

Essex Bus News

**No. 607
NOVEMBER
2014**



Essex Bus Enthusiasts Group
www.essexbus.org.uk



Top picture this page: First enterprisingly ran out its oldest bus, (ex Devon & Cornwall) Dart 42439, P439 ORL, to run past the Canvey Museum event. Now outlasting all its sisters, it is the last Pointer '1' in Southend and is a much loved bus at Hadleigh depot. Named unofficially 'The Oracle' (which is on its LED displays too) its tally for traffic control has 'THE ORACLE' on it too!

John G. Lidstone.



Bottom picture, this page; Colin Thorne's magnificently restored P337 ROO, DAF Northern Counties Palantine 2, new to Harris Bus in 1997 also Operating at the recent Canvey Rally.

John G. Lidstone.

Front Cover picture: The celebrity Aberdeen Tramways-livery B10BLE/Wright Renown 62139, X618 NSS. Painted in heritage livery in 2013, it originally had Aberdeen crests where the pink Fs now are. More details included in this month's First report.

John G. Lidstone.

Essex Bus News 607; November 2014.

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Publication Sales; orders for publications

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

Black & White Photo Sales

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

Smaller Operators

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Welcome to new Members:

Noel Young, Maidstone – 1083
Jack Benee, Tolleshunt D'Arcy - 1084

Subscriptions

A calendar year subscription is £21,
renewable in January.
No increase again in 2015!

New members may join from any month, 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 £1.80 per month. For example,
a member joining in March would pay 10 x
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Printed by DirectCDs Ltd,
Unit 9 Swaines Mill, Crane Mead,
WARE, Herts SG12 9PY
01920 465023
www.directcds.co.uk

Your reports and observations

Members reports, quality photos, prints,
slides or JPGs to about 5"x4" size and
300dpi resolution and original articles are
always welcome.

The Editors exercise the normal discretion to
publish contributions in full, in part or not at
all and cannot guarantee publication in any
particular month.

Every effort is made to ensure accuracy but
the Group cannot accept responsibility for
any errors published.

Views expressed in EBN do not necessarily
reflect the opinions of the Group.

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

SOUTH ESSEX MEETINGS.

The Winter dates are all Wednesdays at **Wickford Cricket Club**, off Swan Lane, five minutes walk from Wickford Railway Station and five minutes drive from A130 and A127. In Wickford Town Centre, turn right into Swan Lane (pub on corner) and in 100 yards turn right, signed Wickford Tennis Club. This is a private road. Free parking in front and a cash bar is available.

Doors open at 1930 for informal chat and usually an impromptu slide show with main show from 2000 to 2145/2200. Members and guests welcome - £1.50 donation towards cost of room, please.

Wednesday 19 November 2014.

"Pure Nostalgia, 1967 – 1970" by **Bob Palmer**.

Wednesday 17 December 2014.

Xmas Social & 20 years ago.

Wednesday 21 January 2015.

Slide show "Scottish Islands" by **Ian Barlex**.

Wednesday 18 February 2015.

Speaker tba.

Wednesday 18 March 2015.

AGM starts 1945 sharp then slide show "50 years AGO", by **Alan Osborne**.

NORTH ESSEX MEETINGS by Dave Arnold.

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

Friday 12 December.

Christmas Special by **Gary Sharpe**.

2015 dates at Colchester are **Fridays 9 Jan, 13 Feb, 13 March, 10 April, 8 May, 12 June.**



A Blast From The Past!

Eastern National Leyland Tiger Alexander 1124 A693OHJ and Leyland Olympian ECW 4501 B689BPU both from BN depot seen parked at Battersea Coach Park London on layover whilst operating London Commuter service 722 during 1984. **Ian Harvey.**

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

EVENTS.

Friday/Sat 28/29 November. LT Museum. Guided Tours of Acton Depot.

Saturday 6 December. Ensignbus Vintage Bus Running Day.

X81 Shenfield-Brentwood-Lakeside-Grays
every 30 mins from 0922 (return from 0955)

X55 Upminster-Aveley-Lakeside-Bluewater-Gravesend
every 30 mins from 0850 (ret. from 0941)

X86 Upminster-Brentwood
every 30 mins from 1005 (return from 1046)

Full timetables www.ensignbus.co.uk. Day ticket £8.

Saturdays 13 & 20 December. Ensignbus Xmas Specials

to Winter Wonderland (Hyde Park) and Xmas Lights.

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.



Last month, we mistakenly referred to **WXB733**. Anthony Spindler was on like a shot, pointing out the correct registration **MXB733**. John and Jonathan Brenson of Brentwood Coaches have 2 fully restored vehicles, a vehicle near to full restoration and 3 vehicles in storage and a chassis waiting for future attention. Here we see the same restored vehicles (**MXB 733** AEC Regent Built as Double Decker in 1937, rebodied in 1952 as single decker and operated by Tilling & 558 FBF Bedford SB3, built 1962, later fitted with Leyland 350 engine (equivalent to SB8)) but from the opposite direction, clearly showing the registration mark. John and I apologise for the mis-leading information and thank Anthony for his diligence.

Picture by John Salmon.

EBN607p3

Southend 326 survives in Canada by Paul Bateson.

I have a fondness for Southend-on-Sea as I worked for Southend Corporation Transport between 1963 and 1969. Not too many of its buses have seen further service elsewhere but one bus that has always interested me is Albion Lowlander 326 (7090 HJ). This bus was reported to me in July 2013 as being on Saturna Island. I have a confession to make! Where on earth, I wondered, is Saturna Island? It sounds as though it is very remote!

I emigrated to Toronto, Ontario, Canada in 1973. I was very excited when I heard that 326 was going to be shipped to Montreal in 1978 and driven to Edmonton, Alberta for the Commonwealth Games, which were to be held between 3 and 12 August 1978. It was to be driven by the SCT Driver Trainer, Brian Moxham, whom I knew very well from my SCT days. The livery was a patriotic red, white and blue with a Union Jack painted on each side. The bus was supplied by Southend Transport and a plaque to this effect was displayed on the lower deck.

Brian wrote to me advising the dates that he expected to be driving the bus across Canada and invited me to meet him. The only problem was this was before the days of computers, e-mails and mobile telephones and his letter arrived too late for me to meet him. It was a huge disappointment to miss the bus as it would have been wonderful to see 326 in its new guise as well as ride on it through Northern Ontario.



Taken on 14/4/76 at Southend Central Bus Station (long before the Royals Shopping Centre was built to the right), 326 on the 27 to Canvey Eastern Esplanade, operating in crew mode (note the "No change given" flap on the radiator grille is folded down).
Picture by **Richard Delahoy**.

The bus was used during the games and afterwards sold by auction rather than shipping it back to England. It had a number of owners until it was offered for sale in April 2012 and purchased by Aleah Johnson of Saturna Island, BC on 18 April 2012.

Where is Saturna Island and how do you travel there? It is a small, mountainous island of about 12 square miles situated in the Southern Gulf Islands chain of British Columbia. It is about midway between the Lower Mainland and Vancouver Island. Transportation to the island is provided by BC Ferries with services to and from Tsawwassen (for Vancouver) and Swartz Bay (for Victoria).

The bus was a non-runner although it retained its Leyland engine. It was towed on 19 April 2012 from Surrey via the ferry service to Saturna Island. The exit from the ferry at Lyall Bay leads to a very steep hill. It must have been an interesting sight as the bus was towed off the ferry and the tow truck struggled up the hill. Initially the bus was taken to a private property to be prepared for its new role as a refreshment vehicle. It was rebuilt as *The Wild Thyme Coffee House* and approval was granted to open for business on 10 September 2012.

I wallowed in nostalgia on Sunday, 11 August 2013 when I was up early to make sure that I caught BC Transit - Victoria Route 72 at 6:40 a.m. from Victoria to Swartz Bay, a journey of just over an hour. This was the only bus that connected to my ferry, *Queen of Cumberland*, scheduled to depart at 8:35 a.m. for the 90-minute ride to Saturna Island.

I felt rather like an explorer as I walked off the ferry at Lyall Bay dressed in my golf shirt and shorts and carrying my hand baggage.



To be
conclu
-ded.

This is believed to be the only surviving Lowlander from the SCT fleet. It was photographed in its new home on Saturna Island on 11 August 2013. **Paul Bateson.**

EBN607p5

Service Changes by Paul Harvey.

Amber Coaches

1 Dec 14 265 M-S West Horndon to Grays: contract service withdrawn.

County Coaches (Brentwood)

28 Nov 14 481 Sch West Horndon to Hutton: school service withdrawn.
 482-6 Sch Ongar to Hutton: school services withdrawn.

First

17 Nov 14 21/A D Black Notley to Bocking: revised timetable with enhanced service on Mon to Fri mornings.
 30 M-S Marks Farm to Beckers Green: the 0700 Kings Park to Braintree withdrawn.
 70/X M-S Chelmsford to Colchester: revised timetable including most 70X journeys renumbered service 70.
 131/2 M-S Witham to Halstead: the Mon to Fri timetable will have revised times during the peak periods.
7 Dec 14 888 D Luton Parkway to Luton Airport: service withdrawn.



One of First Essex Volvo B7LA Wright Streetcars with Westway legal lettering, 19031, T6FCC (formerly YJ07LVX) on route 888 on 28 September 2013 at Luton Airport. Now the Luton Airport service is to finish (as a result of First not winning the "super-franchise" which includes the former First operated Thameslink), will we see these vehicles on Essex routes? I nominate the 42 Galleywood to Broomfield Hospital but doubt their use would be economic!
Photo by **Richard Delahoy.**

Go Ahead (Blue Triangle)

1 Nov 14	167	D	Illford to Debden: revised timetable.
	462	D	Hainault to Illford: revised timetable.

Myall & Son

30 Nov 14	101	T	Whittlesford to Saffron Walden: service withdrawn.
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Stephensons of Essex

13 Oct 14	20X/515	Sch	Rochford to Rayleigh: revised morning times.
	810	Sch	Bournes Green to Rochford: revised morning times.

Townlink Buses

3 Nov 14	16	M-F	Harlow to Waltham Abbey: new service.
6 Nov 14	19-21	M-S	Harlow to Warley: revised timetables.

(acknowledgements to LOTS, Essex, Hertfordshire & Suffolk County Councils, Omnibus Society (Essex Branch), Richard Delahoy & Harlowride)

Owen Woodliffe reports the following “hot news”:

EOS have swiftly reacted to Townlink registering a Harlow to Waltham Abbey service 16 by commencing their own 16, a College day only service between these points but mostly of six journeys non-stop to/from Upshire and Harlow. Volvo/Plaxton 101 clearly displays the route number.



photo by **Owen Woodliffe.**

EBN607p7

City Coach Company Timetables by Alan G. Osborne.

In earlier editions of EBN (432, April 2000 to 450, October 2001), a series of listings of the published timetables of local operators was published. This listing was prepared for the 50th anniversary of the takeover of City but it was never published. So, after more than a decade of waiting, here it is! Although Alan's personal collection of City timetables is still somewhat incomplete, it is thought this provisional list will nevertheless form a valuable starting point. The list covers both London and Essex operations.

City Company Names and Office Locations:

City Motor Omnibus Co. Ltd. (CMO)

Astbury Road, Peckham, London, SW15

City Coach Company Ltd. (CCC)

Registered Office:

Leighton Road, Kentish Town, London, NW5 (until 1939)

Lordship Lane, Wood Green, London, N22 (from 1939)

Head Office:

Ongar Road, Brentwood, Essex (from 1939)

All City timetables from no. 10 onwards were printed by the Battersea Press (Wise & Company), London, SW11. Earlier issues had no designated printer.

Series A (CMO)

Folding leaflet Map & Timetable for London route 536A.

u/n 2/25 black printing on cream card.

No. 2 1925 cream, black printing, brown route.

A large undated sheet tt (510 x 380 mm) was issued jointly by Westcliff-on-Sea Motor Services Ltd and New Empress Saloons Ltd between Southend-on-Sea (Victoria Circus - W) or Kursaal - C) and London (Wood Green - W) or Kentish Town - C) (printed by by Washburn, Southend-on-Sea) Service commence 1/1/29.

No. 2 1925



MAP and TIME-TABLE
Service No. 536^A
The All Brown Route

HIGHGATE STATION
(UND.), and
SOUTHEND VILLAGE
with SUNDAY EXTENSION to
FARNBOROUGH
(George & Dragon) via BROMLEY

The Quickest and Cheapest Route to
**OXFORD CIRCUS, MARBLE ARCH,
AND VICTORIA**
from either
**HIGHGATE, CATFORD OR
SOUTHEND VILLAGE**

Take a **CHEAP WEEK-DAY RETURN Ticket**
available on all the Brown Buses on this route

The **CITY MOTOR OMNIBUS Co., Ltd.**
Astbury Road, Peckham, S.E. 15
Telephone . . . 1012 New Cross

No. 1 1929



TIME TABLE
of the
NEW EMPRESS
Pullman
Saloon Coaches
between
LONDON
LEIGHTON ROAD, KENTISH TOWN
(By Kentish Town Station)
AND
SOUTHEND
ON SEA
BOROUGH GARAGE
(Opposite Kursaal)

Timetables:
London North 5725 Southend-on-Sea 4036

Scan far left:

Series A; London route 536A – serves Southend – but not our Southend!

Scan mid left:

Series B; City timetable no. 1 (1929); note the real Southend terminal then very near Kursaal.

Both from Alan's extensive collection.

Series B (CMO etc.)

Folding leaflet City timetable of New Empress Pullman Saloon Coaches service between London & Southend. Brown (later black) printing on coloured paper/card.

<u>No.</u>	<u>Cover date</u>	<u>Timetable start date</u>	<u>Notes</u>
1	1929	25/3/29	a
3	1929	1/10/29	a
4	1930	1/6/30	a
5	1930	8/11/30	a
6	1931	14/3/31	a
7B	1931	7/12/31	a, b, c
7C	1931	7/12/31	a, b, c
7D	1931	7/12/31	a, b, c (*)
7E	1933		
7F	1933	7/12/31	a, b, c
8A	1933	4/10/33	b
8C	1934	4/10/33	b
8F	1934	4/10/33	b (*)

- Notes**
- a) Information about service 536 also included
 - b) Cover title changed to New Empress Saloon Coaches (NES), Pullman designation deleted.
 - c) It is thought that the letters implied subsequent reprints of the same timetable no.
 - (*) annotated by hand with service for Christmas Day

Series C (CCC) Folding leaflet timetable of City Coach Company (formerly NES) service between London and Southend, now referred to as service 1. Local services noted to be in separate timetable.

<u>No.</u>	<u>Cover date</u>	<u>Timetable start date</u>
9B	1935	12/1/35
9L	1936	11/9/36

Local Brentwood Timetables were issued in single white sheet format (un-numbered). These are shown below, the list is incomplete.

<u>Service no.</u>	<u>Date</u>	<u>Notes</u>
(-)	20/3/35	d
1A	31/8/35	
2	11/36	
4	25/9/36	
5	14/9/36	
6	11/7/36	

- Notes**
- d) Timetable titled Brentwood & District, with Registered Office given as Kentish Town (ie operation under City control).

Series D Timetable booklet (size 115 x 178 mm), buff cover with brown printing. Includes diagram of routes in centre pages on pink coloured and fare tables. Booklets numbered in sequence starting at 10, presumably since last London service issue leaflet was no. 9. Price 1d. (An old penny!).

<u>No.</u>	<u>Cover date</u>	<u>Timetable date (e)</u>	<u>Notes</u>
10	12/36		f
(11)		1/37	g
12	4/37		f
13	6/37		f
14	8/37		g
(15)		11/37	g
16	1938	4/38	h
(17)		5/38	f
18	1938	7/38	h
(19)		8/38	g
(20)		9/38	g

EBN607p9

City Coach Company Timetables, cont, by Alan G. Osborne.

Series D, cont.

No.	Cover date	Timetable date (e)	Notes
21	1939	12/38	h
22	1939	2/39	h
23	1939	5/39	h

- Notes:**
- e Date on cover, or see note g.
 - f (Formerly New Empress Saloons) shown on front cover.
 - g Timetable not in collection. Number (in parentheses) inferred from cumulative dates shown in repeat Private Hire Enquiry advert in timetable.
 - h (Formerly New Empress Saloons) deleted from cover.

Series E.

During wartime, many timetable changes were made to the London service because of the national emergency. Separate printed leaflets were issued that were numbered in the timetable booklet series. Since very few of these have survived, there are still several gaps in the number sequence.

No.	Date	Service(s)
27	26/5/40	1
29	21/3/41	1
32	30/9/42	1/1A/1B/12
	12/10/43	ditto
33	14/1/43	
41	Summer 45	all services (j)

- Note:** j Large sheet timetable (785 x 520 mm) services amended to 6/45.

Series F.

Timetable booklets, essentially continuation of series D in style, price 2d.

No.	Cover date	Timetable date (e)	Notes
35	Autumn 1943	9/43	k
37	Spring 1944	2/44 ...	l
43	Autumn 1945	10/45	
44*	2/46	2/46	
44*	4/46	2/46 ...	m
45	7/46		n
46	4/47		p, q
46	5/47 ...	...	
51	12/47		p
52	12/47		p
53	1/48 ...	...	p
59	9/48		p

- Notes:**
- k Wartime issue, no cover, black printing on blue paper. No map or Fare Tables included
 - l Late wartime issue, buff cover, blue paper.
 - m (*) No 44 appeared twice. The 4/46 issue was a reprint of the 2/46 timetable with a revised cover date. Included later revision to route 14 (dated 14/2/46). The 4/47 and 5/47 issues were both numbered 46 and appear to be identical.
 - n Diagram of routes in centre pages re-introduced from this issue, different coloured papers used (pink, green, blue, etc).
 - p It is thought that during the 1947/48 period, timetables were issued almost monthly, often as a reprint of the previous issue with a new cover date, numbered one digit higher. For example, the timetables and fare tables in issues 53 and 59 are very similar.
 - q Fare tables also included again from this issue.

Series G.

Timetable booklet, essentially a continuation of series F with the number series discontinued. Applicable service period revised to seasons rather than months. Specific month designations later re-introduced from 1950 as shown below. Price 3d.

Winter 1948
 Summer 1949
 Winter 1949/50
 Summer 1950 (from 1/5/50)
 Winter 1950/51 (from 1/11/50)
 Summer 1951 (from 1/5/51)
 Winter 1951/52 (from 1/10/51)

8 SERVICE NO. 8.		9 SERVICE NO. 9.	
Laindon to Romford (Wednesday only).		Laindon to Wickford (Monday only)	
LAINDON HOTEL ..	a.m. 10 0	LAINDON HOTEL ..	a.m. 10 0
DUNTON ..	10 10	RECTORY ROAD (Stevens Corner) ..	10 15
BULPHAN CHURCH ..	10 20	WICKFORD ..	10 35
ROMFORD ..	10 55		
10 SERVICE NO. 10			
Laindon to London (Mansell Street)			
(Via Romford, Barking, East Ham)			
LAINDON ..	dep. 6 15	LONDON ..	dep. 7 45
LONDON ..	arr. 7 30	LAINDON ..	arr. 9 0
FARE 2s. Single.		SUNDAYS ONLY.	

This Time Table cancels all previous issues, and is liable to revision without notice.

WINTER 1951/52

CITY

PRICE 3d.

From 1st October until Thursday before Whitsun.

City Coach Company Ltd.

Head Office:

ONGAR ROAD, BRENTWOOD,

ESSEX

Phone: BRENTWOOD 1204/5

OFFICIAL TIME TABLES

of all services operated by the Company

Cancels all Previous Issues

Liable to Revision without Notice

Regd. Office: 725 Lordship Lane, Wood Green, N.22

Tel.: Bowes Park 4218

Southend Depot, Tylers Avenue

Tel.: Southend 65479

Scan above:

Some long withdrawn City routes at Laindon (from 1937 timetable number 14).

Scan on left:

Series G, the very last City timetable booklet.

Thanks are due to John Taylor for assistance in checking these lists and for appropriate assistance from his own timetable collection

New Vehicles

47521	SN64 CMV	StreetLite DF	Wrightbus	B37F	10/14	Delivered to HH 30/10
47522	SN64 CMX	StreetLite DF	Wrightbus	B37F	10/14	Delivered to HH 21/10
47523	SN64 CMY	StreetLite DF	Wrightbus	B37F	10/14	Delivered to HH 21/10
47524	SN64 CMZ	StreetLite DF	Wrightbus	B37F	10/14	Delivered to HH 29/10
47525	SN64 CNA	StreetLite DF	Wrightbus	B37F	10/14	Delivered to HH 31/10
47526	SN64 CNC	StreetLite DF	Wrightbus	B37F	10/14	Delivered to HH 29/10
47527	SN64 CN-	StreetLite DF	Wrightbus	B37F	11/14	Due early November 2011
47528	SN64 CN-	StreetLite DF	Wrightbus	B37F	11/14	At Heysham Docks on 2/11
47529	SN64 CNJ	StreetLite DF	Wrightbus	B37F	11/14	Delivered to HH 3-5/11
47530	SN64 CN-	StreetLite DF	Wrightbus	B37F	11/14	At Heysham Docks on 2/11

47528-30 were seen at Heysham Docks on Sunday 2 November. Their actual date of arrival there is not known, but they were not there the previous Sunday. 47529 then arrived at HH by the 5th, seen that day on route 28 on its first day in service. Note that the fleet numbers have changed slightly from those reported in EBN 600, which were 47519-28. Numbers 47519/20 have been allocated to SN64 CFY/Z at Worcester. Numbers 47529/30 were originally to have been East Scotland vehicles. 47523 was the first of the batch to enter service, seen on route 28 on 23 October. 47522 entered service on 29 October and 47521 on 31st (the latter on route 26).



Taken at an official First photo shoot of the StreetLite at night, here seen on Southend's recently revamped 'City Beach', we see StreetLite Max 63164 as reported last month. They are reported as "giving a lovely ride, quiet, low-revs, unfussy, warm and bright. I was impressed."

John G. Lidstone.
EBN607p12

Chassis and Body numbers of the StreetLites delivered in September are as follows. UW is 8147kgs

63161	SN64	CHX	SA9DSRXXX14141757	Wt AK609	B41F	09/14
63162	SN64	CHY	SA9DSRXXX14141758	Wt AK610	B41F	09/14
63163	SN64	CHZ	SA9DSRXXX14141759	Wt AK611	B41F	09/14
63164	SN64	CJE	SA9DSRXXX14141760	Wt AK612	B41F	09/14
63165	SN64	CJF	SA9DSRXXX14141761	Wt AK613	B41F	09/14
63166	SN64	CJJ	SA9DSRXXX14141762	Wt AK614	B41F	09/14
63167	SN64	CJO	SA9DSRXXX14141763	Wt AK615	B41F	09/14
63168	SN64	CJU	SA9DSRXXX14141764	Wt AK616	B41F	09/14
63169	SN64	CJV	SA9DSRXXX14141765	Wt AK617	B41F	09/14
63170	SN64	CJX	SA9DSRXXX14141766	Wt AK618	B41F	09/14

These are 11.5m in length and not 11.7m as incorrectly reported in EBN 606. 47521-30 are 10.8m.

63161/6/7 were temporarily stored at Basildon before entering service.

An official launch for the StreetLites was held at Labworth Park, Canvey (where the annual museum open day is held) on 30 October, featuring 47526 and 63170. The StreetLites have free Wi-Fi on-board, on these two buses this is advertised by a large sticker in the front nearside window. All of the StreetLites have small "First Essex" names plus f symbol above the entrance door, but only small "First" names (i.e. no "Essex") and f on the offside above the driver's cab. They have depot stickers on both sides, but no main fleet names, plus an advert frame on the nearside but not on the offside.

Acquired Vehicles

62139	X618	NSS	Vo B10BLE YV3R4A51111007197	Wt D580	B44F	12/00	First Aberdeen 618
65589	V589	DVF	Sca L94UB 1835679	Wt B378	B40F	10/99	First E Counties 589
65672	SN51	UYE	Sca L94UB 1840568	Wt E245	B43F	11/01	First Edinburgh 545
65673	SN51	UYG	Sca L94UB 1839979	Wt E191	B43F	11/01	First Edinburgh 536
65674	SN51	UYH	Sca L94UB 1840494	Wt E241	B43F	11/01	First Edinburgh 541
69429	AU58	FFR	Vo B7RLE YV3R6K6209A131383	Wt AC592	B44F	01/09	First E Counties 69429
69432	AU58	FFV	Vo B7RLE YV3R6K62X9A131519	Wt AC595	B44F	01/09	First E Counties 69432



Topically captured! 69432 photographed in Osborne Street Colchester on 28 Oct 14. **Robert Appleton.**

62139 has come from First Aberdeen and was first seen on the 71/A on 13 October operating from Chelmsford. It was again on these routes for the next two days before it moved to Braintree on 16th (seen on route 132 on that day). To commemorate Aberdeen Corporation's 115th anniversary this vehicle was painted into a former (1960s style) livery in May last year. It currently retains this livery of primrose yellow with olive green at window level and above plus the side skirts. (62138, which is now with First Buses of Somerset, was painted into an earlier version of Aberdeen Corporation livery at the same time.) The rest of the acquisitions have all come from First Eastern Counties at Ipswich and are at Colchester. 65589 was seen in Colchester on 28 October. It is in old First livery (Barbie) with dot matrix destination equipment. (N.B. although this vehicle is shown as an acquisition, it has also been reported that it may only be on loan.) 65672 was seen on 64 on 22 October, 65673 on 65 on 23rd and 65674 on 64/A on 23rd. 65572/3/4 were previously with First Essex from July 2002 until July 2011. They were originally at Basildon, then moved to Colchester in February 2009. In July 2011 they went to First Eastern Counties at Norwich in exchange for 65551/2/76. They were new as dealer stock and have non-corporate interiors. They are in old First livery (Barbie) with LED blinds at the front. 65674 (only) has Ipswich fleet names on the cove panels on both sides. 69429 was seen on 75 on 28 October and 69432 on 65 the same day. 69429 is in Urban livery with Ipswich fleet names on the side lower panels plus Ipswich depot stickers on both sides. 69432 is the same apart from it has an advert on the nearside lower panels and no depot sticker on the nearside. They had been new in pink Ipswich Park & Ride livery. They have all round LED blinds.

Allocation Changes

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

FEC=First Eastern Counties; FG=to/from another First Group company (both involving change of legal ownership); Acq=acquired from a non First company

The following traditional depot codes are used in EBN, although no longer by the company:

BN-Basildon; BE-Braintree; CF-Chelmsford; CN-Clacton; CR-Colchester; HH-Hadleigh; DS-Driving School

Period 7 (28 September - 25 October)

42447 BE-BE(out of service), 43448 BE-BE(out of service), 43474 BE-BE(out of service), 43489 CN-sold, 43731 HH-CF, 47523 New-HH, 60865 CN(store)-sold, 62139 FG-BE, 63161 HH*-BN*-HH, 63162 HH*-HH, 63163 HH*-HH, 63164 HH*-HH, 63165 HH*-HH, 63166 HH*-BN*-HH, 63167 New-BN*-HH, 63168 New-HH, 63169 New-HH, 63170 HH*-HH, 65576 CN(store)-CR, 65589 FEC-CR, 65672 FEC-CR, 65673 FEC-CR, 65674 FEC-CR, 66800 HH-CR, 66801 HH-CF, 66803 HH-CR, 66804 HH-CF, 66807 HH-CR, 66809 HH-CR, 66810 HH-CR, 66816 HH-CR, 66977 CR-FEC, 66978 CR-FEC, 66979 CR-FEC, 66982 CR-FEC, 66983 CR-FEC, 66984 CR-FEC, 69429 FEC-CR, 69432 FEC-CR

* being prepared for service

Although shown officially as being transferred to CF, 66804 has been seen in service at CR, e.g. on the 65 on 2 November. 65576 made a surprise return to service after six months stored at the back of CN depot, seen on 65 at CR on 17 October. The above transfers leave two Volvos at HH, 66798 and 66828, and two KX05 reg Volvos at Colchester, 66976 (in Co-op advertising livery) and 66980.

Disposals

October 2014: 43489 and 60865 to Alpha Recovery; 66977, 66978, 66979, 66982, 66983 and 66984 to First Eastern Counties at Ipswich

43489 left CN on a tow truck having suffered engine failure. It had only been with Essex for two months.

66979 and 66982 were seen at Ipswich on 22 October, the former then left for refurbishment at Rotherham whilst the latter was in service. The next day 66977/8 were noted at Ipswich, the latter in service on 64/5. The day after that, 66983/4 were at Ipswich, the latter on route 89. 66983 has also gone for refurbishment, by the 29th.

John G. Lidstone advises that his StreetLite launch set online is now complete at:

<https://www.flickr.com/photos/46986413@N07/sets/7215764672261210>

and his HH depot set on

https://www.flickr.com/photos/organize/?start_tab=one_set72157646722612103

Repaints

To Urban livery:

CN32810, seen outside CN garage on 31 October, Essex fleet names on both sides (the second centre case President to receive Urban livery)

CN32856, seen 14 October, the first older, centre staircase, President to receive Urban livery, Essex fleet name nearside only, CN depot stickers both sides

BN41523, seen on 9 on 30 October, Essex fleet name on cove panels on nearside only, no depot stickers

CN42937, seen 23 October, the first Plaxton bodied Dart in Urban livery, Essex fleet names on both sides on lower panels (but by 29 October the offside fleet name had been covered by an advert), CN depot stickers both sides

CF53121, seen on 15 October, Essex fleet name on lower panels on nearside, no fleet name on offside, no depot stickers

CR65668, seen on Clacton route 7 on 31 October, Essex fleet names on cove panels on both sides, also a small Essex fleet name on rear, no depot stickers

CF66801 (see EBN 606) also has a small Essex fleet name on the rear.

Other Vehicle News and Workings

General Some buses have seen with poppy stickers in the front nearside window (replacing the Breast Cancer Awareness Month pink ribbon stickers).

Olympian The last Olympian, 34305, was seen on 71/A on 8 October having sustained some damage to the nearside upper deck, from the front corner to about half way along. There were then no reports of it in service for nearly three weeks until it was seen on 71/A on 27th and 42 on 28th. [and again, looking very smart, on Thursday 6 November on the 71/A by your Editor!]

Clacton (CN) and Colchester (CR)

Sightings on ECC contract route 9 (all CN): 44598 on 10 October; 42937 on 16th and 24th; 42918 on 23rd and 44597 on 30th, n.b. all vehicles under 10 years old to meet Essex CC contract requirements.

6 October CN30902 on 76, CF66818 on 61/62

9 CR32480 on 103/4 (the only double decker noted on these routes during October)

17 CF66818 on 75

21 CR66983 still in service with First Essex, on 75 (it was at Ipswich three days later)

24 CF68531 (Cranbrook School, Ilford branded) on Colchester High School service

31 CN43854 on 74B



First Essex 30902 (W757 CWX) Volvo B7TL ALX400 seen in Clacton on 30 October by **John G. Lidstone**. EBN607p15

Chelmsford (CF) and Braintree (BE)

Further to the note in EBN 606 about CF68535 being parked at Sandon Park & Ride on 20 September, Ian Ransom advises that yellow school buses are used on daytime crew ferry to both Chelmsford P&R sites. Further coach sightings on early morning 31X journeys have been: CF20463 on 13, 20 and 24 October and CF20801 on 17th.

3 October CF43845 on 42
 6 CF53127 on 42, CF65032 on X30
 7 CF43846 on 42A, BE66165 on 70X, CF66817 on 542, CF67902 on 71/A
 8 CF43845 on 71/A, BE66168 on 70X
 9 CF44900 on 31X
 10 BN69906 on 1710 Sandon Park & Ride extra
 15 CF42930 on 42A, CF42936 on 56, CF53115 on 42, CF65032 on Sandon P&R, CF66817 on driver shuttle, CF66830 on X30
 21 BN32631 on 1710 Sandon Park & Ride extra, CF53112 on 42A
 22 CF67904 on 71/A, 29 CF68555 on driver shuttle

Basildon (BN) and Hadleigh (HH)

9 October HH63170 on 28 (first report of this bus in service)
 19 BN69917 unusual on 22, 28 BN66819 on 100, 6 Nov HH63162 on 25

Other News The closed garage building in Station Approach, Harwich is up for sale with Newman Commercial estate agents for £175,000. Full details are on Newman's website at www.newmancommercial.co.uk.

Further to the notes about Bristol RELL 1546 in EBN 606, congratulations to its new owners on it winning the Best Bristol / ECW bodied vehicle award at this year's Showbus. (The judge at Showbus was impressed that the recently refitted PAYE sign was working as he said some of the other vehicles he had been on had them but they didn't work.) In EBN 605 it was reported that former 32857 and 32884, both ex Diamond Bus, were seen at Ensign in dark red Bus Stop livery on 30 August. It is now confirmed that these two vehicles, along with former 32862 and 32877 (also both ex Diamond Bus), are now with 1st Bus Stop, Gravesend, Kent.

Sources: Own observations, and with thanks to R Appleton, M Austin, S Barham, N Clark, T Clark, L Cornwell, L Deal, A Hughes, M Jones, J Lidstone, J Long, D Lund-Conlon, J Mulley, C Nixon & Ipswich Bus Blog, J Podgorski, I Ransom, I Rivett, J Salmon, M Skinner, C Stewart, R West, the Essex yahoo! group, Essex Buses Google group, Flickr, www.bustlistsontheweb.co.uk, Real Bus News, LOTS, PSV Circle and 'Terminus'.

First Group reports may be sent by e-mail to adamxxxx4@yahoo.co.uk or by conventional post. Many thanks to all those who do so.



66810 has transferred from Hadleigh. Photographed in Osborne Street Colchester about to work 1100 Colchester - Harwich 103 on 28 Oct 14. **Robert Appleton.** EBN607p16

OWC 607 for EBN607



Eastern National 1358 (OWC 607), a Bristol MW photographed at Grays LT Garage on 5 January 1970. **Paul Bateson.**



Left:

When Regal took over Imperial's Brentwood services in November 2011 they acquired two Marshall Darts in Imperial green, S520/6 KFL and numbered them 607/610, although the numbers were not applied to the vehicles. S520 KFL is seen in Brentwood High Street on 3 January 2012. This vehicle did not stay long with Regal and was withdrawn around April 2012. Just over a year later, on 2 May last year, it was destroyed in a fire at Adam Barham's Matching Green premises.

Adam Kelleher.



"Arriva Southend" by Peter Mansbridge.

DAF SB220/ Plaxton 3911 (T911 KKM) is withdrawn due to gearbox problems, with Dart SLF 3191 (P191 LKJ) reinstated to cover.

A second VDL / Wright Pulsar saloon 3759 (YJ08 DZK) has entered service joining 3756 which came here some months ago. It has replaced older DAF SB220 / Plaxton 3919 (T919 KKM) which is withdrawn.

Another DAF/Cadet is due here – 3524 (LJ51DDX). It was seen a month ago at Hants & Dorset Trim presumably awaiting conversion/repaint from TfL spec.

Former Southend Dart SLF 3318 is being used by Arriva on a Dickens Experience Tour in Medway. It retains its gold base colour with new vinyls (it previously carried a gold livery to celebrate a gold medal won by Lizzy Yarnold in the winter Olympics).

with thanks to Richard Delahoy.



This might be first day in service of new 4261 on 7s. On the evening of Saturday 11 October, several days earlier than expected! A smart looking bus! Luxury E-leather seats! **John G. Lidstone.**

Extracts from Arriva Press Release.

ARRIVA INVESTS ANOTHER £300,000 IN NEW BUSES FOR SOUTHEND, WHILE INTRODUCING LOW CARBON TECHNOLOGY AND FREE WI-FI

Arriva has invested £300,000 in two brand-new low-carbon-emission buses for its service 'One' between Shoeburyness, Southend, Hadleigh and Rayleigh.

They feature free on-board Wi-Fi, comfortable E-leather seating, brighter interior lighting and are amongst the first buses in the country to feature new 'micro-hybrid' technology developed by their manufacturer, Wrightbus of Northern Ireland, one of the UK's leading bus builders.

They follow a £2 million investment in sixteen new buses for the 'One' in April 2013 and a £1.8 million investment the previous November in twelve new buses for 'The Wave' service that runs between Shoeburyness and Rayleigh via the seaford, Southend town centre and Eastwood.

TGM Essex by Peter Mansbridge.

The TGM depot at Stansted has now closed, with the work (and vehicles) transferring to Harlow depot. This is understood to have been effective from 1 November. The only remaining routes there were 301, 308, 314, 315, 346 and 446 (all but the 308 being ECC contracts).

Dart SLF 3314 (S312 JUA) was withdrawn from Colchester in September.

To correct EBN606, Trident 5450 was returned to Dawson Rentals from Colchester and 5451 was returned to Dawson Rentals from Harlow.

with thanks to Richard Delahoy, John Podgorski, Keith Sadler.



One of the former Arriva London Volvo B7TL/Wright's mentioned in EBN606p19. 6131 in St John's Street Colchester on 28 Oct 14. Nice passenger load!

Robert Appleton.



More extracts from press releases.

Arriva is celebrating the completion of its £2 million investment in new buses for its Service One between Shoeburyness, Southend and Rayleigh by running a competition to win a weekend break in the UK. The competition is based on a You Tube video that was shot on one of the two latest buses to go into use on the One, and which features a singer and Arriva's cartoon character Alfie travelling the route to the strains of 'The One and Only', the hit song made famous by Chesney Hawkes. To enter the competition, people should visit You Tube, select "Arriva Bus (UK)" and then select 'The One and Only' video. The best entry will win a weekend away in the UK for two people, with meals included, and entries can be submitted until 30 November. The direct link to the You Tube mentioned in the text is <https://www.youtube.com/watch?v=L1GGdIdFgic&list=UUa0SGZxcN7NXjNuz4D9Bbxw&index=1>.

EBN607p19

The Castle Point/Canvey Transport Museum

Annual Open Day 12 October; a pictorial report by John G. Lidstone.



Top picture: Yeldham based former Midland Red 1974 Leyland Leopard – Marshall type S28

Bottom picture: new restoration - Mardens ex SCT 336 (note, not ST!)

EBN607p20



Top picture: Bristol RE EN1546, beautifully but possibly controversially restored, see First report for more details and article inside.

Bottom picture: Bristol VRT, ECW body H43/31F former ENOC 3107 back on home territory (Halstead) and restored by John Day of Halstead. All 4 pics by **John G. Lidstone**. EBN607p21

Puzzle Corner by Lyn Watson.

A challenge to the membership!



Last time we published a puzzle picture (3 Baddow Road, Chelmsford), it turned out that just about the whole membership, with the exceptions of Alan Osborne and your editor, could answer all the queries!

Lyn Watson has another test for you!

He found this fascinating but undated picture on ebay, via a dealer in New York!

It is probably a press shot. The narrative reads "A bus making its way through the flooded junction at London Road and Wickford Road in Wickford. The River Crouch burst its banks for the fifth time this year". And we thought this year's flash floods were a new phenomenon!

There are clues; although parts of Wickford have changed a lot, the scene does look familiar but the van looks too modern, we can't read the number plate but can read the route number blind, and so on!

Over to you, dear member! Location, date, were you one of the seemingly well-behaved young men on the roadside seat? Perhaps you were even driving or conducting! In fact, any details would be appreciated.

We would really like to know the photographer as well. Could it have been you?

EBN607p22

Fleet changes As we closed for press, details began to emerge that the business is due to receive a batch of Scania N94UD/East Lancs Omnidekkas from Metrobus.

Repaint During early November, Volvo B10BLE/Alexander ALX300 480 (S376 MVP) was being repainted into the two-tone red livery with white swoop, as sported by Chambers vehicles.

Acquisitions

723	W823 NNJ Dennis Trident/East Lancs Lolyne Konectbus – CN
724	W824 NNJ Dennis Trident/East Lancs Lolyne Konectbus – CN

Allocations

69	P608 CAY Volvo Olympian/Northern CountiesCN – TY
737	T107 DBW Dennis Trident/Alexander ALX400 CN – TY

Disposals

Both during October:	
68	P606 CAY Volvo Olympian/Northern Counties
250	W312 CJN Dennis Dart SLF/Plaxton Pointer 2

Subsequent Operation

Ex-L244, Volvo B10M/Plaxton Premiere M988 NAA has passed from Fowler's, Holbeach Drove to Harrods Coaches, Bexwell for school transport use.

Ex-L281, Volvo B10M/Plaxton Premiere M107 UWY has been re-registered WAC 828 with A.C. Williams. Similar ex-L285, M517 NCG retains its registration; both have received full A.C. Williams livery.

Ex-L329, Volvo B10M/Plaxton Paragon Y747 HWT, now with Stephenson's of Easingwold has been numbered 5315 and re-registered B10 SOE.

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



Hedingham & District 254 on service 9 Walton on the Naze - Frinton on Sea - Great Holland in Frinton on Sea on 22 Aug 2014. 254 had just turned off the Esplanade towards Old Road. Service 9 operates under contract to Essex CC on Tues Thurs Fri only, and as per EBN604p9p10 service 9 transferred to First Essex Buses w.e.f 31 Aug. That's the North Sea just visible in the background!

Robert Appleton.

EBN607p23

EOS London.com

(Swallow Coaches, Rainham, Essex) by Adam Kelleher.

Trading Name

There has been much speculation as to the origins of the name "EOS". Swallow has in the past operated EOS brand coaches and it is thought that these were the inspiration behind the name.

Vehicles

The three ex Pennine Darts reported in EBN 605 are B38F, 10.7m. They were new to Dublin Bus in 2000 as follows:

774	W943 ETW	00-D-89235
776	W948 ETW	00-D-89232
777	W947 ETW	00-D-89187

Former Brighton & Hove Dennis Trident / East Lancs W832 NNJ has been on loan from Ensign and in use on the 66, still in B&H livery. This bus has scroll blinds, with the route number correctly shown, but with the destination turned to yellow blank and with a paper display in the windscreen. (Incidentally, this bus was previously mentioned in EBN in issue 598 when it was reported as on hire to Havering Council in February to cover for Travel With Hunny's route 333 after TWH ceased operations. Since then it has operated on TfL route 205 on Underground strike days on 29 and 30 April and been back on the south coast with Southern Transit.) Also noted on the 66/A has been Swallow Coaches own Plaxton Primo BU08 ACV.

Services

A new school days only route 16 commenced on 20 October consisting of seven journeys between Harlow and Waltham Abbey with the first and last journey extended from / to Loughton and Debden. (A much more comprehensive route 16 operated by Townlink started on 3 November, also between Harlow and Waltham Abbey, but, in addition, serving Potter Street, North Weald, Epping and Upshire, with 13 journeys each way on Monday to Friday. This closely matches EOS's route 66, although the 66 goes beyond Waltham Abbey to Loughton and Debden.) Also, from 18 October six journeys each way on the 66 on Saturdays were diverted into North Weald Market (although this is not shown on the timetable).

With thanks to Owen Woodliffe and LOTS.

Publicity News by Ian Ransom.

First timetable booklets for 15/A/B dated 20.4.14; 21/A/B/C/X dated 5.10.14; 23/24/24A dated 5.10.14; 25/A/B dated 5.10.14; 64/A/B dated 1.9.13; 75/A dated 31.8.14; Clacton area booklet dated 29.9.14.

Membership Renewals by Richard Delahoy.

Thanks to all those members who have renewed their membership for 2015 already – as we went to press, more than half of you had. If you've not yet returned the slip that was with last month's magazine, please do so now if possible. If you wish to use PayPal, instructions were on page 20 of the October magazine (alongside the Ensign dealer movements list).

Thanks for your continued support of EBEG and Essex Bus News!

The Philosophy Page! By Maurice Austin.

I have had a lot of comment this month about restored and/or preserved buses. Some of the "new-old" buses put back into preserved service look superb but do not always precisely match the details of their original condition.

One example is the Harris Bus Thurrock Network restored by Colin Thorne. The P337 ROO website clearly sets out the "deviations" from the original livery and detail. The cost of reinstalling a mid-door would have been horrendous but the deviations can be justified on a "what would have probably happened" basis.

Another example is the lovely Bristol VR, former ENOC1406. It does look good (and you may well see more of it in EBN in due course!) but it has a number of small detail changes from the original spec. Some of these may be caused by the difficulty in obtaining genuine spare parts. I would guess the white paint over the rails issue was due to a lack of communication with the painters!

There are other examples but I guess you get the point!

Does it really matter? Both our examples are a pleasure to look at and the skill of the restorers is something we should all be proud of. The buses are owned and financed by individuals who invest heavily in time and money. Without them, we would have a very restricted heritage fleet!

This does reflect the debates going on in this country and the UK about the ethics of conservation or preservation of historic houses, artwork and the like. Should everything "of value" be put back into the state it was in when it was first created? Or should modifications, additions and changes made during its lifetime be retained?

Interestingly, I have just come back from a trip to Italy, which is dribbling with ancient art. Because of the cost of maintaining it, much has been allowed to decay. Because of the cost of restoring it, much of the fantastic 13th century religious art has been refurbished, but only up to a point! We saw some beautiful works where up to a half had rotted away (damp churches are as bad as damp garages!) and no attempt was going to be made to restore the whole work! A huge shame; but a pragmatic decision has been made.

I suppose the thing to remember is that most of the "refurbished" vehicles are owned and loved by individuals or groups of ordinary bus enthusiasts who do have limited means and often families with "to do lists" of their own!

I know some of you have very strong views on this conundrum. I would like to hear from others and will publish a selection of your comments.



Probably not a candidate for preservation just yet! First Essex former Carters, Capel St Mary short E200 on route 14 in Victoria Road South on 15 October 2014.

Stephensons of Essex by Richard Delahoy.



Re the picture of Scania decker 506 in use on service 90 in the last issue, this is very rare but not the first occasion.

Picture top left:

We have already reported these nice new buses, pictured here at the new Boreham depot last month.

607 fits in nicely with the "for 607" feature.

John G. Lidstone.



Picture bottom left:

On the newly gained 247 service to Dedham is Stephensons Dart SLF/Plaxton (GU52 HKD) at Osborne Street, Colchester on October 16th.

Ken Coldwell.

Panther Travel by Ian Ransom with thanks to Adam Barham.

Acquired

Plaxton Primo YX07 GVD from Plaxtons and will be put into fleet.

Reregistrations

Dennis Dart SLF/Plaxton X346 YGU is now BIG 9856.

Volvo B6BLE/Wright V259 HBH is now BIG 9807.

Vehicles on hire

Optare Solo M850 S627 JRU has returned off hire from Regal.

Volvo B7R/Plaxton BIG 6002 (T105 JBC) is still on hire to Purple Parking, Gatwick.

Dennis Javelin/UVG BIG 8796 (P653 ORV) is on hire to 3c's coaches, Nedging, Suffolk.

Volvo B10M/Plaxton BIG 611 (S314 SRL) has been on Hire to Wick's Coaches.

Dennis Lance/Wright M211 WHJ has returned off hire from Regal.

Leyland Olympian/ECW BIG 9210 (CWR 512Y) has been on hire to ACME Transport.

Volvo B12B/Plaxton AB07 PAN has been on hire to Regal.

Leyland Olympian/Alexander BIG 7596 (F639 LMJ) , Volvo B6/Plaxton BIG 9248 (M832 CVG) , Dennis Dart SLF/Plaxton SIL 6719 (P508 RYM) , and Volvo B6BLE/Wright BIG 9807 (V259 HBH) are still on hire to Regal.

General

Leyland Olympian/Alexander BIG 7758 (F640 LMJ) is being retrimmed into the red fan trim, by an outside contractor. M-F Staff contract bus with Stansted Airport (Northside Shuttle) taken over from TGM on the 28 September.



And here is that red fan trim! Very smart!!

Purchased from Volvo Coach Sales SF07YTP on the 16/6/14 a Volvo B12B tri-axle 15metre coach C65FT. It was due for re-paint into black livery soon but it had already been re-trimmed.

Picture by **Adam Barham**.

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

Repaint

VJZ 3283 seen repainted into fleet livery on route 541 on 6 September

Disposals

ADL 21 (FXZ 2175, ex S411 TNO) was seen at Ensign on 30 August. On the same date, SPD 8 (SNX 3869, ex X962 VAP), which was reported as sold in EBN 603, was seen being cannibalised at Ensign. SPD 7 and SPD 9 have been withdrawn from service, but not yet reported as sold. Galleon's Volvo Olympian / Alexander RH (Belfast) T570 EGD has also been withdrawn from service.

Services

Following the changes to the 41x group of routes in July, which introduced the 412 route number (see EBN 605), further changes occurred from 15 September, with the 411 and 412 numbers being dropped and the routes becoming 410 (Mon-Sat), 410A (Mon-Fri) and 410X (Mon-Fri peak).

With thanks to John Podgorski, Peter Relf, Owen Woodliffe and LOTS.

EBN607p27

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

Acme Bus, Molehill Green GJ52 GYD, Mercedes Benz 0814D with Plaxton B31F body, EY53 GPK, a Mercedes Benz 0814D with Transbus B31F body, plus HF54 NLE (ex HF54 WET) and HP54 NLG, both Mercedes Benz 0814D with Plaxton B33F bodies are all here from Galloway, Mendlesham, Suffolk.

Flagfinders, Braintree K6 FTC, ex T877JBC, a Noge bodied MAN C39FT is here from Florida, Halstead.

Florida, Halstead. It is reported that this operator has ceased trading.

Glew (Tony Glew), Colchester. Mercedes Benz 0814D, reg. L111 ANT (ex X677 XCE) with Robin Hood C33F bodywork is here from Sanders, Holt, Norfolk.

Truck & Bus (Coachstop), Rettendon. YN53 OZO, an Iriza bodied Scania C49F has been acquired from Kauldhar, Uxbridge, Middlesex.

Ian Ransom has been visiting every single operator in Essex, updating PSV Circle records. What a task! Here are a few of the "discrepancies" he has uncovered;

24x7 Stansted Acquired are Rt Mtr YX07 FCP, YJ07 MRO, PK56 NFU and Vauxhall Vivaro EJ14 AVL (he assumes all are non PSV, but can't confirm).

Croxford, Stansted (Farnham Hire Services) Acquired is T792 JNT a Toyota Caetano.

Davidson, Gt Dunmow AX52 OYK is still here.

Galleon M11 XMB a VW LT46 is back in use.

Lodge Acquired are Vo On/NC P557/74 EFL, Ds Tt/EL V434/35 DRA and MAN14.220/EL FY52 PMV and an amazing SV 6936 1920 Ford Model T. This is a similar vehicle to the one on which the business was founded.

Olympian/Townlink Two further Dennis Dart/Alexander are S467/72 BWC.



My wife, Angela, wants to ride in this beautiful 1926 Chevrolet X, EB 8640 operated by Lodge, High Easter. I have mislaid the covering email that tells me who took this and some other lovely photographs taken at Duxford. Please remind me and I will give you the credit you deserve next EBN! Sincere apologies.

EBN607p28

Life After Essex. By Keith Woods.



Top picture: Venturer Coachways based at Clopton in Suffolk have Leyland Olympian PLZ 2876 with ECW coach body but better known when new as Eastern National 4510 D510 PPU. Seen at Clopton, Suffolk in May 2014. Note the tree deflector!

Bottom picture: In Dec 2008, Venturer Coachways acquired three Leyland Olympians from Arriva Southend F574/7/8 SMG. Over five years later, they remain in use in full Arriva livery (minus fleetnames). Here, F577 SMG and F578 FMG rest between school duties at Clopton in May 2014.

EASTERN NATIONAL
PRIVATE
COLCHESTER
ABBERTON
ALDHAM
ALRESFORD
ARDLEIGH
BLACK NOTLEY
BRAINTREE
BRADFIELD
BRIGHTLINGSEA
BURES
CHAPPEL
CLARE
COLCHESTER
DEDHAM
WEST MERSEA
EAST MERSEA
EAST BERGHOLT
EARLS COLNE
ELMSTEAD
FRATING
FRINTON
FINGRINGHOE
FORDHAM
GREAT TEY
GT. WIGBOROUGH
GREAT BENTLEY
GREAT HORKESELEY
GREAT CORNARD
GLEMSFORD
GREAT TOTHAM
TIPTREE
MALDON
RAYLEIGH
SOUTH WOODHAM
SOUTHEND
CLACTON
COLCHESTER
CHELMSFORD
LAINDON
GRAYS
TILBURY FERRY
THORRINGTON CROSS
KELVEDON
WITHAM
WIVENHOE
HALSTEAD
HARWICH
HARLOW
IPSWICH

JAYWICK SANDS
LAYER ROAD
MANNINGTREE
MILE END
NORTH STATION
NAYLAND
PELDON
ROWHEDGE
ST. OSYTH
SEVERALLS HOSPITAL
STOKE-BY-NAYLAND
SUDBURY
GT. CORNARD
COLCHESTER
TENDRING
THORPE
WALTON
WEELEY
WEST BERGHOLT
WORMINGFORD
WISTON
LONDON [VICTORIA]
LONDON [EUSTON]
COLCHESTER

The Blind Corner by

Bob Williamson.

After a long gap, we have pleasure in letting you see this Eastern National, Colchester Depot blind 41" x 5" destination, printed by Norbury Bros., June 1963.

"List no. 8/3" stamped on ends.
"Cornert Cres." Blacked out on Gt. Cornard display.

There are still some more blinds to come when I have space!



32856 in Stanwell Street (part of Osborne Street bus station Colchester) loading up to work 1100 Colchester - Clacton 76 on 28 Oct 2014.

Robert Appleton.

© R. J. WILLIAMSON
35 ALBURY ROAD
STUDLEY
WARWICKSHIRE B90 7LW

EBN607p30

The Letters Page.

Maurice Doggett, Purley, Surrey.

Once again, I must thank Terry Challis for pointing out the error (in EBN606p31) and that the registration of the re-bodied Regent in question is JN 4745. I hope now we can put this matter to bed!

Anthony K Spindler, Chelmsford. Member 511.

A few errors in EBN606! WXB733 on page 3. Should this read MXB 733 as Tillings had one registered circa 1952.

On p.11, in my letter re Bob Beaumont, 1958 should read 1985 as PSO.

On p.28, should be PSV Circle! Sorry to be pedantic but nice to get things correct.

Editor's note: guilty on all three counts! Not all my fault but it must be a Maurice thing!

Doug Brown of Hutton. DB from BD!

I have been thinking, I do from time to time! How many Eastern National bus garages have bitten the dust since I was a Driver in the '60's? I can remember Braintree, Brentwood, Bishops Stortford, Canvey, Clacton, Dovercourt, Halstead, Hadleigh, Kelvedon Prittlewell, Southend, Walton, Wood Green.

I am pleased Alan Tebbitt has agreed with me that those old buses in the '60's were a pig to drive and every time I see one now, I am like a dog with its tail between its legs.

The only thing I miss about EN are the skinny dipping days when we went over the wall to Brentwood open air baths for a midnight swim when the pool was closed.

On the coach scene, I miss Blackpool. Northerners certainly seem to know how to let their hair down! All along the prom, there were loudspeakers with the organ played by Reginald Dixon from the Tower Ballroom and on the last night of the lights, 31 October, all coach drivers who were in local hotels, were invited to a booze up in the tram sheds at midnight. There were a few thick heads next day. Bet they don't do that anymore!



The first time John has ever seen a Basildon hybrid on route 22 - no doubt specially rostered for the Canvey event day deliberately.

John G. Lidstone.



The last Volvo at HH in service, First Essex 66798 (MX05 CCA) finished on 5 Nov. here on its final trip into Southend. 66828 remains at HH 'on paper' but is away for new engine to be fitted; on return it's going to CR, not for service at HH.

John G. Lidstone.

“Strange Visitors” and vehicle workings.

At the recent EBEG committee meeting, it was suggested we may be showing too many “strange visitors” and operations in some of our reports. The point was made that some operators do not seem to have a standard operating pattern and put what ever is available out on service. That is a bit harsh but sometimes does appear to be true! Of course, any bus is infinitely better than a “no-show”!

I realize our members have a wide range of interests and not everyone likes everything we publish. That said, a fair number of us do seem to like the Sub-editors notes on working as it is the members who supply the majority of the information published!

The recent operating changes in the Harwich area as a result of the closure of the depot there seem to me to be a very legitimate reason for publishing detailed working lists. I could list other justifications!

As ever, the editorial team would welcome guidance from the membership. We will not change current practice until we hear from you!

Target dates for EBN608 (December 2014).

By	1 December 2014	...	Reports to Sub-Editors.
By	8 December 2014	...	Sub-Editor drafts to Editor.
By	17 December 2014	...	Dispatch by Printers.

Back Cover Photos.

Inside Top: What the Dickens is this? The former Southend 3318 (and before that, 3218) is being used on a Dickens Experience tour in Medway, retaining the base gold colour it was given when it became the “Lizzie Yarnold bus” but with what can only be described as unique vinyls. Last seen in EBN600p17.

Matthew Arnold

Inside Bottom: Robert is not sure if this is an unusual working or not, Chambers 1450 (X507 EKG) in St John's Street, Colchester, on 28 Oct 14, working 1215 Colchester - Sudbury 754. He thinks 1450 is usually restricted to schools work, but it is school half term holiday this week!

Robert Appleton.

Outside Top: First Magic! At the First Hadleigh StreetLite and StreetLite Max micro hybrid launch on 30 Oct, we get four for the price of two! I'll bet the accountants wish they could achieve that! StreetLiteMax 63170, reg, SN64 CjX and StreetLite 47526, reg SN64 CNC.

John G. Lidstone.

Outside bottom: For a photoshoot for B&CP, Ensignbus went to Leigh on 4 November. Probably the first Metropolitan in Southend since SGM-S DP seated ones from Reading came down to Southend on the X1 service before it was split in London and the first ever Metropolitan in John's road! Thanks to Paul Almeroth (who drove) and Ensignbus.

John G. Lidstone.





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