

ESSEX BUS NEWS

**No. 580
August 2012**



ESSEX BUS ENTHUSIASTS GROUP
www.essexbus.org.uk



IN NEW COLOURS

Colchester's Scania/Wright 65527 (R147 GSF), freshly outshopped in new **First** livery, heads out of Chelmsford bus station on 19th August. *Kevin Smith*

Transferred from Hedingham to **Chambers**, Volvo B6/Plaxton M832 CVG has been repainted in all-over red and is seen here awaiting vinyls (since applied). *Mark Lloyd*



Essex Bus News

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Your reports and observations

Members reports, quality photos (prints, slides or JPGs to about 5" x 4" 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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Dates for your diary

■ EBN PRESS DATES

<i>EBN dated</i>	<i>reports to Editors by</i>
September	September 1
October	October 6

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 Group Directory).

■ SOUTH ESSEX MEETINGS

- There is **no** South Essex meeting in **August**.

Cover

The shuttle service from Leigh Station to Hadleigh for the Olympic Mountain Biking Event at Hadleigh on 11th/12th August was operated by a variety of vehicles. A type not native to Essex is **First Games Transport** Volvo B9TL/Wright Gemini **36244** (BN12 WPF), seen here passing Olympic banners in Leigh-on-Sea. *Peter Mansbridge*

Meetings return to the usual Wickford venue for:

- ▶ **Monday September 17 - part 2 of 'the Main Road', aka route 251.** An evening of nostalgia looking at the City Coach Company service from London to Southend, archive photos, memories, etc. We had just reached the Westcliff takeover of City at the conclusion of the May meeting - we'll pick up the story from the 1950's onwards.
- ▶ **Monday October 29 - speaker tba**
- ▶ **Monday November 26 - Harris Coaches.** Dave Arnold and Fred Lawrance
- ▶ **Tuesday December 18 - Xmas Social.** 20 Years ago by 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 1915 for an informal chat, with the main talk or show from 1945 to 21.45. £1.50 donation towards room hire, please. Slides/digital photos are preferred, but prints can also be shown. Members and guests welcome. *Dave Arnold*

2012 programme ~ slide shows

- ▶ **Friday September 14** - Alan Osborne Memories of the 1980's
- ▶ **Friday October 12,** - Chris Stewart. New Zealand via Hong Kong and Vancouver.
- ▶ **Friday November 9** - Steven Maskell
- ▶ **Friday December 14** - Dave Arnold and Gary Sharpe

■ EVENTS

- ▶ **Sunday August 26 - Braintree Bus Running Day** at Braintree Freeport shopping Centre. Vintage and Heritage services in aid of Cancer Research UK. Free rides to local towns. Donations appreciated.
- ▶ **Sunday September 9 - London Bus Museum 'Transport Fest'** at Brooklands.
- ▶ **Sunday September 16 - Showbus 2012,** Duxford Airfield.
- ▶ **Saturday October 6 - Autumn Transport Enthusiasts Bazaar,** Theydon Bois
- ▶ **Saturday October 13 - LOTS. Annual Transport Sale.** Harrow Leisure Centre.
- ▶ **Sunday October 14 - Canvey Island Transport Museum.** Open Day and Transport Show. >>> *The Group Sales Stall will be at this Event* <<<
- ▶ **Saturday October 27 - Reunion** for former **Grey Green** staff at Knights Templar, Chancery Lane EC3. Details from Owen Woodliffe (see Group Directory)
- ▶ **Sunday November 4 - Ipswich Transport Museum.** The Winter Warmer 13.00 to 19.00hrs. (www.ipswichtransportmuseum.co.uk)
- ▶ **Sunday November 4 - Lincoln Transport Museum.** Running Day. (www.lvvs.org.uk)

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

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:

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

lynw@barrons-bds.com

Publicity News

New items:

First leaflet for X30 dated 1.7.12.

Network Colchester bus times booklet dated 6th November 2011 (although now out of date, following service changes).

Ian Ransom

Service changes

Arriva Southend

2 Sep 12	9	D	Rayleigh to Shoeburyness: revised timetable with increased running time.
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Arrow Taxis

26 Aug 12	DART5	M-S	Dengie Peninsula DRT: new DRT flexible service.
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Braintree Community Transport

7 Aug 12	SB28	Sat	Stisted to Braintree: revised timetable service will operate every Wednesday in addition to every other Saturday.
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Chambers

3 Sep 12	84	M-S	Sudbury to Colchester: minor timetable changes.
5 Sep 12	X16	Wed	Bury St Edmunds to Wakes Colne: new service.

Clintona Minicoaches

25 Aug 12	5	D	Basildon to Pitsea: service withdrawn.
2 Sept 12	99	M-S	Tilbury Station to Tilbury Ferry: service withdrawn.

Ensign Bus

22 Jul 12	22A	Sun	Tilbury to Aveley: additional early evening journeys introduced due to extended shopping hours at Lakeside until 9 September.
	73A	Sun	Lakeside to Tilbury: additional early evening journeys introduced due to extended shopping hours at Lakeside until 9 September.
3 Sep 12	X1	M-S	Lakeside to Basildon: new service.

First

20 Jul 12	120/1	D	Bruff Close to Colchester Stadium: services withdrawn.
	122	D	Colchester to Colchester Stadium: service withdrawn.
25 Aug 12	5	D	Basildon to Pitsea: introduction of evening service.
26 Aug 12	7/8	D	Clacton to Walton: revised timetable with evening service withdrawn.
	10-12	D	Jaywick to Clacton: minor timetable changes.
	11	M-F	Colchester to Highwoods: service withdrawn.
	15	M-F	Colchester to Oaklands Ave: service withdrawn.
	15	Coll	Jaywick to Bishop Park College: service withdrawn.
	16A	Sch	St Helena School to Canwick Grove: service withdrawn.
	17/18	D	Clacton to Point Clear: evening service withdrawn.
	31	D	Chelmsford to Burnham: evening service to/from Maldon withdrawn.
	74	M-S	Colchester to Clacton: minor timetable revisions.
	75	M-S	Maldon to Colchester Univ of Essex: revised timetable.
	83	M-S	Colchester to Colne Engaine: service withdrawn.
	103	M-S	Colchester to Harwich: schoolday journey withdrawn to/from Harwich & Ramsey Additional journey schooldays from Mistley to Colchester.
	168	M-F	Monkwick to Colchester: new service
	251	Sun	Southend to Warley: new service.
28 Aug 12	2	D	Temple Sutton to Basildon: minor timetable changes.
	21	M-S	Basildon to North Benfleet: new Monday to Friday peak hour service and off peak Saturday service.
	70	M-S	Chelmsford to Colchester: minor route and timetable changes.
	100	D	Chelmsford to Lakeside: revised timetable with new college day journey to/from Billericay and Palmers College as 100X.
	200	M-S	Basildon to Grays: revised timetable with new college day journey from Wickford to Palmers College as 200X.
	551	M-S	Brentwood to Basildon: revised route and timetable. To serve Festival Leisure Park off peak Mondays to Fridays.
	827	Sch	Canvey to Westcliff Schools: new schoolday service.
1 Sep 12	19	D	Clacton to St Osyth Beach: service withdrawn.
3 Sep 12	508/9	Sch	Dunmow/Braintree to Colchester: minor route and

			timetable revision.
	525	Sch	Chelmsford to Colchester: revised route and timetable.
	619	Sch	Debden to Ingatestone: revised route and timetable.
6 Sep 12	524	Sch	Braintree College to Colchester: new schoolday service.
Hedingham Omnibus			
26 Aug 12	7/8	M-S	Walton to Clacton: new evening service.
	11	M-F	Colchester to Highwoods: new service.
	14/15	M-S	Chelmsford to Wickford: new service.
	15	M-F	Colchester to Oaklands Ave: new service.
	16	M-S	Chelmsford to Weathersfield: new service.
	16A	Sch	St Helena School to Canwick Grove: new schoolday service.
	17/18	M-S	Clacton to Point Clear: new evening service.
	34/A	M-S	Bocking to Notley: new service
	37	M-F	South Woodham Ferrers Circular: new service.
	83	M-S	Colchester to Colne Engaine: new service with journeys to Mount Bures numbered 83A.
	87	D	Colchester to Brightlingsea: new service incorporating service 78.
	103	Sch	Harwich to Ramsey: new schoolday service.
5 Sep 12	X16	Wed	Bury St Edmunds to Wakes Colne: service withdrawn.
Logic Bus			
10 Sep 12	L3	M-S	Cuffley to Harlow: change of O licence name but no changes to timetable or route.
Nelsons (NIBS)			
26 Aug 12	251	Sun	Southend to Warley: service withdrawn.
28 Aug 12	21	M-S	Basildon to North Benfleet: Monday to Friday peak hour service and off peak Saturday service withdrawn.
2 Sep 12	434/6/7	Sch	Shenfield to Ongar: revised timetable.
	435	Sch	Kelvedon Hatch to Ongar: revised timetable.
New Horizon Travel			
3 Sep 12	702	Sch	Frinton to Colchester: school service withdrawn.
Regal Busways			
25 Aug 12	2	MWF	Southend to Chelmsford: service withdrawn.
	6	TTh	Southend to Chelmsford: service withdrawn.
	680	M-F	Southend to Wickford: service withdrawn.
	R3	M-F	Rawreth to Rayleigh: service withdrawn.
26 Aug 12	261	M-S	Brentwood to Blackmore: revised timetable (updated information).
	11	M-S	Chelmsford to Great Dunmow: new service.
	14/15	M-S	Chelmsford to Wickford: service withdrawn.
	16	M-S	Chelmsford to Wethersfield: service withdrawn.
	34/A	M-S	Bocking to Notley: service withdrawn.
	268	Sch	Brentwood to Grays: service withdrawn.
	269	M-S	Brentwood to Grays: service withdrawn.
28 Aug 12	1/A/B	M-S	Canvey to Oxney Green: minor timetable revisions with off peak journeys to Oxney Green withdrawn.
	4/X4	M-F	Ongar to Benfleet/Basildon to Chelmsford: timetable revisions.

	7/A	M-S	Stansted Airport to Bishop Stortford: new service.
	71/72	M-S	Warley to Stondon Massey: service withdrawn.
	552/3	M-F	Billericay to Basildon: revised route and timetable.
1 Sep 12	3	M-S	Oxney Green to Southend: revised route and timetable.

Stephensons of Essex

26 Aug 12	37	M-F	South Woodham Ferrers Circular: service withdrawn.
	D1	M-S	Maldon to Bradwell: minor timetable change.
	D3	Sch	Maldon to Southminster: service withdrawn.
	D4	M-S	Bradwell to Burnham: revised timetable with additional journeys on Saturdays.
	D8	Sch	Maldon to Lower Plume School: service withdrawn.
28 Aug 12	71/72	M-S	Warley to Stondon Massey: new services.
3 Sep 12	60	M-S	Southend to Paglesham: extension of one journey each way to Westcliff St Bernards School on schooldays only.
	514	Sch	Leigh to South Woodham: afternoon journey now operates via Rayleigh with revised timetable.
	702	Sch	Frinton to Colchester: new schoolday service.
	815	Sch	Westcliff to Rochford: route and timetable change.
	816	Sch	Westcliff to Golden Cross: route and timetable change.

TGM Group (Network Colchester)

26 Aug 12	78	D	Colchester to Brightlingsea: service withdrawn.
31 Aug 12	665/7/8	Sch	Frinton/Kirkby Le Soken to Tendring College: services withdrawn.

TGM Group (Network Stansted)

28 Aug 12	7/7A	M-S	Stansted Airport to Bishop Stortford: service withdrawn.
31 Aug 12	451-5	Sch	Mountfitchet Schools: services withdrawn.

Travel with Hunny (TWH)

26 Aug 12	31	M-S	Chelmsford to Maldon: new evening service.
	268	Sch	Brentwood to Grays: new schoolday service.
	269	M-S	Grays to Brentwood: new service with revised route and timetable. No longer serves Thurrock College but will serve Stifford Clays.
4 Sep 12	33	M-F	Abridge to Debden: service withdrawn.
	53	M-F	Loughton to Hainault: service withdrawn.
	555	M-S	Waltham Abbey to Harlow: revised timetable.
	E20	M-S	Harlow to Loughton: new service.
	X5	M-S	Harlow to Romford: revised timetable.
30 Sep 12	E20	M-S	Harlow to Loughton: revised timetable and extended to Stratford.

Viceroy Coaches

2 Aug 12	SB14	MTh	Wicken Bonhunt to Bishop Stortford: new service.
3 Aug 12	SB13	TF	Clavering to Saffron Walden: new service.
26 Aug 12	443	M-S	Chrishall to Newport: revised route and timetable to only operate Tuesdays, Fridays and Saturdays.
	445	M-S	Chrishall to Saffron Walden: minor timetable changes.

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

John Rugg's 7th Annual Tour of Essex by stage service

Saturday 14th July 2012

(Postponed by a week owing to the Olympic Torch Relay passing through Harlow, Bishops Stortford and Saffron Walden on 7th July 2012)

<i>dep.</i>	<i>ser.</i>	<i>journey / bus</i>	<i>arr.</i>	<i>pax</i>
07:30	551	Laindon Centre - Brentwood (High Street) First 41524 (LK03 UFB) Transbus Dart SLF/Caetano B33F	08:28	16
08:39	21	Brentwood (High Street) - Harlow (Bus Station) SM Coaches V193 ERG Dennis Dart SLF/Plaxton B25F	09:55	35
10:15	510	Harlow (Bus Station) - Bishops Stortford (Interchange) TGM Essex 3856 (KE54 LNR) Volvo B7RLE/Wrightbus B44F	10:47	16
11:10	5	Bishops Stortford (Interchange) - Saffron Walden (High Street) TGM Essex 528 (AY54 FPZ) Dennis Dart SLF/Plaxton B37F	12:43	27
13:00	313	Saffron Walden (High Street) - Gt Dunmow (High Street) * Four Counties V399 SVV Mercedes-Benz/Plaxton B25F	13:45	2
14:33	133	Gt Dunmow (High Street) - Braintree Bus Park * TGM Essex 2805 (YN53 GGO) Scania OmniCity B42F	15:03	19
15:15	89	Braintree Bus Park - Halstead (High Street) * Regal Busways 801 (RG09 BUS) MAN/Wrightbus Meridian B44F	15:37	14
15:50	88	Halstead (High Street) - Colchester (Bus Station) * Hedingham L386 (SN10 CCV) ADL Enviro 400 H47/33F	16:41	12
17:00	75	Colchester (Bus Station) - Maldon (High Street) First 34307 (L307 PWR) Volvo Olympian / Northern Counties H47/29F	17:56	37
18:02	31X	Maldon (High Street) - Chelmsford (Bus Station) First 42918 (EU05 AUK) AD Dart/Alexander B37F	18:35	9
18:45	100	Chelmsford (Bus Station) - Basildon (Bus Station) First 66820 (MX05 CEJ) Volvo B7RLE/Wrightbus B43F	19:39	16
20:00	8B	Basildon (Bus Station) - Laindon Centre * First 66813 (MX05 CDO) Volvo B7RLE/Wrightbus B43F	20:13	12
			Total passengers	<u>215</u>

** same bus as last year*

Weather: Heavy rain for part of the day causing minor flooding of roads in north Essex.

Punctuality: Ten journeys on time or early but service 21 was 10 mins late at Harlow and service 5 was held up for 20 mins in Thaxted through inconsiderate car parking, but we just got to Saffron Walden by 12:55.

Cost: Free for over-60s, and it is amazing that over the seven years since the first trip on 1st April 2006 with Roy Gates to celebrate the start of free concessionary travel, I have not yet missed any connection - a very good advertisement for Essex bus drivers!

John Rugg



Olympics in Essex ~ 1

The new £32m Lee Valley White Water Centre is right on the western boundary between Essex and Hertfordshire, between Waltham Abbey and Waltham Cross. For six days between 28th July and 2nd August it hosted to London 2012 Olympic Canoe Slalom competition, culminating in Britain's first ever gold medals in the event for Etienne Scott and Tim Baillie as fellow Team GB competitors David Florence and Richard

Hounslow took silver in front of a crowd of 12,000 people.

The Olympic Delivery Authority (ODA) put in place Park and Ride services 41 to/from North Weald Aerodrome and 42 to/from the University of Hertfordshire in Hatfield, operated by First Games Transport who also called on a number of subcontractors. The Essex contribution to these was three buses



top: First vehicles on P&R duties. *John Salmon.* above: With the Abbey Church of Waltham Holy Cross and St Lawrence in the background, and pursued by an Olympian Coaches Dart MPD, **NIBS** Scania/Optare **EU59 BFK** heads for Waltham Cross and Hatfield on the evening of 31st July. *Chris Stewart*

on Days 2 to 6 from NIBS of Wickford working the 42. A large number of Volvo/Wright double deckers (from fleets around the country) in both versions of First Group livery made for an interesting sight, as did Stagecoach Bluebird ADL/Enviro 400s and Ulsterbus Scania/Irizar i4 coaches on LOCOG contracts transporting

competitors and 'Games makers'. Essex CC minibuses were also much in evidence.

Thanks are due to Steve Nelson at NIBS and various people working at the site for information and assistance.

Chris Stewart



Well away from its normal Norwich haunts, **First Eastern Counties** Volvo B9TL/Wright 36166 (BD11CFK) pulls in to the temporary bus station at Lee Valley White Water Centre on the morning of 1st August. *Chris Stewart*

Also far from home was **Ulsterbus** Scania/Irizar i4 1008, one of a batch of 35 such vehicles certified in London after delivery from Spain and destined to update the 'Goldline' express network after the Olympics for which it is already carrying its Newry allocation codes

Chris Stewart



Olympics in Essex ~ 2



Better weather greeted the mountain bike events at Hadleigh Farm on 11th and 12th August. A three-lanes deep line of mostly new-livery **First** vehicles stand at the Hadleigh temporary bus station. *John G Lidstone*

A busy scene at Thames Drive in Leigh with **First London** Trident 33136 (LT02 ZBZ), **Ensign Bus** Trident 103 (V479 KJN) and **First Manchester** Volvo B9TL 36241 (BN12 WPA).

John G Lidstone





First Games Transport E400 33744 (SN12 AOD) on route 62 in London Road, Hadleigh.

Russell Young

A red interlude in Thames Drive with three immaculate Tridents of Sullivan Buses of Potters Bar. ALX4 (V139 MEV) leads. *John G Lidstone*



■ FIRST ESSEX BUSES LTD

Acquired vehicles

33132	LT02 ZBY	Dennis Trident	Plaxton ex <i>First London</i>
33134	LT02 ZCA	Dennis Trident	Plaxton ex <i>First London</i>
33136	LT02 ZCF	Dennis Trident	Plaxton ex <i>First London</i>
66165	W365 EOW	Volvo B10BLE YV3R4A514YA006121	Wright B41F new 3/00 ex <i>First Eastern Counties</i>

In addition, Mercedes Citaro demonstrator BN12 CLO arrived on loan from Evobus in Coventry on 2nd August. It is expected to spend up to 90 days working routes such as the 42 and 71 from Chelmsford although it saw use on Olympic Staff Shuttle work at HH in the run up to the weekend of 11th/12th August.

Allocation changes (July 2012 - Period 4 ending 27th July)

These are, and always have been, taken from the Company's allocation sheet although these have been in several different formats over the last few months, hence changes in terminology. For operational reasons there may sometimes be discrepancies with the actual situation on the ground.

FG=to/from another First Group company (change of legal ownership); RES=reserve;

Sh=shuttle bus (non PCV)

The following traditional depot codes are used in EBN, although they no longer appear on the company's listings: BN-Basildon; BE-Braintree; CF-Chelmsford; CN-Clacton; CR-Colchester; DT-Harwich; HH-Hadleigh; D/L(D)-Disposal

65690 BN-FG; 66165 FG-BN

33132 arrived at HH on 29th July followed by 33136 on 2nd August, with 33132 being seen in service the following day. Cannibalised Dart/East Lancs 40778 moved from HH to CF during mid July.

Disposals

65690 to First Eastern Counties Ltd at Ipswich (26th July)

Repaints

During early August 65527 (R147GSF) returned from repaint to the latest livery. It is thought to have been painted in Stoke-on-Trent and then went to Basildon for MOT – this vehicle was stolen from CR and recovered damaged some considerable time ago. 33132/4/6 are also in the new livery but none have any 'strapline' local fleetnames.

Area News - workings and sightings

Route branding indicated [thus]

Clacton (CN) & Harwich (DT)

As at the end of July, Telford Road yard contained 34309, 34610 (returned from Ipswich), 60102, 60206 (still licensed until 2/13), 60321, 65524 and 67003/4/5/8/9. 65524 was subsequently seen leaving on a lowloader as was an as yet unidentified Lance.

At the same time, DT32847 was at Basildon for MOT after engine change; DT32804 had a lengthy stay at Clacton with CN32855 at Harwich. DT44516 was at Clacton for gearbox change, Dart CN43449 was loaned to Basildon during w/c 16th July and Lance 67241 was loaned to CR at the same time.

July

- 5th CN34013 on 13.10 ex CN ser 76 then 14.35 ex CN ser 74
- 13th CR60756 on 16. 40 ex CN ser 74 (also in use at CN on 15th)

Member Robert Appleton has been to Mistley again, and reports that on Saturday 21st July services 103/104 Harwich - Colchester were worked by Tridents DT32809, DT32810, DT32849, CN32852, CN32855 and Dart DT42937.

The Dart operated the 09.50 and 12.50 Harwich - Colchester 104, 11.05 and 14.05 Colchester - Harwich 103, plus 15.20 Harwich - Colchester 103 and 16.35 Colchester - Harwich 104.

Colchester (CR)

Harwich Road remained closed (at Dilbridge Road East junction) until 25th July for emergency repairs to a collapsed sewer. During this time the following diversions applied:

- 1 - via Ipswich Road and St John's Road
- 75/B - via St Andrew's Avenue (non-stop), Avon Way and then around a loop via Magnolia Drive and Forest Road
- 103/4 - via Barrack Street, Hythe Hill, Hythe Station Road, Greensted Road, Avon Way, Hawthorn Avenue and non-stop to Parson's Heath.

From 30th July the bus stops in Osborne Street were closed to enable work to take place for a new 'bus station'. Notices stated that the existing Queen Street bus station closes on 31st December 2012. On the Colchester Borough Council website www.colchester.gov.uk/busstation are some "concept images" of the new 'bus station' for Osborne Street/Stanwell Street.

July

- 3rd CR34305 on 61, CR60757 on 75
- 5th CR32484 [61/62] on 64/65, CR34014 on 64, CR65551 on 75
- 9th CR32482 [61/62] on 64A
- 10th CR32480 [61/62] on 65, CR65654 on 75
- 11th CR32483 [61/62] on 1
- 12th CR32485 [61/62] on 1
- 13th CR32477 [61/62] on 68, CR32476 on 1, CR65537 on 88
- 14th CR34056 on 64A, CR65576 on 71X, CR65684 on 88
- 18th Lance 67241 on 65 (and 19th), also on 63 (21st)
- 19th CR34305 on 64, CR65552 on 75B
- 20th CR61054 on 75
- 26th CR34308 on 64
- 27th CR65538 on 75
- 28th CR32475/8 [61/62] on 65
- 29th CR32481 [61/62] on 64B
- 30th CR32484 on 65

Chelmsford (CF) and Braintree (BE)

Volvo CF66794 is the regular stand-in for coaches on the X30 and as a result will no longer be reported as unusual.

July

- 3rd CF43360 on 132
- 6th CF65028 on Sandon P&R
- 7th CF65029 on Sandon P&R
- 9th CF34284 on 31, CF34286 & 34310 on 71/71A
- 10th CF42923 on 71/71A
- 11th CF65626 on 71/71A (and 13th)

14th CF66794 on Sandon P&R
 19th CF34286 & 34310 on 42, CF43445 on 45, CF66814 on 542, CF40737 on 42A, CF65626 on 31
 20th 34310 on 42, CF43445 on 36
 24th Step Dart 46158 on 36, 34310 on 42
 25th 46158 on 45
 27th 46158 on 36, 34310 on 42
 28th 34310 on 31X (19.21 ex Burnham)
 30th 46158 on 31/36, CF43445 on 31, CF68535 out (possibly staff shuttle)

August

1st CF34284 on 31
 2nd 46158 on 51 & 54/56, CF34286 on 351
 4th CF53128 on 42A
 6th 46158 on 51, CF53134 on 132
 8th CF53113 on 351 (Solo unusual during the week)
 9th CF34286 on 42A
 10th 34310 on 351, 46158 on 42A

Basildon (BN) & Hadleigh (HH)

Caetano Darts are now quite often on Brentwood local 73/73A/73B and on route 100.

July

18th HH41015 on 200 – loaned to BN, replacing previous loan vehicle HH41008
 19th HH32905 at BN for MOT but was used in service, along with CN43449 on loan
 27th BN34011 on 100
 31st BN66165 first noted in service (ex Great Yarmouth), BN66830 on 8

General

Former Eastern National Mercedes 709D/Plaxton Beaver 655 (L655 MEV) is for sale. No MOT or tax but otherwise a runner and visibly in tidy condition, in Jobserve livery.

Potential preservationists should contact **Norman Kemp** at Nu-Venture Coaches Ltd., Unit 2f, Deacon Trading Estate, Aylesford, ME20 7SP. 01622 882288. Fax 01622 718070. kemp_norman@yahoo.co.uk

Sources: Own observations, with many thanks to *First Essex* and to R Appleton, S Austin, A Bird, N Clark, T Clark, D Edwards, M Farmer, F406LTW, J Long, K Mead, J Podgorski, D Pretty, I Ransom, C Sigston, 'Solo', 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 SOUTHEND LTD

The batch of ex Grays DAF SB120/Wright Cadets reported as earmarked for Southend in EBN575 have begun to enter service. The vehicles have been refurbished and converted to single door with a reported revised seating capacity of B30F. 3504 (KE51 PUH) was the first to enter service on 14th July when it worked service 4/4A and later in the day service 5. By

the start of August, 3503 (KE51 PUF), 3505 (KE51 PUJ) and 3508 (KE51 PUU) had also entered service. 3509 (KE51 PUV) was also reported at Southend but had not entered service.

Dart SLF/Plaxton 3429 (P429 HVX) has been withdrawn as a result of the start of entry to service of the DAF / Wright Cadets.

An additional Optare Versa is due to arrive mid August. It is Arriva the Shires 2402 (YJ57 EKG) currently at High Wycombe. It will be renumbered 4200 following repaint (it is currently in an orange route branding scheme there).

The eastern end of Fairfax Drive was closed from 9th July for gas main replacement works. Service 29 buses were diverted via Prittlewell Chase and Highfield Gardens. The closure was expected to last up to four weeks.

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

TGM Group

■ NETWORK COLCHESTER

Volvo Citybus / East Lancs 215 (G615 BPH) has been withdrawn following roof damage.

Volvo B10BLE / Alexander 902 (W902 UJM) has been withdrawn after catching fire in Colchester High Street whilst working service 8 on 14th June.

Scania N230 / East Lancs Olympus 104 (YN08 OBZ) has been transferred to TGM Heathrow.

Volvo Citybus / East Lancs 214 (G614 BPH) and Scania N113 / East Lancs 131 (N161 VVO) are parked up out of use.

A fleet reduction is expected this autumn due to the loss of Tendring College contracts.

■ NETWORK HARLOW

A further 3 Optare Solos to receive Network Harlow livery are 2457 (KE04 PZF), 2458 (KE04 PZG) and 2466 (KE55 KTD). Just 3 Optare Solos of the 13 allocated to Harlow retain Arriva Livery, these being 2465, 2467 and 2474.

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

Heddingham

Acquired vehicles

L387	R835 FNG	Optare Excel L1150 VN 9211	Optare B40F	ex Konectbus 200
L388	S169 UAL	Optare Excel L1150 VN 9292	Optare B43F	ex Konectbus 269
L389	T789 XVO	Optare Excel L1150 VN 9404	Optare B43F	ex Konectbus 289
L390	V203 ENU	Optare Excel L1150 VN 9442	Optare B46F	ex Konectbus 203
L391	V205 ENU	Optare Excel L1150 VN 9444	Optare B46F	ex Konectbus 205

L387 was originally registered R400BEN and was new to Bennett & Lane, Gloucester 1/98 for use on the Gloucester Park & Ride.

L388-91 were originally Trent 169,189, 203 & 205 in 10/98, 8/99 and 2/2000 respectively.

L391 was due out of paint shop on 7th August with L388 going in next. L389 was collected from Dereham on 6th August already painted in HO red and cream and delivered to HD. Picture attached of L389 at Tollesbury after receiving fleet names, awaiting fleet numbers.

Four Brighton and Hove buses should have arrived with HO by Friday 10th August which should be two Wright bodied B10BLEs and two MPD Darts understood to be as follows:

L392	R227 HCD	Volvo B10BLE	Wright Renown	B45F	ex B&H 227
L393	R229 HCD	Volvo B10BLE	Wright Renown	B45F	ex B&H 229
L394	X346 YGU	Dennis Dart MPD	Plaxton Pointer	SLF B29F	ex B&H 246
L395	X347 YGU	Dennis Dart MPD	Plaxton Pointer	SLF B29F	ex B&H 247

L394/5 were originally Metrobus 346 & 347 respectively. L394 arrived at HD on 6th August.

Additionally from Blue Triangle:

L396	EU04 BVF	Dennis Dart SLF	Transbus SLFB37F	ex Blue Triangle DP207
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L396 was collected from Blue Triangle and arrived at Kelvedon on 6th August. DP207 was new to Blue Triangle 04/2004.

Route Changes

Hedingham have won the following ECC tendered routes, all starting on or after 26th August 2012:

7/7X/8	Clacton – Walton	Mon-Sat eve	ex First
11	Highwoods – North Station	Mon – Fri	ex First
15	Lexden – North Station	Mon – Fri	ex First
14/15/15A	Wickford – Chelmsford	Mon – Sat	ex Regal
16	Wethersfield – Chelmsford	Mon – Sat	ex Regal
16A	Barnhall – St Helena School	Sch	ex First
17/18	Clacton – Point Clear	Mon-Sat eve	ex First
34/34A	Notley Village – Bocking	Mon – Sat	ex Regal
37	South Woodham Ferrers Circular	Mon-Fri	ex Stephensons
83	Colne Engaine – Colchester	Mon-Sat	ex First
83A	Mount Bures – Colchester	Mon-Sat	ex First
87 (see below)	Colchester – Brightlingsea	Mon-Sun	ex Network Colchester
103	Harwich – Ramsey	Sch	ex First

Service 87 is a new commercial service positioned to run just a few minutes ahead of Cedrics 78X service during the day Monday – Saturday, and the ECC tendered early morning, late evening and Sunday services run currently by Network Colchester as service 78 have been re-numbered 87 to match Hedingham's commercial service. The first M-F service running from circa 6am to just after midnight taking into consideration the ECC tendered services.

Service X16 Chappel – Bury St Edmunds will be operated by Chambers from 5th September 2012.

Further to last month's news HO service 88 still officially uses King Cole Road on inward journeys to Colchester, only First have changed in-ward journeys to Halstead Road. (Outward journeys have always used Halstead Road by both). The change of operation was reported in good faith due to some journeys having been witnessed making the same inward route as First along Halstead Road but I am informed this was driver error and the route has not changed from the original route.

Allocations

L300	S300 XHK	HD to TY
L330	EU53 MVZ	CN to HD
L337	R279 LGH	CN to Anglian, Beccles to TY (returned 26th July)
L352	P494 MBY	CN to TY
L353	P489 MBY	CN to TY
L372	R626 MNU	KN to Anglian, Beccles to KN (returned 26th July)
L377	P606 CAY	TY to KN.
L389	T789 XVO	acquired to TY.

General

12th July Ex L297 (M832 CVG) painted overall HO red but devoid of fleet names and fleet numbers was transferred to Chambers SY depot. By a week later, M832CVG had received Chambers vinyls and legal lettering in front nearside passenger window and was seen working in Bury St Edmunds. As part of the 'refurbishment' before transfer the B6/Pointer has been fitted with front electronic destination equipment to match the remainder of the Chambers service fleet.

L298 (N667 THO) has now officially been transferred from HO to Chambers.

Chambers Mercedes Benz Alexander 100 (R112 NTA) has been transferred to TY but is parked up not in use.

Chambers now have new O discs with the same number as their old disc and new legal lettering is being put on the buses as well.

L282 (M571XKY) was used on Diss rail station-Southwold Latitude Festival shuttle on 12th to 16th July.

L84, L340 & L386 all attended the bus rally at Colne Valley Railway on 22nd July.

Mark Lloyd with thanks to Dave Arnold, Paul Clarke & Gary Sharpe

Ensignbus

DEALER STOCK MOVEMENTS

Vehicles in

Arriva the Shires	R447 / 450 SKX	DAF SB3000/Plaxton Premiere 4047/50
Astons Coaches	AJ58 PZC / PZF	MAN Evolution
	M782 NBA	Dennis Javelin/ Plaxton Premiere
	W387 PRC	Volvo B10M/ Plaxton Excalibur
Bob Vale Coach Sales	N238 HWX	Volvo B10M/ Plaxton Premiere
Countryliner	M572/636/745 RCP	DAF SB3000 Van Hool
	NKZ 8970	DAF SB3000
	H185 DVM/P710 OOA	Volvo B10M Van Hool/Caetano
Garnetts Coaches	A823 SUL/KYV 372X/CUL 88V/139 V	Titans
Go-Ahead North East	R263/392 LGH	Olympian/Northern Counties 3905/3933
Irvine's Coaches	YJ55 WRA	VDL SB120/Wright
JPT Transport	ST58 JPT/RT09 JPT/	Enviro 200s 303/4/6/?
	ST09 JPT/ VT09 JPT	
	VT59 JPT	Enviro 400 551
Lothian Buses	CUV 203C	RM2203

Metroline	X319/22/4/6-7/9/31/2/4/5-8/41-3 HLL	Trident ALX 400
	T116 KLD	Trident /President
	W126 WGT	Dart SLF Plaxton DP26
New Adventure	V152/61/3 EFS	Dart SLF Plaxton originally
		Lothian 152/161/163
Rotala plc	EY07 AXH/J/K/M	Volvo B9TL/Wright Eclipse Gemini
	R366/368 DJN	Volvo Olympian/East Lancs
SM Coaches	EU08 FHD	Enviro 200 103
	BU05 HDO/HDV	Dart Alexander Dennis MPD
Stagecoach Devon	P803 XTA	Volvo B10M/Plaxton Premiere
		52343
Stagecoach London	X224 WNO	Dart SLF Plaxton 34224
Stagecoach Midlands	P158 ASA	Volvo B10M Plaxton Premiere
		52358
Stagecoach Yorkshire	LR02 EHH/EHJ/BNZ	Volvo B6BLE East Lancs 31912/3/1
TD Travel	K354/ 358DWJ	Olympian/Northern Counties
Town Lynx	DK57 SXG/SXF	Enviro 200s
Vehicles out		
Aintree Coaches	X373 NNO	Trident ALX400
Astons Coaches, Worcester	M572/74 5RCP	DAF SB3000/Van Hool
Avacabs, Preston	R765 DRJ	Olympian/Alexander
Belfast City Sightseeing	R376 LGH	Olympian Northern Counties
		ex London General NV16
Cedric, Ardleigh	T97/118/120 KLD	Trident/President
	V161 EFS	Dart SLF/Plaxton
Centrebus	YN04 LWT	Solo ex Veolia
Classic Bus North West	V162/163 MVX	Dart SLF/Plaxton
Countryliner, Guildford	RX53 LFH/LNH	MAN/East Lancs ex Roadrunner
	MM53 BLU	MAN/East Lancs ex Veolia
Croydon Coaches	R394 LGH	Olympian /Northern Counties
Finesse, Birmingham	V754 HBY	Trident/President ex Metroline
		TP54
First Group Plc	ST58 JPT/RT09 JPT/ ST09 JPT/VT09 JPT/ DK57 SXG/SXF	Enviro 200s ex JPT
		Enviro 200s ex Townlynx
Garnett, Bishop Auckland	X288/307 NNO	
	Y359/361/508NHK	Trident/ALX400
Gwynne Price, Trimsaran	P803 XTA	Volvo B10M
International Coachlines, Thornton Heath	V103/218 MEV	Trident ALX400
Irvine, Law	R415 LHK	ex Dublin Olympian 97-D-357
	N238 HWX	Volvo B10M/Plaxton Premiere
Landmark, Hitchin, Herts.	X508 WRG	Dart
New Adventure, Cardiff	CN07 FSE	MAN Evolution ex Veolia Cymru
Nightingale Coaches	R263/392 LGH	Olympian/Northern Counties
Sandwell, Tipton	N227 TPK/R743 BMY	Dart SLF/Plaxton
Shelton Motors, Cambs	W396 WPX/R447 LGH	Dart SLF/Caetano ex Veolia
SM Coaches, Harlow	LX51 FFW/FGU/FHA/ FHB/H/J/K/L	Dart SLF/ALX200 ex Stagecoach
Tates Travel, Barnsley	V152/163 EFS	Dart SLF/Plaxton

TD Travel, Scarborough	S61 YWC	Dublin Olympian 98-D-20418
	V826 PHJ	Dublin Olympian 98-D-20419
Tourmasters, Peterborough	M528 RSO	Volvo B10M/Plaxton Premiere
Travelmasters, Sheerness	EY07 AXH/J/K/M	Volvo B9TL/Wright Eclipse Gemini

Trident T133 CLO	First Productions, Shepperton, Middx.
DAF SB3000 R447/455 SKX	Paul Jones Commercials, Tonbridge, Kent.
MAN's AJ58 PZC/PZF	Associated Coach Sales, North Island, New Zealand.

Dublin Olympian 97 D 375, damaged in the fire that destroyed the DAF/Wright hybrid has been removed for scrap.

Mark Lloyd with thanks to Ross Newman.

■ ENSIGNBUS CO LTD.

Acquired vehicles

Six more Tridents with Alexander ALX400 bodywork have been taken into the fleet for temporary rail work and Olympic commitments: X232/249/258/259/353/ 54NNO. These are all ex Stagecoach London 17232/249/258/259/353/354. They will remain in red.

Enviro 400 VT59 JPT into fleet as 124.

Withdrawn vehicles

- 501 PIJ 601 DAF DB250L/Wright hybrid (destroyed by fire).
- 656 Y256NLK Dennis Dart MPD/Plaxton B29F - sold to Centrebus.
- 657 Y257NLK Dennis Dart MPD/Plaxton B29F - sold to Centrebus.
- 659 Y259NLK Dennis Dart MPD/Plaxton B29F - sold to Centrebus.

General

724 the last Marshall bodied Dart, will stay until October 12 as Ensign's new X1 starts on September 3, which is also when Ensign take over the Tilbury Ferry shuttle to Tilbury Town station. That means a PVR increase of five, the six new hybrids are due in October.

The acquired E400 and two seatbelt fitted private hire Tridents 195 and 103 will be allocated to service work until the new hybrids arrive.

Liveries

The temporary ex Metroline Trident/Presidents are liveried as follows:

T81, 113 KLD - red.

T98, 128 KLD - red/blue skirt.

All retain dual doors.

Ancillary vehicles

The Scania 113M 450 8X2 wrecker UJF 182 has been re registered back to its original mark of E642 BNS.

■ ENSIGN HERITAGE FLEET

Acquired are RMC1513 and ex Eastern National Bristol MW coach 7017 HK.

Leyland PD3 CJN436C has been sold to Marden Signs, Benfleet, Essex for restoration.

RM2203 has been converted to full open top and painted red. RML2516/RCL2220/RM371 have all been wrapped for BOSCO sportswear and will be seen all over London during the Olympic period.

Mark Lloyd with thanks to Ross Newman & Essex Yahoo Bus Group

Regal Busways

New Vehicle

MV12 ODR Neoplan CxxF June 2012

To be used mainly on tour work. In overall white livery.

Acquired Vehicles

N320 NHY Dennis Javelin Plaxton C49Ft June 2012

Acquired from Panther Travel, this vehicle remains in Panther overall white livery with Panther decals removed. Retains scrolls at front (including a three track number blind). New in July 1996 to Wessex (fleet number 210).

Ex Metroline Dart DP 36 (W136 WGT), which was converted to single door (B36F) in April this year and repainted into fleet livery, was expected to receive fleet number 606, but when it finally entered service at the end of May / early June (it was first observed on June 6th but may have been in service before this) it did so carrying fleet number 607.

Instead, fleet number 606 has been allocated to ex Metroline Dart DLD 124 (V124 GBY). This, together with ex DLD 123 (V133 GBY) and ex DLD 132 (V132 GBY), was acquired from Ripleys via Ensign in March this year and was originally thought to have been for spares only, but is now being prepared for service. It will retain dual doors and is to be route branded for service 261.

Vehicles on Loan

V436 KGF Dennis Dart SLF Caetano B39F

V437 KGF Dennis Dart SLF Caetano B39F

Both on hire from Ensign, from May to July 2012 (V436 was first seen on Route 7 on May 31st, they were both seen still with Regal on July 6th, but both had returned to Ensign by July 23rd). New to Independent Way, Battersea, but in Go North East red and light blue livery. (A photo of V437 whilst on loan appeared in EBN 578.)

P390 LPS, which is former Regal 512, and had been back on loan from Panther Travel since January this year, returned to Panther during June. It was then quickly disposed of by Panther, to Malcolm Alder of Clacton by July 10th, from where it has gone on loan to New Horizon Travel of Frating.

Olympian 1204 (H263 GEV) was recently away for front upper deck window repair, and whilst away NIBS Dennis Dominator / East Lancs H258 MFX was hired as cover for about a week.

Disposals

Ex Imperial Darts 607 (S520 KFL) and 609 (S526 KFL), which were acquired with the Brentwood area Imperial routes on November 28th 2011, but were noted out of use in March 2012 (EBN 575), are thought to have been withdrawn by or during April. (As noted above, the number 607 has since been re-used.) S526 was seen on Go Ride's route 374, Grays to Basildon, on June 27th, still in Imperial green with cream band livery.

Olympian 1204 (C264 XEF) was scrapped last year. The fleet number has been re-used, allocated to ex Arriva Southend H263 GEV. Olympian C73 CHM (which remained in NIBS livery) was also disposed of last year. It is not known to have received a fleet number whilst with Regal.

Repaints

It was reported in EBN 577 that 602, 605 and 608 had recently been repainted into new style livery, and, as noted above, 607 has also. However, whilst single door 602 and 607 are in full livery with thin dark red, cream and white stripes at front and rear, plus dark red chevrons

over the side windows, dual door 608 has the stripes but not the chevrons and dual door 605 has neither. 605 also has a super rear advert for County Motor Works of Springfield, Chelmsford.

Other Vehicle News

Dart 516, noted out of use in March 2012 (EBN 575) and Olympian 1202, noted in April (EBN 576) as being used for spares, were still at Cooksmill depot in withdrawn condition when Ian Ransom visited on July 6th. Olympian 1205 (F629 MSL) was also noted in April as being out of use and was still so in August, but it is planned to repair this vehicle for return to service. Olympian 1203 was seen still in service on July 20th (see below) but is to be retired soon. Anyone interested in purchasing this vehicle, which was new as Crosville EOG 203, should contact Steve Carr at Regal. There are plans to withdraw the remaining step entrance Darts from all services, apart from routes 211 and 212 which will keep them due to road layouts and speed humps in Breach Barns, Upshire. The remaining step Darts in use at the end of July 2012 were 501, 502, 511, 513, 514 and 515.

Stage Services

Essex County Council four year contracts which commenced in August 2008 are coming to an end this month. In the main, they are being replaced by single year contracts which commence on August 26th (or 28th for non Sunday / Bank Holiday services). Regal has gained the Monday to Saturday 7/7A from Network Harlow. This is basically an hourly service between Stansted Airport and Bishops Stortford with journeys from Stansted at 0649, 0739, 0849 then hourly until 1849 with all journeys as route 7 except the 0849, 1049, 1249 and 1449 departures which are 7A. Coincidentally the journeys from Bishops Stortford start at exactly the same times, except the first two services are at 0639 and 0749 and there is an extra 7 journey departing at 1949. There is no Sunday service on this route. (Thus Regal now operates two routes 7 and 7A as it also runs the Epping to Chelmsford 7/7A/7B group of services.)

However, Regal will cease to operate the 14/15/15A Chelmsford to Wickford, 16 Chelmsford to Wethersfield and 34/34A Notley Village to Bocking services which all move to Hedingham Omnibuses. Regal also currently operate the Saturday 89 Braintree to Great Yeldham service on an ECC contract, but when the current contract ends this month this service becomes a commercial one operated by Hedingham, as per the Monday to Friday service.

The tenders taken over from Imperial in the Brentwood area from November 28th 2011 also end this month. The 71/72, Stondon Massey to Warley, moves to Stephensons and the 268/269, Grays to Blackmore and Brentwood, goes to Travel With Hunny. The 261, Brentwood to Blackmore, has been withdrawn from the tender process. This was because Travel With Hunny registered the route commercially. In response, Regal have also registered a commercial service, commencing August 28th (incorporating a change of route on Saturdays in the Wyatts Green area). Subsequently TWH have withdrawn their registration with effect from September 19th.

The following minor routes are due for withdrawal soon: 2 and 6 Southend to Chelmsford (these operate on alternate days Monday to Friday with only one journey from Southend in the morning and one from Chelmsford in the afternoon), X4 Basildon to Chelmsford (three afternoon journeys from Basildon only, Monday to Friday), 680 Wickford to Southend (Monday to Friday, one journey from Wickford in the morning and one from Southend in the afternoon) and R3 Rawreth to Rayleigh Station (Monday to Friday peak service, nine journeys each way per day, the route is only six or seven minutes long between Rayleigh Station and Rayleigh Asda - the first journey starts at Rawreth rather than Asda and the last journey finishes there). The X4 will be replaced by a new peak Monday to Friday service 4 between Chelmsford, Basildon (Festival Park) and South Benfleet. Also, a new Monday to Saturday daytime service 11 Chelmsford to Great Dunmow starts on

August 28th , nine journeys each way on basically an hourly headway (although there are variations to this with some longer gaps). (This service is not to be confused with the Sundays and Bank Holidays 11A Chelmsford to Southend which Regal also operate.)

General News plus Workings and Observations

On schooldays when Imperial ran the 269, the 1521 arrival in Brentwood High Street continued out of service to Sawyers Hall College to become the 1540 short departure to Warley Eagle Way before running dead back to Brentwood High Street to take up the 1615 departure to Grays. However, more recently, the 1521 arrival has parked in Brentwood High Street until 1615 and the Warley short has been operated by a different vehicle. For example, on both July 6th and 9th, 702 was on the 1521 arrival with 607 on the Warley short. 105 operated the short on May 22nd, complete with full blinds - it was very unusual to see both a Leyland Lynx 2 and a Hedingham liveried vehicle working a stage service in Brentwood.

Regal operated a service from Chelmsford station to Hylands Park in connection with the Olympics torch relay celebration held there on the evening of July 6th. Trident 1301, Dart 608 and, fittingly, Olympian 1206 were seen in use.

For the actual Olympics, one coach was based at TGM's site at Poyle working for a major finance company, whilst 1301 and 1302 worked on the North Weald to Lee Valley Park & Ride sub-contracted by First.

Lynxes and Tempos are no longer able to operate on route 3 following its recent re-routing via Hyde Hall.

A private contract route from Southend to Basildon, numbered B1, and a Park & Ride in Basildon are being operated by a Trident and a Dart. For these, an outstation at Purdey's Industrial Estate, Rochford is being used. However, the use of parking space for coaches and out of use vehicles in Broomfield (as reported in EBN 575, March 2012) has now ceased.

Regal generally operates a fairly flexible vehicle rostering programme. The following observations over recent months, including some less usual workings, illustrate some of the variety:

August 10th - 211 on 72;

August 9th - 603 on 261;

August 8th - 201 on 71;

August 6th - PO1 on 565;

August 2nd - 1204 on 7A (and on 7 on July 31st) - these routes are normally step Dart operated, but are sometimes worked by double deckers in school holidays;

August 1st - PO3 on 261;

July 25th - 105 on 1B, 206 on 3B, 210 on 16; 610 (still in white/green livery) on 71;

July 20th - 1203 on Brentwood school route on last day of term;

July 12th - 501 on 14;

July 11th - 501 on 3;

June 3rd - 1301 at the Clacton Bus Rally;

June 1st - J734 CWT on driver training;

May 25th - 513 on 213;

May 22nd - P390 LPS (former 512 back on loan from Panther Travel) at Brentwood station, assumed parked up between school duties;

May 21st - 103 on 2;

May 3rd - 210 on 71, 515 on 565 (unusual to see a step entrance Dart on this route) - this bus has a non working dot matrix display, so small card with written route number in windscreen, 610 on 269;

May 2nd - 502 on 3, 602 on 553 (first sighting after repaint into new livery), 1303 on 565 (a very unusual working - a double decker hasn't been reported on this route before or since);

April 25th - 603 on 269;
April 22nd - 203 on 71;
April 20th - 514 on 565 (again a step entrance Dart on this service) with full LED display for the route;
April 18th - 610 on 14;
April 3rd - 610 on 15;
April 2nd - 602 on 269 (still in old livery with branding for Village Link 14/15/15A), 612 (still in NIBS livery) on 261.

Sources: own observations plus many thanks to Ian Banks, Gerald Butler, Steve Carr, Terry Clark, Connor Clarke, Ian Hardie, Chris Hatley, Ian Ransom, Kevin Smith, Chris Stewart, Geoff Toon and Owen Woodliffe.

Adam Kelleher

SM Coaches

Acquired vehicles

LX51 FFW/FGU/FHA/B/H/J/K/L - Dennis Dart SLF/Alexander ALX200
ex-Stagecoach London via Ensign Bus (dlr)

LX51 FHA/H/K have been repainted into white/blue and fitted with LED displays at the front only.

Adam Kelleher

Stephensons of Essex

Acquired vehicle

509 YN07 LHP Scania N230UD, East Lancs Olympus H71F, ex Centrebus 907.

This bus is another former London United vehicle (SO1), sister to 504/5 already in the Stephensons fleet. It had been used by Centrebus in Leeds and latterly had been on trial with the High Peak Bus Company on the lengthy Trans Peak Nottingham to Manchester service.

To clarify the notes on new Scania/Enviro 400 deckers 601/2, mechanically they are to a standard Stagecoach specification but the interior is to Stephensons' own specification (not just the moquette as stated last month). They seat H47/28F and are low height, 4.21m/13' 10".

Acquired from Brijan Tours for component recovery only (and then sale for scrap) is RUI 2590, formerly C379 CAS, a Leyland Olympian/Alexander.

Operations

Scania deckers 501-4, 601/2 have been in use on Olympics shuttles under contract to LOCOG. For this work all company names had to be removed, hence the buses had white vinyl over their fleetnames, etc.

January 1st running day

A presentation was made to Essex Air Ambulance on July 24th from the fares collected on the 2012 New Year's Day Southend Heritage Running Day. The donation included £202 from EBEG members, from collections made on visits to Talisman, Ensign Bus and the London Borough of Redbridge.



The picture shows the cheque presentation at Stephensons' Witham depot in front of the Queen Mary PD3, 424DCD with (l-r) Paul Smith of Talisman Coachlines, Peter Hennessey, volunteer fund raiser for Essex Air Ambulance and Richard Delahoy & Steven Hughes (seated), Running Day Organisers.

In total, the Running Days have now raised over £6,000 for national and local charities.

Richard Delahoy

In total, the charities benefitting from the Running Day and EBEG this year received:

Essex Air Ambulance	£1,250	Help for Heroes	£107
Macmillan Cancer Support	£215	Wickford War Memorial Association	£107
Cancer Research UK	£107		

Richard Delahoy

Travel with Hunny

Services

Essex County Council four year contracts which commenced in August 2008 are coming to an end this month. In the main, the replacement contracts are for one year only, and start on August 26th, or August 28th for non Sunday / Bank Holiday services. Travel With Hunny has won the Monday to Saturday service 269, Grays to Brentwood (with one school day afternoon journey extended to Blackmore) which is currently operated by Regal Busways (who took it over from Imperial on November 28th 2011). This contract also incorporates school day only route 268 which operates one journey in the morning from Blackmore to Grays and one journey in the afternoon in the opposite direction.

Another former Imperial contract which Regal took over last November was the 261, Monday to Saturday, Brentwood to Blackmore. This was withdrawn from tender when TWH registered it as a commercial route, commencing August 28th. In response, Regal registered their own commercial service from the same date. Subsequently, TWH have withdrawn their registration with effect from September 19th. It remains to be seen whether TWH actually operate the service between August 28th and September 19th.

TWH have also won the Monday to Saturday evening contract for route 31. There are four journeys from Chelmsford to Maldon (the first at 2010, the last at 2315) and one from Maldon to Chelmsford (at 2150).

Adam Kelleher, with thanks to Chris Stewart and Geoff Toon

Mardens Coachworks

A recent visitor for repainting was open top Routemaster RM2203, CUV203C. It was recently acquired by Ensign Bus from Mac Tours (Lothian) and was collected from Edinburgh at the beginning of July. By mid month it was at Mardens being prepared for repaint, as seen in Peter Sedge's picture taken on July 18th, nicely showing the platform doors fitted by Mac Tours. Peter's second picture, also in the



somewhat restricted confines of the yard, shows it resplendent in LT red, with Ensign fleetnames.

Amongst the many other vehicles dealt with at Mardens in July was Regal's coach 7345 FM, which was reliveried with new vinyls for the Regal excursion programme. It was illustrated in its previous scheme in EBN 577 (May 2012). It was in and out of the works so fast that our correspondent didn't have time to get a photo! As these notes were prepared, another interesting visitor was open top MCW Metroliner AXZ5722 (orig A112KFX) which it is understood is being prepared for use as a second bus on S&M Coaches' Southend seafront service. It had been used there on May 26/27 as reported in EBN 578 (June).

Richard Delahoy

Evening Visit to NIBS : 19th July 2012

There was a good turnout for the Group's visit to NIBS at Wickford. A number of us enjoyed a ride on the Company's last operational Leyland Olympian, former London and Isle of Man C51 CHM, from the railway station to the depot in Bruce Grove, where we were welcomed by Steve Nelson. One of a number of things we learnt was that the former W H Nelson (Coaches) Ltd name had changed to NIBS Buses Ltd on 18th June this year.

The NIBS fleet comprises 26 operational vehicles of which 24 are double deckers – 18 Scania's, 4 Dennises and the aforementioned Olympian. The single deck fleet is now just two Dennis Darts and an Optare Solo. A number of vehicles had been positioned for photography and we were able to visit the nearby yard used for overspill parking and storage of withdrawn vehicles.

Afterwards we enjoyed a run back to the station on H258 MFX, the only Dominator remaining in use, a former Bournemouth vehicle and due for early withdrawal - passing en route EU58 BLJ, one of NIBS' modern Scania's. This meant we saw the entire fleet other than Solo MX08 UZK, which was out working until midnight.

Our thanks go to three generations of the Nelson family for their hospitality - tea and biscuits were most welcome on a warm evening. Thanks also to Chris Stewart for driving.

Richard Huggins

with thanks to Sue Stewart who typed up the notes



Still in regular use with NIBS during school terms, the one time London L51 is now the last of several former London Olympian/ECW vehicles and is seen loading at Wickford Station prior to the depot visit. *all photos: Chris Stewart*



Displaying blinds for the Festival Leisure Service in Basildon and the new 'NIBSbuses' logo, 304 (YN04 YJT) is one of four similar Scania/East Lancs numbered 104, 204, 304 and 404.



The last of four former Bournemouth Dominators still in use is H258 MFX, seen in the evening light back at Wickford Station at the end of the NIBS visit.

BD Depot Lingo ... and other recollections

from David Barker, Morton, Derbys

I was most interested to read the article in issue EBN577, as I was employed as a Junior Traffic Clerk at Brentwood from 1959. During my time at BD, I assisted Dougie with main road scheduling for a while and then transferred to the Private Hire Office.

The term 'conker box' was explained to me as applying to any half-cab car fitted with a 5-cyl Gardner diesel engine and related to the tickover 'sounding like a box of conkers being shaken'. Thus, Bristol L, LL, LWL, K and KSW models at BD were all called conker-boxes.

A duplicate car on 251 was always called a 'swinger' in my time, and although timed five minutes after, often accompanied the service car. Maybe the crews called things by different names?

- > *David is absolutely right; I had completely forgotten 'swinger'. In thinking back, a 'slash' and 'slashing' were specific to the Summer Sunday dupes ex-Seaway. You 'slashed' it down to SSY. David H.*

My recollection is that we had a Depot Manager rather than an L.T.S.; you tried very hard not to upset him, and I don't think anyone at BD knew his christian name.

None of the above is intended to detract from the article, which I found entertaining and evocative, and the magazine very well produced with excellent photographs - this being the first EBN I have seen. I particularly liked the back cover view of my favourite bus on the 251, 236 LNO, always 1541 to me.

Another BD tale ...

Who's in the driving seat?

Inspector (Albert) Wood gave the appearance of being the most amenable of the BD jumpers, but looks could be deceptive. Like most of them, he had worked his way up through the ranks and knew the system back

to front. More importantly, he knew the men and every trick in the book they were capable of, back to front too. He was no soft touch, and was a stickler for the rules into the bargain.

He lived at Herongate in a cottage that lay on the designated turning diagram for 265's terminating at Herongate 'Church'. After setting down at the "Green Man", you bore left into Billericay Road, then right into Rectory Lane (passing Albert's cottage), and right again, to rejoin the Brentwood Road and pull up on the stand.

The now, long-extinct, two-hourly 265 extension to Herongate 'Old Dog', continued about two miles down the Billericay Road to the hostelry of that name, where at one time, a reverse-and-turn was performed in the forecourt.

However, after a decker collided with the pub superstructure one day, turning there was banned, and a reverse had to be made a few hundred yards further on at the junction with Dunton Road. The handful of cottages hereabouts were the sole source of custom for the 'Old Dog' 265's, and even in those days, they must have been pretty marginal workings.

But, to return to Albert. Inspectors were granted the occasional rest day, and on one such day, a fine, sunny one by all accounts, he was in his front garden, pruning roses. Hearing the familiar sound of a Lodekka on the 265 approaching, Albert, no doubt out of habit, checked the time and glanced up momentarily as it went by. At this juncture, the weather locally turned decidedly frosty, for what he saw caused him to take a second glance and in the process, suffer a near-apoplexy – the conductor was driving, with the driver squashed-in beside him in the cab. It seems that the latter had foolishly decided that it was about time his mate tried his hand behind the wheel, and even more foolishly thought a quick spin round the triangle at Herongate was the ideal place for it

Normally of ruddy complexion, Albert must have turned incandescent by this stage, but, so the story goes, in a masterly display of self-composure, he calmly continued with his pruning. Nevertheless,

he had seen them and they had seen him, and the crew must have spent a sleepless night wondering exactly when (there was no question of 'if') the proverbial would make contact with the Vent-Axia.

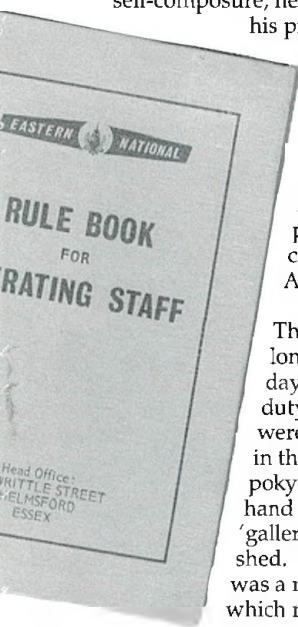
They did not have to wait long. On the following day, Albert was back on duty and the miscreants were summoned to see him in the inspectors' office – a poky room in the front right-hand corner of the upstairs 'gallery', inside the depot shed. Digressing, the 'gallery' was a raised wooden structure which ran round the inside

perimeter of the building, comprising a walkway, a series of wire storage cages, plus the inspectors' den. I recall the cages contained a treasure-trove of old scrolls, tyres and spares, some labelled-up for the Seddons, Commers and Beadle-Bedfords – types long gone from BD, even then.

Now, needless to say, permitting an unauthorised person to drive a Company vehicle was completely against the rules, laying aside any legal or insurance considerations. But, in light of the then desperate shortage of platform staff, Albert very reluctantly decided that pragmatism was called for. Thus, the sorry pair received what might politely be described as a dressing-down. In fact, coming from Albert, this would have been a deeply harrowing experience. Legend has it that they emerged, ashen-faced shadows of their former selves, and for some time afterwards, the incident was referred to in the canteen only in hushed tones.

When it came to the rulebook, Albert was most definitely "old school".

David Harman



The scene of the crime revisited. 'Bertie', Bluebird Tucana YX60 CXF of Brentwood Community Transport stands opposite the Green Man, Herongate, on the Sunday 228. Billericay Road bears off left of the Methodist church, just visible in the background, behind which stood Albert's cottage. 1st July 2012. *David Harman*

Preservation Notebook



SOUTHEND OPEN TOPPER COMES HOME

Hard on the heels of the story of ex Southend 336 being restored in Benfleet (EBN July issue), we bring news of another former Southend Transport restoration in progress in Castle Point. Fleetline JTD395P was new in 1976, one of a batch of 12 with the Southend standard NCME H49/31D body. After a fairly uneventful life with ST, during which it carried an overall advert for Asda in 1983/4/5 and was renumbered to 215 in 1988, it was converted to open top and single door layout in 1990 and renumbered again, to 905. Sister JTD390P likewise became open topper 904 and both were turned out in a white & blue scheme with red band; they were renumbered yet again, to 914/5, in 1992.

Both remained with Southend Transport until 1993 when they passed to Crosville Wales (later Arriva Cymru), a fellow subsidiary within the British Bus Group, where they lasted until 2000.

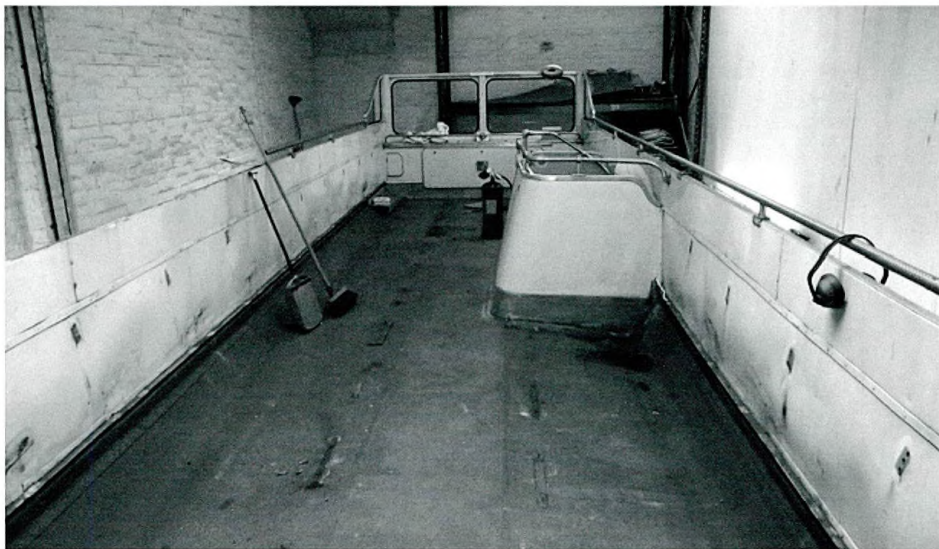
Both passed to dealers but JTD395P escaped scrapping and was sold to an operator in Torquay in 2001. At one stage it operated in green/cream as a free bus to the famous model village at Babbacombe, latterly it ran a seasonal sightseeing service in a blue scheme as seen in *Simon Coates'* picture, taken on September 6th, 2009. It is thought that it was used there until about last August, being replaced by a Metrobus.

In November 2011 the bus was acquired by the Castle Point Transport Museum and it is now nearing restoration in the museum's workshops. So far, the upper deck has been stripped and sanded then painted, seat frames have also been stripped and new bases added and painted. All aluminum work has been cleaned and repainted where necessary. The floor has been waterproofed and then painted.

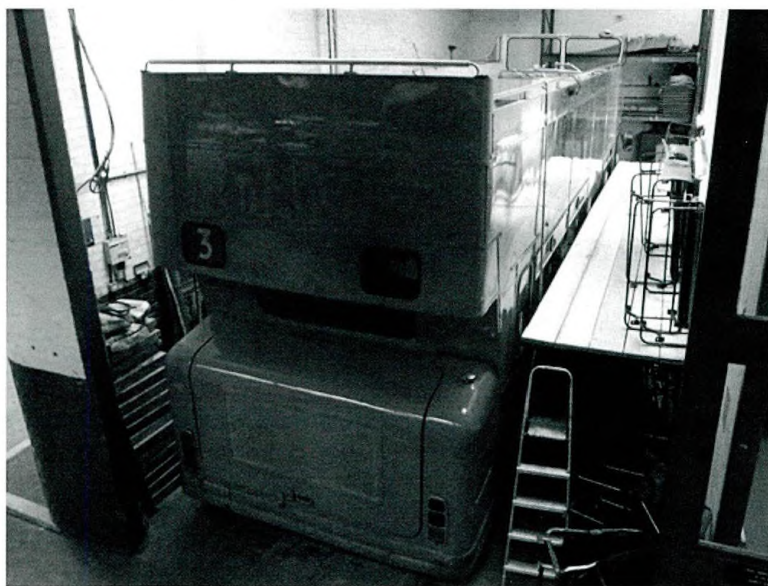
The lower deck has been stripped and

repainted with the seat frames being welded where necessary, then stripped and painted. A small amount of panel work remains to be

done and the floor painted. A quarter of the body work on the exterior has been stripped and sanded and re-paneled. The water pump



above: December 2011: Top deck being stripped. The detrimental effects on the decking of the English weather, even the English Riviera weather, and especially the wet variety of same, are obvious. below: Exterior now repainted in blue, a shade that looks a tad lighter than the last Southend Transport blue, but which is not the traditional Southend Corporation blue. Also in December 2011. Ian Banks





May 2012: Top-deck prepared and painted with red oxide waterproof paint, sidewalls painted cream, and seat frames (repainted blue) installed. Seat handrails await application of chrome polish (+ elbow grease). Seat squabs yet to be refitted. *Ian Banks*

and the heater both need attention and the water pipes need replacing. *Ian Banks'* photos show some of this work in progress.

The bus is not being restored to ST livery but will carry a special blue scheme to promote the Museum and will be a welcome addition to their fleet, presenting a newer generation

of open top buses to contrast with the Bristol KSWs and Daimler CW and taking some of the pressure off those older and more fragile buses.

Richard Delahoy, with thanks to the Museum newsletter for the update

rear cover

AUGUST TENDER CHANGES

After four years with **Regal Busways**, ECC route 16 returns to Heddingham Omnibuses on August 28th. A mainstay of the route during Regal's operation was MAN / Wrightbus Meridian **801**, waits in Duke Street Chelmsford on January 19th this year. *Adam Kelleher*

The only vehicle not seen on the Group visit to **NIBS** on 27th July was the *Niblet*, Optare Solo **808** (MX08 UZK), seen here working Sunday ECC contract service 251 (Southend - Warley) through Rayleigh on the penultimate Sunday of NIBS operation (12th August). The contract passes to First Essex from 26th August after 20-odd years with NIBS (previously as the 222). *Peter Mansbridge*



NEW TO SOUTHEND

3504 (KE51 PUH), one of the refurbished DAF Cadets redundant from TfL work, now with **Arriva Southend**. Chichester Road, Southend on 11th August. *Russell Young*

4200 (YJ57 EKG), former Arriva the Shires Versa on its first day in service, 9th August. Unlike the native *Wave* Mercedes-engined Versas, this has a Cummins unit. Note also the black surround to the window glazing has been omitted. *John G Lidstone*



