrival of the T/NMJ registered Dennis Dart SLFs in the summer of 1999.

Further to EBN569, the two extra Versas for Southend are in fact two of eight originally due for Arriva Kent & Sussex at Tunbridge Wells for the 402 (Tunbridge Wells - Bromley).

Once the Versas enter service the following Dart SLFs are due to transfer from Southend:

- 3172 (N234 TPK) to Arriva Medway Towns at Sheerness
- 3181 (P181 LKL) to Arriva Kent & Sussex at Maidstone
- 3400/3 (R310/3 NGM) to Arriva Kent & Sussex at Tunbridge Wells
- 3402 (R312 NGM) to Arriva Medway Towns at Sheerness

Liveries etc

Dart SLF 3425 (P425 HVX) has received an overall advertisement for the bid for "City" status for Southend on sea.

General

With effect from 1st January 2012, Arriva Southend Ltd. (Southend Transport Ltd. renamed on 2nd April 1998) is to be subsumed into Arriva Kent Thameside Ltd., which will then comprise the depots at Dartford, Grays and Southend.

In the same restructuring, the Northfleet depot of Arriva Kent Thameside Ltd. and Arriva Medway Towns Ltd. (Gillingham and Sheerness depots) will form a new company, Arriva Kent & Medway Ltd., and Arriva Kent & Sussex Ltd., Arriva Guildford & West Surrey Ltd. and New Enterprise Coaches (Tonbridge) Ltd. will be merged as Arriva Southern Counties Ltd. (presently the non-operating holding company for all of the above).

Southend Corporation Transport

Former London Transport Daimler wartime CWA6 D27 (GLX 913), new with a utility body, but after sale to Southend CT, where it was numbered 263, rebodied by Massey, has passed to Ensign Bus for their museum fleet. 263 had been withdrawn in 1963 and sold to Southend Constabulary. It was well known as the "Police" bus, painted dark blue and grey and used as a mobile classroom. It was usually to be found parked in the back row at the

SCT London Road depot when not in use. Sold for preservation in 1972, it has had a series of owners since. Structurally sound, it needs considerable restoration work and TLC after being stored in the open for some years. The bus wizards at Purfleet will no doubt weave their usual magic on it!

*Peter Mansbridge with thanks to Richard Delahoy, David Harman,
Invicta (M&D and East Kent Bus Club)*

TGM Group

■ NETWORK COLCHESTER

Dennis Dart SLF/Wright 3439 (R169 GNW) has left Colchester. It has been replaced by Dennis Dart SLF/Plaxton 403 (S303 JUA) from Network Colchester. This now carries TGM livery, having previously carried lime green livery for route 4 in Harlow.

From 4th November the ECC contract service 9/10 (Braintree -Great Bardfield) passed to First, resulting in a reduction in the PVR by two at Colchester.

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

Centrebuses

Recent arrivals at Harlow are further former Stagecoach London Dart SLF/ Alexanders 556/8 (Y297/9 FJN).

Scania N230UB/Wright 748-751 (YN08 MRO, YR59 NNT/U/V) have departed from Harlow for Huddersfield (748/750) or Leicester (749). 751 was still at Harlow, out of use as at the end of October, but is thought to have gone north too by now.

Ian Ransom with thanks to LOTS

Ensignbus

■ DEALING STOCK MOVEMENTS

Vehicles in

from

Alexander-Dennis: Enviro 400 demonstrator SN59 AWW

Arriva London: Olympians J350-2 BSH, Metrobus E771 JAR

Arriva The Shires: DAF P201 RWR

Faces to Places Coaches, Coventry: Scania AIG 7944.

London General: Dart S92/107 EGK

Metroline: Tridents T71/126/9 KLD, Darts V125 GBY, Y656/7 NLO, Y157/248/9 NLK, W136/148 ULR, W122/4/7/33/6/43 WGT

Rotala: Volvo B9TL AE60 GRU (low bridge victim, now converted to open-top)

Stagecoach Bluebird: Volvo B10Ms R636 RSE, P152 ASA

Stagecoach London: Tridents V140/4/52/3 MEV, V364 OWC, X286/313/24/383 NNO, Darts Y342/3/76 FJN

Stagecoach Merseyside: Volvo B10M P112 DCW

Stagecoach South Wales: Volvo B10M P806 XTA
Veolia Transport: Volvo B10M Y8 PJC, Y338 AUT, Volvo B12M PJ02 AAA
 Primos CN07 FSK, CN57 EFK, MAN CN07 FSE,
 Solos CN07 FSO/CN04 NFM/CN06 BXK/BXJ
 Volvo B7RLEs CN07 HVJ/HVK
 Volvo B12Bs FJ55 YCG/YCK, FJ56 YWG/YWA, YJ03GXW
 Scania 114s YN04 GPV/GPF
 Iveco/Beulas YN04 AXZ, YN54 AEB
 DAFs CNZ 3819/3820

Vehicles out

Dublin B6s 00-D-70027/25 to now X979 CNO and X52 CHJ with
Aintree Coaches, Liverpool
Volvo B7TL X699 EGK, Volvo B10Ms P112 DCW, P152 ASA, P806 XTA:
Alpine Coaches, Llandudno
Trident V161 MEV: **Anglian Bus**, Beccles, Suffolk
Dart S366 ONL: **Brent Community Transport**, London
Solo YJ54 BTV: **Centrebus Group**
Volvo B7TL X595 EGK: **Croydon Coaches**
Dart P514 RYM: **Eastonways**, Ramsgate, Kent
Olympian N418 JBV: **Express Motors**, Gwynedd
Solos MX56 AAO/CN56 FDP: **Faresaver**, Chippenham, Wilts.
Volvo B7RLEs CN07 HVJ/K: **FirstGroup**
Volvo B10M R636 RSE: **GHA**, Wrexham
Darts R126/42/51/3 RLY: **Grant Palmer**, Dunstable, Beds.
Trident T126 KLD: **Green Bus**, Birmingham
Volvo B10M Y8 PJC, Volvo B12M PJ02 AAA, Scania AIG 7944:
Heritage Coaches, Brighton
Tridents V216 MEV, X237/53/361/3 NNO, T71/129 KLD:
Kingsley Coaches, Chester-le-Street, Co Durham
Javelin AIG 5289: **KK Minibuses**, Milton Keynes
Trident V162 MEV, Primo MX07 JPO:
Lawrenson, Preston, Lancs.
Scania YN03 DFZ: **Lewis Coaches**, Greenwich
Olympians M226 SVN, K103 JWJ:
Linburg Touring, Sheffield
Tridents LV52 HHP/HHR: **Norfolk Green**, Kings Lynn
Super Metrobus B10 MSE: **Red Route**, Northfleet, Kent
Darts W133/6 WGT: **Regal**, Cooksmill Green, Essex
Tridents X303/315 NNO: **Swanbrook**, Cheltenham
Dart V674 FPO, Enviro 200s YX09 HZJ/HZH:
Tates Travel, Barnsley
Olympian J629 CEV: **Turners**, Halstead, Essex
Enviro 300s SJ56 GBY/GCF: **Yellow Buses**, Bournemouth

Dart S92 EGK: **Mayhem Events**, Abridge, Essex

DAFs CNZ 3819/3820, Iveco Beulas YN04 AXZ, YN54 AEB,
Volvo B10M Y338 AUT, Volvo B12B YJ03 GXW:
Bob Vale Coach Sales

Dart EU04 BVD: **City Direct**, Galway, Eire
Tridents PN03 ULK/W: **Island Sightseeing**, Malta, converted to open top

■ ENSIGN BUS CO. LTD.

Acquired vehicles

from Metroline London Northern TA91-4

191 T191 CLO Dennis Trident SFD113BR1XGX20419 / Alexander 9916/10 H**/**F
192 T192 CLO Dennis Trident SFD113BR1XGX20425 / Alexander 9916/11 H**/**F
193 T193 CLO Dennis Trident SFD113BR1XGX20426 / Alexander 9916/12 H**/**F
194 T194 CLO Dennis Trident SFD113BR1XGX20427 / Alexander 9916/13 H**/**F
New 8/1999. Converted to single door by Ensign and all now in fleet livery.

from Alexander Dennis Ltd.

123 SN59 AWW ADL Enviro 400 / ADL Enviro 400 H37/27F new 10/09
Former demonstrator in red/gold livery, most recently with Oxford Bus Company, Thames Travel, Stagecoach in Oxford and McGills, Paisley. The previous Enviro 400, 121 (SN56 AWW) left the fleet in July for Aintree Coaches.

from Stagecoach London 34342

742 Y342 FJN Dennis Dart SLF SFD322BR1YGW15470 / Alexander ALX 200 0071/15B34F
New 5/2001 as B33D to East London SLD342.

The current fleet of ex-Stagecoach London ALX 200 bodied Dart SLF's now stands at five as follows:

739 - Y339 FJN - 10.8m	780 - LX51 FGK - 10.1m	782 - LX51 FGA - 10.1m
742 - Y342 FJN - 10.8m	781 - LX51 FGD - 10.1m	

Disposals

Dart/Marshall Capital 719 (R619 VEG) has been sold to TWH, Harlow.

Services

Ensignbus operated Thurrock Council routes 373 and 374 cease on 31st December 2011. The 373 will be withdrawn. A revised 374 (which more or less encompasses both routes) will operate from 3rd January 2012 operated by Go Ride CIC, an operator also tendering for other routes in Essex. Plaxton Dart MPD's 653/4/6/7/9 (Y253/4/6/7/9 NLK) will be withdrawn and put up for sale at the end of December due to the loss of the 373/4.

■ ENSIGN MUSEUM/HERITAGE

On 26th October a rare vintage vehicle arrived at the Ensign premises - ex-Southend Corporation Transport No. 263 - Daimler CWA6/Massey, GLX 913. Massey replaced the original utility body, whilst with Southend. New to London Transport as D27, it passed to SCT as 263, and then to the Southend police. It has been previously preserved in ST livery and Derby livery.

Mark Lloyd with thanks to Paul Dickson and Ross Newman of Ensignbus

Galleon Travel 2009 Ltd

Current fleet comprises:

WA09 HTO	Bova Magiq C49Ft
WA09 HTX	Bova Magiq C49Ft
YN07 LFT	Scania Irizar C49Ft
FJ56 YWB	Volvo B12B / Plaxton Panther C49Ft
CN54 HFE	Volvo B12B / Jonckheere C49Ft

PSU 316	Ayats Bravo C75Ft
B10 GTL	Volvo B10M/ Jonckheere C51Ft
LSK 607	Mercedes 0814 Plaxton C25F
P856 GND	Volvo B10M / Alexander B49F
P857 GND	Volvo B10M / Alexander B49F

There are two registered services:

E971 Theobalds Grove - Nicholas Breakspere School
880 Hammond St - Chancellors School

The company moved into new premises in January 2011, at Tylers Cross Yard, Epping Road, Broadley Common, Nazeing, EN9 2DH.

Ian Ransom with thanks to Mark Bowden

Heddingham

Disposals

L310 VJO 206X to Ladycars UK Ltd

L314 FWL 779Y to Ladycars UK Ltd

both by 9th October. This leaves Tiger/ECW L148 WPH 135Y as the remaining vehicle unsold from July withdrawals stored at Sudbury.

Subsequent information

The Lynxes acquired by Regal Busways are numbered as follows:

103 - J724 KBC, 104 - H48 NDU, 105 - J295 TWK

103 has now been repainted into new Regal Livery and 104 and 105 will follow in due course, primarily used on Regal's school network and new services as below:-

2 Southend - Chelmsford via Ashingdon, Rochford and Hockley Mon/Wed/Fri

6 Southend - Chelmsford via Eastwood, Rayleigh Tues/Thurs

and 680 Wickford - Southend Mon - Fri

Further to last month L305, L307, L310, L313, L314, L316, L317, L331, L332 are confirmed with Ladycars UK Ltd.

Owen Woodliffe reports he verified eight ex-Heddingham ECW Olympians were working on the South Essex College contracts with LC Transport (UK) Ltd. on 20th October, an operator who appears to have succeeded Ladycars, and which has the same address - 8A Rigg Approach, Leyton, London E10. It is understood they have an operating centre near the former Bata factory at East Tilbury.

Allocations

L207 KN to CN by 8th October

Mark Lloyd with thanks to David Arnold, Steve Carr and Owen Woodliffe

Olympus / Roadrunner

Correction: (EBN 570): Mercedes 0814D LSK 607 and Bova Magiq WA09 HTO are not with Olympus or Roadrunner, but with Galleon Travel (2009) Ltd. Olympian's yard was used for



To and from The Hedinghams

Ruffles of Castle Hedingham has acquired former Southend 261 (F261 RHJ) from Lodge, High Easter for their increased school contracts. These operators have almost identical liveries so this Alexander Olympian at Haverhill has just had its former name removed.

There has been a cull of of ECW Olympians at Sible Hedingham and eight were noted on 20 October with **LC Transport**, an offshoot of Ladycars UK, for their new operation on South Essex College services. Former L332 (CUD 224Y) is, along with the others, still in previous colours. *Owen Woodliffe*



a few months at the end of 2010/January 2011, after Galleon was purchased from Centrebus, and this may have led to mis-reporting. Thanks to Mark Bowden who has cleared this up and also provided details of the current Galleon fleet (see earlier).

Since 5th September, some vehicles have been hired to SM Coaches to assist on routes 19-21: B7TLs W462/73 BCW and the odd Dart have been noted.

Dart K714 KGU has been scrapped and R677 RWU is following suit.

Ian Ransom with thanks to Mark Bowden and LOTS

Regal Busways

Acquired from Ensign Bus (dlr) are former Mitcham Belle Dart/Plaxtons W133/6 WGT.

Ian Ransom

Stephensons of Essex

435-9, the five Alexander ALX200 bodied Darts recently acquired are all allocated to Haverhill depot and route branded for the new Bury St Edmunds town services 1/2/3, collectively marketed as "Breeze". Hence these buses will not normally be seen in Essex.

Also at Haverhill and now in use on school contracts is heritage fleet Leyland Olympian 1511, D511 PPU, the former Eastern National 4511. It is currently running in a plain beige livery as acquired (but minus the branding for the former operator, Great Yarmouth & Gorleston Steam Packet Company).

Outward loans have seen Olympians 771 (G371 YUR) and 859 (H159 BKH) loaned to Xelabus, Chandlers Ford, Hants during October. Meanwhile, the two double-deckers on loan to Norfolk Green (YN07 LHD Scania and V415 KMY Trident) remain there at present.

Ian Ransom with thanks to Richard Delahoy, Lyn Watson and Bill Hiron

Community Bus Operators

Go Ride: The website (www.goridebus.co.uk) announces that service 72 will commence on Saturday 19 November, with one return journey between Jaywick and Colchester. It is not clear whether this operates on days other than Saturdays.

Service 79 (Brightlingsea Bullet) will operate additionally on Thursdays from 15th November to a revised routing, partially replacing the 79A (Brightlingsea Town Service), withdrawn from the same date.

It is understood that Go Ride assume Thurrock Council tenders from 1st January 2012 for the revised 373/4, presently operated by Ensign Bus. We await developments with interest.

Harwich Connexions: A further minibus here is Mercedes Benz 413CDI/UVM KX56 CG.

Ian Ransom and David Harman

Other operators

- 1st FOR LIMOS, Benfleet** Volkswagen Crafter minibus LM09 BUS (CU09 HFW) has been sold.
- ACME BUS, Molehill Green** Vehicles recently acquired are ex Lodge, High Easter F20 DGE (P899 FMO) a Dennis Javelin/Berkhof, plus LK03 HYB an Iveco 65C14/Frank Guy from London Borough of Harrow. These join former Lodges Dennis Javelin/Plaxton F882/3 RFP here. Vehicles sold are Ford Transit DIG 2558, LDV Convoy DIG 8568 (T647 LAU) and Fiat Ducato P47 HHL.
- AMBER, Rayleigh** LDV Convoy X533 HJM has been sold.
- ARCHER MUNRO Birchanger** Acquired are Ford Transits VN51 WRW, MT02 OKX (non PSV) and LDV Convoy AE53 OGH, LJ53 LDE (non PSV). Ford Transit R645 UDV has been sold.
- BARKERBUS, Roydon** Scania K113/Plaxton D104 XAN has been sold to Z-Carz, Longton.
- BASILDON TRAVEL, Wickford** Fiat 315/Lorraine J833 WDC was sold some time ago.
- BRADAMOUR, Leigh-on-Sea** Ford Transit N693 WRP has been sold for scrap.
- BROWRING, Westcliff** Renault Master N693 WRP has been sold.
- CLINTONA, Brentwood** Mercedes Benz 0814D/Transbus SF04 HXL has been sold.
- CM3 CARS, South Woodham Ferrers** Acquired are Iveco 35S12 EU56 EXZ and Ford Transit RJ60 PPK.
- DMA, Brentwood** Mercedes Benz 609D/Autobus M328 TDO is reported as being sold. It is thought that this operator has now ceased.
- DONS, Great Dunmow** Acquired recently are Dennis Dart/Plaxton M63 VJO from New Horizon, Frating and Van Hool T917 Astron YJ08 NTL from Beeston, Hadleigh, which has been re-registered DH08 DON
- FARGOLINK, Rayne** LDV Convoy X679 ABN has been sold.
- FLAGFINDERS, Braintree** During mid October Volvo Olympian P265 MSX was in use on the Braintree to Freeport shuttle bus, in place of the usual Solo MX57 CBF
- FLORIDA, Halstead** Vehicles sold are Mercedes Benz 108D, R382 DNB and Iveco 35-10/O&H R364 LRP.
- HAWAII FIVE O, Colchester** Ford Transit W208 VNO has been sold.
- JOHN JAMES LUXURY TRAVEL, Coxtie Green** Ford Transit GY52 OVW has been sold.
- KB COACHES, Wickford** Acquired from Lake Coaches, Isle of Wight is C6 DUR (X474 ROA) a Setra S315.
- KELLY'S Latton** Mercedes Benz 311CDI has been acquired.
- KNIGHTS COACHES, Witham** LDV Convoy S466 OEW and Mercedes Benz 111CDI BV54 XDR have been sold, the LDV for scrap.
- LINKFAST, Thundersley** Leyland Olympian/ECW ARP 608X has been sold for scrap. Similar C32 CHM is now with Redroute, Northfleet.
- LODGE, High Easter** A second ex East Yorkshire, Volvo Olympian/Alexander is N592 BRH. Optare Excel V118 LVH and V936 VUB, were converted to single door some time ago, seating B48F and B40F respectively. Former Southend Transport Leyland Olympian/Alexander F261 RHJ has gone to Ruffle, Sible Hedingham.
- LOGIC TRANSPORT, Nazeing** Ford Transit P688 OAV has been sold.
- MANNING, Purfleet** Ford Transit AG04 MYL has been sold.
- MARINA CARS, Chelmsford** Ford Transit RA04 YHW has been sold.
- MILESTONE, Canvey Island** Scania K114/Irizar ET03 LCT has been acquired from Barry's Coaches, Weymouth, it has since been re-registered N200 MSC
- NCS, Widdington** LDV Convoy T328/34 VJN have been sold.
- NEW HORIZON, Frating** Dennis Trident/Alexander V124 MEV is reported as being withdrawn. The use of fleetnumbers ceased during the summer.

PANTHER TRAVEL, White Roding

Acquired from First Hampshire & Dorset is Dennis Javelin/Plaxton N320 NHY. Leyland National YEV 307S is now with Steven Hughes, Colchester for preservation, who has had it repainted in Westcliff livery.

PETER GODWARD, Basildon Irisbus 397E/Beulas YN07 DZX has been sold to Regent Coaches, Whitstable.

P&L MINIBUS, Colchester Ford Transit EF52 KSE and EU04 EAA have been sold.

STANWAY TRAVEL, Layer-de-la-Haye Ford Transit W204 YHJ has been sold.

STUARTS MINIBUSES Wickford LDV Convoy BX04 PWV has been sold.

SWT, South Woodham Ferrers Ford Transit R927 GNH has been sold.

TERRAVISION, Stansted Scania K114/Irizar YN04 YJL has been sold to Strafford's Coaches, Wrexham.

TONY GLEW, Little Tey Mercedes Benz

711D/Onyx P160 LSC has been sold.

TWH, Loughton Former Ensign Dennis Dart SLF/Marshall R621 VEG is now in blue and gold fleet livery.

VICEROY, Saffron Walden Recent additions are Optare Solo M920 KX53 SDO, ex Veolia Cymru, MAN 18.350/Neoplan R291 THL ex Jan's Coaches, Soham and P260 RUM a Mercedes Benz Vario/Plaxton ex Cresswell Coaches, Moira. R291 THL is now registered RUI 9503, while another re-registration is WA53 FDK a Bova Futura FHD13-340, now RUI 9504. DAF SB2305/Plaxton RLZ 7362 (E652 EEO) has been sold for scrap

WALDEN TRAVEL, Saffron Walden Only just reported is that Wright Streetline MX11 EHC was on loan in late July. It was seen working on service 59 (Haverhill-Clavering), while here.

Ian Ransom, with thanks to the PSV Circle

Barkerbus

Fleet list: October 2011

MIW 8529	MCW DR130/31	MCW	CH55/17DT	<i>previously</i> C978 HOX
NIW 8795	Volvo B10M	Plaxton	C53F	A655 UGD
PJZ 9335	Bluebird Q	Bluebird	DP60F	N734 EOT
SIB 3277	Plaxton 425	Lorraine	C51FT	L347 MKU
K18 WPA	Renault PP160	Wadham Stringer	DP33F	WIW 4748
WIW 4749	Neoplan N122/3	Neoplan	CH57/22CT	G337 KWE
XAZ 2718	Duple 425	Duple	C??F	SIB 3276, L345 MKU
VBD 310H	Bedford VAL70	Plaxton	C48F	
G408 NET	Mercedes Benz 308D	Whittaker	C16F	
G409 NET	Mercedes Benz 308D	Whittaker	C16F	
G39 YJA	Mercedes Benz 0303	Mercedes Benz	C??F	
N982 BHE	Dennis Javelin	Wadham Stringer	DP33FL	
P36 JCR	Bluebird Q	Bluebird	DP60F	
P37 JCR	Bluebird Q	Bluebird	DP60F	
S105 KJF	Irisbus 391E	Beulas	C51FT	
FA54 WMW	Dennis Javelin	Wadham Stringer	DP31F	

Ian Ransom



Spotlight on ... Tony Glew, Colchester

Tony Glew has operated coaches since 1989, specialising in school contracts and private hire, and is based at Great Tey. The current fleet is all single deck but double decks have featured in the past. *Keith Woods*

Current fleet: November 2011

				<i>name / previous reg.</i>
AKZ 3675	Volvo B10M	Berkhof	C49FT	FHJ 841Y - withdrawn
TJI 4147	Dennis Javelin	Wadham Stringer	C35F	N956 CVP
KVJ 291Y	Bedford CFL	Plaxton	C17F	Little Ben - withdrawn
B3 CEC	Dennis Javelin	Plaxton	C51FT	J718 KBC
F781 GNA	Leyland Tiger	Plaxton	C53F	
L480 NUD	Toyota HZB50R	Caetano	C18F	Charlie Boy - withdrawn
M348 MCY	Dennis Javelin	Berkhof	C50FT	
N157 CMM	Fiat 49-10	Fiat	C19F	Little Ted
R513 SCH	Bluebird CSRE	Bluebird	B60F	Billy
S986 HUB	LDV Convoy	Capital	M16	
S731 SKE	Iveco 35-10	Euromotive	M16L	
T320 UEU	Mercedes Benz 310D	Euromotive	M12	
V208 EAL	Iveco 59-12	Mellor	C25F	Miss Rosie
X256 XBX	Renault Master	Cymric	M14	
EO52 EEH	Iveco 40C13	Me	M16	

Ian Ransom

Leyland Tiger **F781 GNA** was new to Shearings in February 1989, passing to Heddingham as L201 in 1993, thence to Tony Glew ten years later. It has recently been painted in the latest livery. *Keith Woods*



R513 SCH is a Bluebird 60 seater school bus which came from Staffordshire County Council and is popular here for a variety of schools work. *Keith Woods*

B3 CEC is a Dennis Javelin purchased on May 2010 from Lodge, High Easter whose colours it retains. *Keith Woods*





The last double-deck operated was ECW coach bodied Leyland Olympian **PLZ 2876** which was new as Eastern National 4510 (D510 PPU). It was sold in 2010 to A C Aldis of Framlingham, Suffolk. *Trevor Brookes*

Still on the premises is long withdrawn Plaxton C17F bodied Bedford CFL **KVJ 291Y** which came from Woodhams of Ryde, IOW in 1994. It is seen here in happier times on hire to Genial Travel for a day trip. *Trevor Brookes*



PTW 110

The recent return to the road of Bristol L6B coach PTW 110 after 35 years marks the culmination of several years' intensive work at Canvey by owner Craig Mara and Ian Mahoney. Only two of these streamlined ECW bodies now remain on exposed radiator chassis, the other being Dr Mike Walker's NAE 3 which has also been restored to its former glory. The 'Queen Mary' tag is sometimes applied to these coaches although many restrict it to the more numerous concealed radiator version on LL and LWL chassis (as well as AEC Regals such as preserved former Tillings MXB 733). It marked a radical departure by ECW from any design which they had produced before, capturing the optimism of 1950 although only for a brief period as, within a very few years, the introduction of underfloor engined designs made for a transformation in coach design.

There were only 38 of these 7'6" x 27' coaches, all AVW-engined Bristol L6Bs; of these, 17 worked for Eastern National although only ten were delivered new. Absorption of Westcliff on Sea Motor Services brought their three to EN and a further four were acquired from United Counties (EBD 238-41). One of these, EBD 238, was later rebuilt as a stores lorry (with what appear to be SC windscreens) and was a regular sight for a number of years in its



pale green and cream livery. It eventually ended up at Canvey Museum and yielded parts for PTW during the 1970s.

The full list of deliveries was:

- Bristol Tramways 2465-7 (NAE 1-3)
- Eastern National 4098-4107 (PTW 101-10)
- United Automobile BLO510-9 (NHN 110-9)
- United Counties 809-814 (EBD 236-241)
- Westcliff (EHJ 27-9)
- West Yorkshire 660-5 (JWU 889-894)

Three PTWs (107-9) passed to United Counties with EN's Midland Area in 1952 but returned to Essex in 1958. Most had been withdrawn from Tilling fleets by 1963, the first two United Counties examples (EBD 236/7) passing to South Midland in 1959. After disposal, a number saw use throughout the country with independents or - rather ignominiously - with contractors, but in most cases not for long. PTW 101 was rather curiously converted to a horsebox! PTW 110

(by now numbered 328) passed, as did most EN vehicles at the time, through the hands of dealer Twell, Ingham to run - with four other sisters - for Shephardson of Barton-on-Humber until 1965, whereupon it entered private ownership.

Interestingly, amongst their earliest purchases Hedingham & District bought several Bristol Ls from Bristol Omnibus (as





it had become), initially buses but joined in October 1962 by NAE 2 which served as L30 until October 1967. It was joined by two LWL6B coaches in 1965, L36/7 (OHY 997/3). All have long since gone but on 6 August PTW 110 was successfully MOT'd and will

hopefully meet up with NAE 3 in due course.

Chris Stewart

*With thanks to Craig Mara, Mike Walker, Allan MacFarlane and Gerry Tormey's website
<<http://www.bristolsu.co.uk/>>*



Hospitality provided by A Smith Gt Bentley Ltd.

A.Smith Gt.Bentley Ltd or ASGB to give its familiar company name is a small coach building company situated in Frating, with its roots firmly in commercial body building, offering bespoke designed bodies on rigid truck or semi-trailer chassis, tailored to the outside broadcast vehicle and mobile medical unit industries.

However, their other line of business, corporate hospitality vehicles, sometimes throws up the occasional PSV derived chassis conversion or maintenance/ modification request.

The following article highlights a few of the past such vehicles maintained or modified by ASGB and frequent visitors to the Tendring peninsular which may not have been realised by our readers.

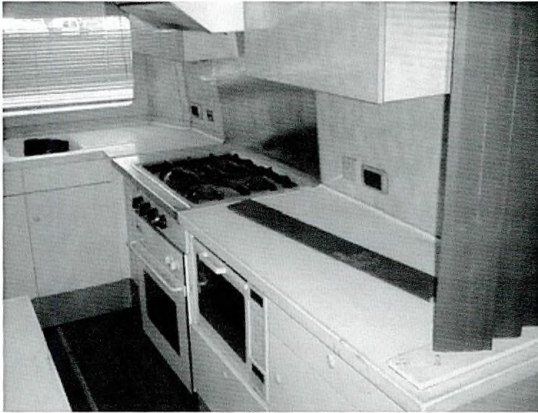
D256 AHG

The concept of most hospitality vehicles is to provide a mobile office space or working media space, to attend various locations, following sports events throughout Europe,

invariably being able to generate their own power and provide in many cases, their own catering facilities.

One such vehicle designed as such from the outset was D256 AHG, a Duple 425 integral ordered by Charles Stewart for Marlboro racing hospitality support in 1987. The chassis was SDAK1504/004 and this was only the fourth production Duple 425 chassis, but as can be seen was not registered until 5/87 when at the similar time Lacey's D325 ACK was being registered with chassis number 28.





The body was a standard looking 425 shape but had very shallow windows as can be seen in the view below whilst in ASGB's yard at Frating. ASGB assisted to fit out the internals of the coach and maintain and modify its internal layout during its career. Typical internal photos can be seen of the interior (overleaf) and kitchen (above).

N4, N5, N6 PME

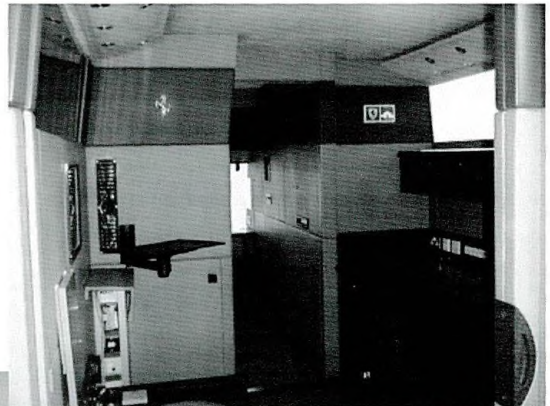
Following on from the Duple 425 Philip Morris decided to place an order in 1995/6 with S J Johnson in Rotherham, the Neoplan agent at the time, for three purpose built integral

Neoplan coaches designed with hospitality in mind from day one. The resulting coaches, N4 PME, N5 PME and N6 PME were built from new as hospitality units in the German factory. The PME registrations promoting Philip Morris Enterprises, the people behind Marlboro cigarettes. N4 PME is pictured being prepared below.

The builds were as follows:-

N4 PME Ferrari Formula 1 team media services vehicle

N5 PME Marlboro F1 Grand Prix & general motorsport hospitality unit.



N6 PME Marlboro Moto GP media services vehicle.

N4 PME returned to ASGB during 2003 and 2004 to have internal modifications carried out. Pictures of the internals of N4 PME can be seen below overleaf.

These vehicles were sadly superseded in 2007 when ASGB manufactured a purpose built paddock complex made up of modules and services provided by individual semi-trailers craned into position to form a three storey media complex with bars, offices, kitchen and race viewing roof terrace.

ASGB probably will not undertake such conversions or maintain such vehicles again, due to their concentration on core activities



associated with the TV industry, but you never know with hospitality, what may appear in north Essex to be modified or maintained. Watch this space ...

Mark Lloyd

Transports of Delight Memoirs of a Bus Anorak : 1940 to 2010

by the Revd. Terry Challis

Chapter 11 : 'Enfield & District'

(The previous part of this story was in Essex Bus News issue 565, May 2011)

At the end of the last chapter I had just been to Suffolk to look at a group of country parishes with a view to becoming the new incumbent. As I mentioned I did not think that this was the right move for me or the family. However a few days before we went to Suffolk, the Vicar of Enfield telephoned to ask whether I would be interested in looking at a parish of which he was the Patron, in the Enfield Area. I promised that I would do so if the Suffolk enquiries were not positive.

Our transport arrangements to and from Suffolk were, as ever, complicated but practical. A friend of ours, Jean, took us all to Suffolk so that all four of us could see the

area. Having toured the area and seen the Archdeacon, Jean took June and the children back to Birmingham and I stayed on in Suffolk to meet the nine Churchwardens involved. I then stayed overnight at my brother's home in Debenham.

These arrangements worked very well and the next morning my nephew took me to Stowmarket to catch a train to Liverpool Street. Not having positive feelings about the Suffolk parishes, I took advantage of being at Liverpool Street to have a quick look around the parish at Enfield, St. James' Enfield Highway. Research had revealed that there were two stations convenient for the Parish. Southbury is one and is on the loop that runs from Seven Sisters to Waltham Cross via Turkey Street. The other station is



Seen at Smithfield shortly before the 279 was converted to Metrobus operation, Terry photographed **RM1820** turning there, not long before he made the decision to leave London and its fast declinming Routemaster fleet. *Terry Challis*

Brimsdown on the Lea Valley Line, the main line from Liverpool Street to Cambridge. There are, of course direct services to both these stations from Liverpool Street and I chose to go to Brimsdown.

St. James' Church is about twenty minutes' walk from Brimsdown Station, straight up Green Street. I had only walked a few yards when my transport antennae were alerted by the sight of a rather scruffy Routemaster of Enfield Garage (E) setting out on a journey on the 135, a rather circuitous route to Carterhatch via Enfield Town. Transport-wise, at least, this parish already had a lot to offer! As a result of this exploratory visit to Enfield Highway, I met the Churchwardens and in September 1980 I was inducted as the new Vicar of the Parish.

St. James' Vicarage is on the Hertford Road (A1010), a very busy main road that runs parallel to the main Cambridge Road (A10) which forms the western parish boundary. At that time four bus routes ran along the Hertford Road. These were the 107

(Brimsdown to Edgware), 121 (Enfield Lock to Turnpike Lane), 135 (already detailed) and 279(Hammond Street or Waltham Cross to Manor House or Smithfield). The 135 and 279 were worked by Routemasters while the 107 and 121 were operated by Daimler Fleetline DMSs of the B20 type. The 107 and the 135 were worked by Enfield Garage. The 121 was worked entirely by Enfield every day except Saturdays when Palmers Green Garage (AD) put out some buses on it. This meant that occasionally the Volvo B10M based Cumulo bus put in an appearance on the Hertford Road. The 279 was operated by Enfield and Edmonton (EM). All but the 279 went via Enfield Town. In some ways I was living in a bus anorak's paradise: I never thought that I would ever live in a house which was on a busy route worked by Routemasters.

The Parish of St. James' Enfield Highway is a very large and busy parish so there was little time to engage in purely transport pastimes but Church business and family life meant that there were plenty of opportunities to

travel and I always kept my 'transport eyes' open.

I sometimes had to visit London Diocesan Church House in Causton Street near Pimlico on the Victoria Line. At that time, June's mother was living at Blackpool so sometimes June and the children would travel north from Euston, which is also on the Victoria Line. There were various ways of reaching the Victoria Line from Enfield Highway. One was to go by British Rail from Brimsdown to Tottenham Hale or from Southbury to Seven Sisters, but the trains on both of these lines only ran very half hour and both stations involved a walk of about twenty minutes.

Another way was to travel on the 279 to Seven Sisters; nearly all of 279s went to Seven Sisters so that there was usually only a wait of a few minutes for a bus. Most southbound 279s only went as far as Manor House, with one bus about every fifteen minutes going to Smithfield where it turned at the old trolleybus turning circle, the 279 being the replacement for the 679 trolleybus. If I had business in the City of London, I would wait patiently for a Smithfield bus. I always enjoyed the long ride into the City. The advantage of the 279 over the train was that, although it was slower, I did not have a twenty minute walk to the station as the bus ran past the Vicarage. The other way to the Victoria Line was by car to Tottenham Hale which was favourite if I or the family were coming home in the evening, however this depended on getting a parking space at Tottenham Hale.

I mentioned that the first Routemaster that I saw (on the 135) was a rather scruffy Enfield bus. I was to discover that most Enfield Routemasters were rather scruffy, whereas the Edmonton ones were usually very smart. I learnt from an organist at Enfield Crematorium, who had a relation who worked at Edmonton Garage, that the personnel there were quite critical of the way that Enfield turned out their Routemasters. The Enfield DMSs were always perfectly presentable. It may be that as Enfield had only a few Routemasters they were not seen as not being very important in the whole scheme of things, although the 279 was by far

the busiest route that Enfield garage worked. Looking back I realise that, in transport terms at least, the years that I was the Vicar of St. James' Enfield Highway (1980 to 1989) were very eventful ones. I will try to record the main events as accurately I can, bearing in mind that over twenty years has elapsed between now and then.

First of all we must look at what happened to the 279 route. For some of its history this service was extended beyond Waltham Cross to Hammond Street in Hertfordshire. I well remember returning in the car from a Saturday afternoon drive with the family and seeing over the hedgerows the red tops of a couple of Routemasters, we discovered that they were waiting at the Hammond Street terminus which was a world away from the southern terminus at Smithfield!

For a while Edmonton Garage had some ex-Green Line RCLs which London Transport had bought back from London Country. They were painted red (of course) and the twin headlights were replaced with the normal single type. The enclosed platform was retained but the electrically powered doors were removed. However they retained the Green Line seats: this made them the most comfortable service buses around! They were allocated to Edmonton and Stamford Hill Garages for the 149, Liverpool Street to Ponders End (Enfield) Garage. This was the replacement for the 649 trolleybus route. However from time to time the RCLs strayed onto the 279 and on one occasion I was fortunate enough to ride on one. I believe that they were the only long Routemasters to run on the Hertford Road services. Edmonton Garage was closed in February 1986. It was situated at the end of Tramway Avenue, and, as the name of the road suggests, it had begun life as a Tram Depot and had later become a trolleybus garage.

One big change on the 279 came in 1987 when the route was converted to one-person operation and the Routemasters were replaced by Metrobuses. A week or so before the change-over one Saturday afternoon my son, Jonathan and I made the pilgrimage to

Smithfield on a Routemaster and watched the bus turn at the old trolleybus turning circle. We then made our way home to Enfield Highway on the same Routemaster. I sometimes say, in a light-hearted way, that the removal of the Routemasters from outside the Vicarage was God's way of telling me that it was time to leave this parish! Perhaps surprisingly, the changeover to one-person-operation seemed to go quite smoothly. It is quite amazing to consider how long and busy some of these old trolleybus and other London suburban routes are. They are mile after mile of busy town service conditions and although many of them have been changed there are still some fairly long ones such as the 149 (London Bridge to Edmonton), and the 279 still runs from Manor House to Waltham Cross. There are no country sections to give the drivers a bit of a relief and chance to make up time. Before leaving the 279 route, for the sake of completeness mention must be of the 279A, a Sunday only variation which ran to Liverpool

Street Station for Petticoat Lane Market; this service was abandoned in 1992.

Around this time the then government's policy of putting London bus routes out to tender was being introduced. This produced a certain amount of 'déjà vu' as far as I was concerned, as I found myself back in Eastern National territory - ENOC had won had won a couple of local tenders. These were for part of the revised 107 service and a new service, the 359. The 107 was divided into two and the Enfield end re-numbered 307 to run from Brimsdown Station to Barnet 'Arkley Hotel'. It was worked by ENOC from September 1986 using Bristol VRTs, initially from a somewhat distant Brentwood depot. A newly established ENOC garage at Ponders End opened in January 1987, initially just for the 359, the 107 transferring in once building work had been completed. This provided additional interest for Jonathan and me as it was now possible to travel to Enfield Town in something other than a Metrobus or Daimler



Standing in the grim industrial surroundings of the newly opened Ponders End garage in Brimsdown on February 8th, 1987, recently repainted ENOC 3212, YV896S displays the City Bus identity used by EN for its London tendered operations. The Bristol VR was formerly with UCOC/Milton Keynes Citybus. *Richard Delahoy*

DMS Fleetline. In fact the VRTs soon became our firm favourites.

The other route that Eastern National gained was the 359, a replacement for the Hammond Street section of the 279 that ran from Manor House to Hammond Street. However the beginning of the operation of this route was not straightforward as London Country North East ran it for the first three months (from October 1986) using an assortment of Leyland Atlanteans, as ENOC were not ready to do so. Some had been new to London Country and had Park Royal bodies while others had Alexander bodies with 'panoramic' windows, ex-Glasgow (Strathclyde PTE). When ENOC began running the 359 in January 1987, they used Bristol VRTs, including some bought from Milton Keynes Citybus (ex United Counties).

Eastern National also gained one of the very first tendered routes in 1985, the W9, which ran on the other side of Enfield. With this contract, ENOC found work for their rare Bedford YMQS midi-buses with Wadham Stringer bodies. They had also won the contract for the 193 at Hornchurch but that was of course outside my local area.

There were other interesting transport operations and developments on the edge of the parish and, indeed, a little further afield. The London Country service from Enfield to Hertford, the 310, travelled along the along the Cambridge Road (A10), operated by Roebodied Leyland Olympians with Hertford Garage. The London Country connection with Enfield is of historical interest because in the days of the London Trolleybus services, Enfield was the only place where trolleybuses met up with Country area vehicles apart from Green Line coaches.

However towards the end of our time in Enfield, London Northern re-introduced a service to Hertford via the Hertford Road numbered 311 and operated by Potters Bar Garage with Metrobuses. Along with the 311, London Northern also introduced the 311A along the Hertford Road to Harlow. June and I liked Harlow as a shopping centre so one Saturday afternoon the Challis Family

had an expedition to Harlow on the 311A. Unfortunately our afternoon out was not a complete success as the bus (a Metrobus) which we intended to get back to Enfield on was declared a failure at Harlow Bus Station and we had to wait an hour for the next bus!

The Cambridge Road was also served by two LT routes. These were the 217 from Turnpike Lane to Waltham Cross and the 217B, Enfield to Upshire. The 217B is interesting because in the first round of route tendering (1986), this route was won by Sampson Coaches and worked by blue and grey ex-London Transport DMS double-deckers. It has always amazed me that other operators were able to make good use of the DMS class of buses long after LT sold them while they were still relatively new buses.

Having said that about the DMS class of London buses, their successors were without doubt a great success. I refer, of course to the Metrobuses and Titans. In the Enfield area, Metrobuses became the standard vehicle at all the local garages. The nearest Titans were on the 34 (Leytonstone to Barnet Church) worked by Walthamstow and Palmers Green Garages. The 34 passed through Edmonton on the North Circular Road on its East to West (and return!) journeys across North London. I well remember a Saturday afternoon journey on the 34 on a Titan with a full capacity load of about ninety passengers. The Titan and its driver coped remarkably well with the situation. As a purely casual observer I cannot remember seeing a failed Titan. The only Metrobus that I observed as a failure was the one already mentioned at Harlow.

On the Southern edge of the Parish, along Southbury Road, ran the 313 from Potters Bar to Chingford. In the first round of tendering this route was won by London Country North East but following a strike in 1988, the route was reassigned by LT to Grey-Green, who used single-deckers. Grey-Green also won the 125 (Finchley Central to Winchmore Hill, extended to Enfield on Sundays), on which they used ex-Greater Manchester Northern Counties bodied Leyland Atlanteans, later replaced by East Lancs



Here's a Grey-Green bus that's neither grey, green nor indeed orange (other than the fleetname transfers)! E200 WHS, a Scania N112 with East Lancs body was demonstrated to Grey Green for three weeks in February 1988 in the blue livery of A1 Service, with whom it then entered service. Terry was thus very fortunate to have photographed it alongside M1130 on the 29 at Enfield, which the 125 route only reached on Sundays.

Terry Challis

bodied Scania. Grey Green came in for some humorous and satirical comment on the Radio 4 programme 'The News Quiz' and elsewhere in the national media because many of their buses were painted orange and white although they were labelled 'Grey-Green'! That is they were in 'Orange Luxury' livery. In due course, a grey and green livery was adopted!

On the private hire front, the coach firm that St. James' Church traditionally used was Golden Boy Coaches of Roydon (now Hoddesdon), who had (and still have) a good reputation for service. The one occasion that I personally hired a coach was for the ordination of one of the curates at Christ Church North Finchley, not a great distance from Enfield Highway.

The coach supplied for the journey was an 'X' (suffix) registered late Plaxton Supreme

bodied (with the flat back) Leyland Tiger. The driver explained that it was one of only six Tigers fitted with pneumocyclic gear-boxes as opposed to the more common hydracyclic version. What was interesting to me was that the driver drove the coach in a similar way to a coach fitted with a manual gear-box: he took time when changing gear and let the revs die down between changes. Interestingly, Golden Boy provided the same coach for the members of the congregation who made the long journey from Enfield for my induction as the Vicar of Astley Bridge in Bolton in 1989.

The other coach firm of interest in the area was Davian Coaches of Brimsdown. They ran a fleet of elderly black and white buses and coaches. This firm had a number of school swimming contracts on which they used, among other vehicles, the most interesting bus in the fleet which was an ex-

East Kent AEC Regent V with a Park Royal half-cab body.

One final point on the bus front is about the Eastern National 251 service (Wood Green to Southend). In Chapter 3 of these Memoirs I mentioned that my first job at Eastern National was to copy graphs of service 251 Car (vehicle) and Crew workings. My last sighting of a 251 bus was at Tottenham in the late 1980s and it was on its way to Southend; by now Wood Green Garage had closed and the service ran to/from Walthamstow Central. The bus was a VRT driven by an Afro-Caribbean driver complete with dreadlocks and a Rastafarian hat! Times had changed: but much to my surprise the service was still running! *[It had another decade to go, running for the last time on May 6th, 2000].*

In 1988 it became clear that, for family reasons, the time had come to leave Enfield Highway. I was invited to become the Vicar of Astley Bridge in Bolton and we made the move North between Christmas and New Year in 1988. Thus we began life in a completely new parish, a completely new part of the country and a completely new transport scene. I will write about this in the next chapter.

Edited by Richard Delahoy who adds that the Cumulo bus was based on a Volvo Citybus chassis fitted with an experimental Flygmotor Cumulo, an hydraulic pump/energy accumulator fitted between the gearbox and the

With Terry now living in the Blackpool area, we thought this would be an appropriate shot of this unique bus, *Richard Delahoy* photographing it in a coach park in Blackpool in July 1989 whilst with Black Prince but still in A1 livery.

differential that was used to brake the vehicle and store the energy generated, which was then released to accelerate away. It was leased to LT as C1 (C101CUL) and ran from Palmers Green from July 1986 to September 1987 before being returned to Volvo. Fitted with a more conventional ZF gearbox, it then passed initially to J McMenemy (A1) of Ardrossan, then on to Black Prince, Leeds where it worked between 1989 and late 2000. Then it passed to Redline Travel in Lancashire and finally settled in Kingston upon Hull, in the fleet of Lords, registered as C179RBV and still current at the time of writing. [Thanks to Ian Smith's www.countrybus.org and the "JSP" Flickr site for much of this info].

He also notes a further Essex connection in that one of the RCLs that Terry observed on the 279, RCL2256, ended up working for Southend Transport as its number 121 from 1990 to 1993; it had by then received a standard RML platform following a rear-end accident whilst with LT.





W9 Contrasts

EN adopted a distinctive livery and "W Niner" identity for the Wadham Stringer bodied Bedford YMQS midibuses as illustrated by 1052 (TJN975W), but initially some ran in standard NBC dual purpose livery like sister 1055, both seen on August 3rd, 1985. Subsequently they appeared in EN's post-privatisation green and chrome yellow livery, 1052 showing off the new scheme in this April 16th, 1988 view. All three pictures were taken by Richard Delahoy at Southgate Station.

