

Essex Bus News

No. 603

JULY

2014

First Hadleigh



Essex Bus Enthusiasts Group
www.essexbus.org.uk



Left:
Delaine
Olympian
127 with the
church of St
John the
Baptist,
in the
background
on 24 May
2014.

**David
Harman.**



Bottom picture this page: Arriva's borrowed 3191 on 29 at Westcliff High Schools on Friday evening, 13 June.

John G. Lidstone.

Front cover: First Essex Westcliff Trident 33191. A very proud James Johnson stands by one of the stars of the Clacton rally, the other one being AJN825!

John G. Lidstone.

Essex Bus News 603; July 2014

Editors & Other Officers

First in Essex

Chris Stewart,
10 Crossways,
SHENFIELD CM15 8QX
shenfield252@gmail.com

Arriva Southend/Network Colchester/ Network Harlow/TGM Stansted

Peter Mansbridge petemans_1@hotmail.com

Ensignbus/Hedingham

Mark Lloyd,
448 Ipswich Road,
COLCHESTER CO4 4EY mark.lloyd@asgb.co.uk

Regal Busways/Amber/Townlink/Trustybus

Adam Kelleher,
74 Park Road,
BRENTWOOD CM14 4TU adamxxx4@yahoo.co.uk

Service Changes

Paul Harvey,
3 Orangewood Close, Gonerby Hill Foot,
GRANTHAM NG31 8QW
pw.harvey@ntlworld.com

Social Secretary; meetings, events, tours

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

Distribution Officer; missing/defective EBN's

Owen Woodliffe as above.

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

Roger A Smith,
67 The Street,
Little Waltham,
Chelmsford CM3 3NT

Magazine Editor

Maurice Austin,
Tindal Lodge, 11 Valletta Close,
CHELMSFORD CM1 2PT
maurice.austin@phonecoop.coop

Welcome to new Members

Alan Tebbit, BEM of Cornwall, 1079
Peregrine Martin of Frinton, 1080

Subscriptions

A calendar year subscription is £21,
renewable in January.

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 £1.80, i.e. £18.00.

Data Protection Act. Members'
details are held on computer for the
purpose of administration. If you object to
your information being held in this way,
please write to:

Richard Delahoy,
272 Shoebury Road,
SOUTHEND-ON-SEA SS1 3TT
richard@signal-training.com

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.

©2014 Essex Bus Enthusiasts Group

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

SOUTH ESSEX MEETINGS.

There will be no South Essex meeting in August.

The Autumn/Winter dates are all Wednesdays at **Wickford Cricket Club**.

Free parking in front and a cash bar is available. Doors open at 1930 for informal chat with main show from 2000 to 2145/2200. Members and guests welcome - £1.50 donation towards cost of room, please.

Wednesday 17 September.

More Welsh Wanderings by Richard Delahoy.

Wednesday 22 October.

Jersey & Guernsey, 1990's to present by Dave Arnold.

Wednesday 19 November.

Speaker tba.

Wednesday 17 December.

Xmas Social & 20 years ago.

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 8 August.

Dave Arnold (note change of speaker).

Friday 12 September.

Russell Young.

Friday 10 October.

Steve Maskell.

Friday 14 November.

Fred Lawrance.

Friday 12 December.

Tour of Essex Operators; Grays in the '40's to Colchester in the '60's.

Gary Sharpe. Christmas Special.



A Blast from the Past!

Eastern National
Leyland Olympian
ECW 4014
C414HJN seen in
Colchester Bus
Station during
1999.

This vehicle
became 34814 in
the First numbering
system.

Paul Harvey.

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

EVENTS.

Sunday 27 July.

Classic and Vintage Bus Day.

Cambridge Museum of Technology, Cheddars Lane.
www.museumoftechnology.com/index.html

Sundays 3/17 August.

Ipswich Transport Museum. www.ipswichtransportmuseum.co.uk.

Saturday 23 August.

Westcliff "Trident Tour".

First have very generously agreed to make available the Westcliff liveried Dennis Trident for a tour of some former Westcliff Motor Services routes, in the company of Bristol K, AJN825, courtesy of the 825 Preservation Group. The tour will take in a number of 1950s routes with photo opportunities with both the Trident and the K, for some "then and now" contrasts. Final details are being agreed, but participants will be asked to make a donation of at least £10 for the day, to go towards a nominated charity and bus restoration.

The tour will commence at Southend Travel Centre, the closest modern day equivalent to the hub of Westcliff's operations, at 1000 on Saturday August 23. Other pick up points will be possible by agreement, and we expect to return no later than 1700.

Donations will be invited on the day but you do need to book in advance, through Richard Delahoy who is co-ordinating the day for the Essex Bus Enthusiasts Group. Please e-mail him at richard@signal-training.com or write to Westcliff Tour, 272 Shobury Road, Southend on Sea, SS1 3TT (with SAE for reply).

Sunday 24 August.

Eastern Transport Collection Society Rally. Old Buckenham Airfield, NR17 1PU. Free preserved bus service from Attleborough Stn.

Sunday 31 August.

Buses 2014 Festival, Heritage Motor Centre, Gaydon nr. Warwick.
www.busesfestival.com

Sat/Sun 6/7September.

East Anglian Transport Museum Gala Weekend
Carlton Colville, NR33 8BL.
www.eatm.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.



Mardens' Leyland-engined AEC Routemaster, RM1989, (ALD 989B) with unusual radiator badge and slightly non-standard offside front wing mouldings which happened to be nicely posed for the sun, when John passed by recently.

John G. Lidstone.

Yet Another Southend Centenary! By Richard Delahoy.

Overshadowed by the Westcliff Centenary, it is worth recording that June 2014 was the 100th anniversary of the commencement of motor bus operations by Southend Corporation. Southend had run trams since 1901 but wanted to use buses as a cheaper and more flexible adjunct to the tramway. Various routes were debated and the plans finally settled on a route from the Kursaal to Chalkwell (Westborough Road) via Cliff Town and Hamlet Court Road. Six buses were needed to maintain a 10-minute headway and the service duly started at 1pm on Thursday 25 June, 1914. The following day a further service, peak hours only, began, Westborough Road to Prittlewell Station, but that second route ceased only a few weeks later.

Two demonstrators had been tried out in 1913 before inviting tenders for seven buses, which materialised as: HJ 28-30, Tilling Stevens petrol-electrics; HJ 31-33, Straker Squires; and HJ 34, an Edison battery bus. All were bodied by Brush with a livery of deep coach red and grey. [In passing, 100 years on, there is nothing new in "hybrid" transmissions or battery powered buses!].

Inevitably, far more significant events in the form of the Great War meant that SCT's timing was not auspicious. Passenger numbers did not meet expectations and the service was curtailed, then in October 1914, the chassis of the three Straker Squires were impressed for war service.



photo: The shortest lived of the early buses were the three Straker Squires, only running between June and October 1914. Here number 6, HJ 33, has just left the Kursaal terminus and proceeds along Marine Parade before climbing Pier Hill to serve the southern end of the High Street – trams could not run here due to the low railway bridge and the steepness of Pier Hill.

EBEG Collection.

The Tilling Stevens continued on a shortened route, whilst the Edison ploughed a lonely furrow on a seafront service in 1915, being recharged at the Kursaal terminus between trips.

Mounting losses and the unreliability of the buses caused the services to cease completely after 18 March, 1916; the three Tilling Stevens were sold back to the manufacturer, whilst the Edison became a coal lorry for the Corporation electrical engineers department.

Southend Corporation reverted to being solely a tramway operator thereafter, until introducing trolleybuses in October 1925. They did not venture back into motor bus operation until seven AEC Regals were delivered in 1931 – but due to the implications of the newly passed Road Traffic Act, and SCT's initial inability to obtain road service licences to use them, they did not enter service until June 1932. But that, as they say, is another story. I'm sure we will cover it in EBN in 2032!!

Editor's notes:

- 1) In an ideal world, this piece should have appeared last month but it was, indeed, pushed out by the First Westcliff Trident launch!
 - 2) Note the reference to a 1pm start time. Note only a very sensible time to start the day but, does anyone know, did even the military use the 24 hour clock in those days?
 - 3) I have put a note in my b/f system about the article for EBN818.
-

Historians Beware! Or What's in a Name? By Maurice Austin.

The nearest stop to my house in Chelmsford is in Rainsford Road. To reach it, I have to walk away from the City Centre for a few hundred yards making it more sensible to walk into the centre.

Nevertheless, I do try to use the stop as often as I can. I like riding on buses, even though the seats are often so close together I frequently end up with my knees under my chin!

The stop, a fare stage, has been known as the “**Rose and Crown**” for many years, after a traditional pub. The pub closed several years ago and became an Indian restaurant which has, itself, now closed and is being demolished to make way for a housing development.

Until very recently, First tickets (and the timetable maps) on routes 46 and 51 described the stage as Rose and Crown. To my surprise, on 29 May, I received a ticket marked “**Radoni Restaurant**”, the name of the by then closed Indian restaurant.

The previous week, on 24 May, I used the Arriva 59 service towards Harlow. The driver hadn't heard of the Rose and Crown and found stage 2 to be “**Rainsford Rd/County Home**”, a description that must be about 30 years out of date!

On 15 May, I had used Lodges' service 18 but they don't issue tickets so I don't know what name they use for the stop. Probably none as the pleasant driver was astounded that anyone would use it for his “country service”.

Several Regal services also serve “my stop” but I haven't used them so don't know what name they use! Equally, I don't know what, if any, other names have ever been used.

I wonder what the stop will be called when the housing development is complete?

The message is clear! Do not take anything for granted when you research any form of history!

N603APU for EBN603 by Robert Appleton.

Something a little different for EBN603, one coach three liveries! The coach in question was a Volvo B10M-62 Plaxton Premiere C53F new to Thamesway in 1995.

The first picture shows First Thamesway 603 (N603 APU) at Basildon on 13 Aug 1998 in its original City Saver livery.



The lower picture shows it in Southend on 25 April 2000 in Green Line livery. Note: no First logos on this livery!



Editor's note:

These really should be shown in colour!

City Saver livery was orange, yellow, blue bands with T'way plum & custard with the multi-cloured frieze on the centre frontage.

Green Line had a dark green skirt, mid-green band and yellowish-green.

EBN603p6

**Editor's
note:**

I don't really need to describe this livery but the FEC bus in the background is yellow and red!



N603APU was later transferred to First Eastern Counties and renumbered 07, it was allocated to Lowestoft, but on loan to Ipswich on 15 July 2002. Photographed here at Ipswich Old Cattle Market bus station preparing to work the 1425 Ipswich to Colchester service 93 which took the coach back into Essex. N603 APU was later renumbered 20103 in the First national fleet numbering scheme.



**Regal 603 for
EBN 603.** Regal 603 (W772 URP) was a Plaxton Mini Pointer Dart which had been new to Airparks, Birmingham as W222 APS (Airparks retained the registration). It is seen here at Chelmsford Bus Station on 14 April 2011 showing its super rear ad and its unusual nearside broadside advert. It was withdrawn in 2013 following accident damage.

Adam Kelleher.
EBN603p7

Service Changes by Paul Harvey.

Chelmsford Community Transport

9 June 14 HT M-F Chelmsford DRT: new DRT service operating Mondays to Fridays serving Broomfield Hospital.

First

29 June 14 65 D Stanway to Highwoods: revised route and timetable within Colchester.
26 July 14 120 MDO Colchester Bruffs Close to Stadium: revised timetable.
 123 MDO Colchester St Michaels Estate to Stadium: service withdrawn.



In EBN602, Paul reported the withdrawal of First Schoolday service 193. Stephen Barham advises that First have deregistered service 193 w.e.f. 27 July (end of school term) and that Essex CC are putting the service out to tender to start in Sept when the new school term starts. So we will have to look out for a new operator!
Picture by
Robert Appleton.

Go Ahead (London General)

27 July 14 575 M-S Romford to Harlow: revised timetable with reduction to timetable. From 26 July to 30 August on Tue, Thur and Sats one journey extended to/from Southend (updated information).

Hadleigh Community Transport

5 July 14 745 TWSSu Manningtree Circular (Dedham Vale Hopper): introduction of summer service until 14 September 14.
 796 TWSSu Manningtree to Hadleigh: revised timetable to operate until 14 September 14.

Regal Busways

30 June 14 552/3 M-F Billericay to Ramsden Heath: revision to timetable with service 553 extended to Mayflower School (updated information).

Suffolk Norse

18 Aug 14 120 WO Bury St Edmunds to Clacton: service withdrawn.
 123 WO Ipswich to Clacton: service withdrawn.

Swallow Coaches

1 Sept 14

66/A

M-S

Debden to Harlow: new service.

Tour de France Event on Monday 7 July 14 resulted in local bus services being subject to delays, diversions or cancellation in Uttlesford, Braintree, Chelmsford and Epping Forest area.

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

The **First Essex** web-site said:- "Because of the road closures due to the Tour De France cycle race, certain services will be diverted or truncated from start of service (Except X30) until approximately 1700.

**** 42, 42A and 542** Galleywood to Stansted Airport. 42 journeys which would normally terminate at Warners Farm will terminate at Little Waltham (Ash Tree Corner), turn at roundabout Essex Regiment Way and A131 Junction. Take stand time in lay-by Ash Tree Corner 42A and 542 will operate via A131 and Great Leighs bypass and A120 to Dunmow - Due to the closure of the A130, Great Waltham, Ford End and Barnston will not be served.

**** 46 & 46A** Chelmsford to Ongar. This service will operate as normal between Oaklands Park and Chelmsford Bus Station, then via Waterhouse Lane, Westway and A414 to Ongar, Four Wantz roundabout, and as normal route to Ongar Two Brewers. Roxwell, Willingale and Fyfield will not be served.

**** 51** Galleywood to Chignall Estate. This service will only operate between Galleywood and Chelmsford Bus Station. The section between Chelmsford and Chignall Estate will not be able to be served due to closure of Chignall Road.

**** 54** Beaulieu Park to North Melbourne Will operate as normal route as far as Queensland Crescent, then divert via Melbourne Avenue, St Nazaire Road, Oliver Way, Copperfield Road to Nickleby Road.

**** X30** Southend to Stansted Airport This service will operate via A131 and Great Leighs bypass and then onto the A120 to Stansted Airport from 0700 Ex Chelmsford, and 0700 Ex Stansted. Due to the closure of the A130, Ford End and Barnston will not be served."

Regal's 52 did not operate at all and it's 1 and 3 groups must have been severely affected.

Arriva's 59 turned at Chalk End, interesting but hardly a major traffic objective!



On the Saturday before TdF, **John Salmon** and his wife, walked the route from Warners Farm to Great Waltham to soak up the atmosphere. He took this picture of CF66795 on 42A to Stansted Airport between Howe Street & Great Waltham.

Colin Sigston reports that Lodge's tree lopper PJZ9463 was parked on the drive of the vicarage of St. Andrews Church in Chignall Road (corner of Melbourne Avenue) for use as a grandstand for the Tour de France. See pic. EBN603p11.

Your Editor was away in Devon and so missed all the fun! Hopefully, we can give a further report next month.

EBN603p9

PSV Circle Publications – Current Fleets of Essex Bus and Coach Operators by Keith Woods.

When our Editor asked me to review the latest editions of the PSV Circle “G” list “Current Fleets of Bus and Coach Operators in Essex”, I knew that I would be looking at a top quality publication in both content and presentation.

Although not a Circle member, I have purchased their books in the past and find them an invaluable point of reference.

I cannot tell you how often I refer to these lists and I amend them manually as vehicles come and go. Revised approximately every three years, it is surprising how many changes occur in some fleets. For example, almost the entire large fleet of Olympus/Townlink has changed since the last edition and the Galleon/Trustybus operation has vastly increased. A welcome addition this time is a full fleet list of National Express due to their presence at Stansted Airport.

Divided into two parts, every PSV operator in the county and their vehicles, are listed together with non-PSV vehicles.

A full registration number is included which I find invaluable. For example, some time ago I saw on the A120 a Leyland Olympian KG57UNH but had no idea who owned it. Now I know! See page 45, book 2!!

Nicely illustrated with a selection of well-chosen photographs, I highly recommend these books, which are available to non-PSV Circle members for the very reasonable price of £9.00 each including postage.



In A5 format, with 23 illustrations and around 80 pages each, these two new publications cover Essex Operators A – O and P – Z and non-PSV.

Membership of the PSV Circle brings discounts on these and all other PSV-C publications.

For non-members, they can be ordered online at www.psv-circle.org.uk or by post from:

The Sales Team
The PSV Circle
Unit GK, Leroy House
436 Essex Road
LONDON
N1 3QP

North Weald Bus Rally by John Salmon.



Lodges Leyland Olympian with Northern Counties body PJZ 9463 seen at the North Weald rally on 22 June. See note on EBN603p9 about its use as a Tour de France grandstand. **John Salmon.**



Harris Volvo B10M D302 PEV (Part of Great Yeldham Transport Museum Collection).

John Salmon.
EBN603p11

Acquired Vehicles

65631	V831 FSC	Scania L94UB 1835490	Wt B716	B40F	11/99	First Beeline 831
65690	YS03 ZKK	Scania L94UB 1844925	Wt G602	B43F	07/03	First Essex 685
65691	YS03 ZKL	Scania L94UB 1844965	Wt G601	B43F	07/03	First Essex 686
65692	YS03 ZKM	Scania L94UB 1845036	Wt G603	B43F	07/03	First Essex 687
66168	W368 EOW	Vo B10BLE YV3R4A516YA006217	Wt B541	B44F	03/00	First Provincial 368

All from First Eastern Counties, the Scania from Ipswich and the Volvo from Great Yarmouth.

65631: acquired 26 June 2014. In old First livery (Barbie) with Ipswich fleet name on nearside. Dot matrix destination equipment. This vehicle was previously with First Essex (acquired from Beeline) between July 2005 and March 2013, based at Basildon. Seen on 61/62 on 30 June.

65690-2: acquired 14 June 2014. Exchanged for 44517-9 (see Disposals below). In old First livery (Barbie). 65690 and 65692 have Ipswich fleet names. On 15th, 65690 was in service on route 17 with the other two parked at the front of CN depot. All three were new with dot matrix destinations, which 65691 and 2 retain, but 65690 had a front LED fitted c2011. Incidentally, they still carry their pre Sema fleet numbers in small digits above the front windscreen. They were new at Colchester with red branding for route 65. They previously operated in Clacton between November 2008 and December 2009 (65691) / May 2010 (65690/2) when they returned to Colchester. Later, after six months in Chelmsford (and possibly some use in Braintree) they ended their previous service in Essex at Basildon from September 2011 before moving to Ipswich, 65690 in July 2012 (in exchange for 66165) and 65691/2 in April 2013 (after being displaced by the new Volvo Hybrids at BN).

66168: this vehicle has been on loan from January this year, originally thought to be for around a month, but has been at Braintree ever since and is now expected to remain with First Essex.



65692 in Jackson Road, Clacton, on 27 June, ready to work 1055 Clacton - Colchester 76. Note that 65692 still carries its Ipswich local fleetname.

Robert Appleton.

EBN603p12



First's support for England in the World Cup was much more muted than for previous tournaments (when England flag stickers had been applied to the sides of vehicles), perhaps not surprising given the low expectations for the team! However, shortly before the tournament began, HH43732 is seen in Southend Travel Centre with a small England flag flying from its rear offside on 8 June 2014.

Adam Kelleher.

Vehicles on Loan

66168: see previous page.

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; DT-Harwich (outstation of CR); HH-Hadleigh; DS-Driving School; (D)-Disposal, RES=reserve; Sh=shuttle bus (non PCV)

Correction to EBN 602: Period 2 ended on 24 May, not 25th.

Period 3 (26 May- 29 June)

34014 CR-CN(store), 44517 CN-FEC, 44518 CN-FEC, 44519 CN-FEC, 60766 BN-CF, 60767 BN-CF, 65631 FEC-CR, 65690 FEC-CN, 65691 FEC-CN, 65692 FEC-CN, 66168 FEC-BE*, 66177 BN-CR, 66821 BN(out of use)-BN, 68000 BE(Sh)-CF(Sh)

*Has been at BE since January 2014, now acquired. It has been reported that 44516 was also due to go to FEC at Ipswich but did not do so as it was off road. 60766 was seen on 42A on 30 and 31 May but was later off road. 60767 has since moved on from CF to CR, reported on 65 on 16 June and 3 (from DT) on 22nd. 66177 was seen on 75 on 11 June and 64 on 12th and 14th. 66821 was seen on 8 on 21 June. This vehicle had been off road since suffering significant fire damage at the rear whilst working route 100 on 17 October 2012. Despite its rebuild it has not been repainted. 40008 (see EBN 600) is still being prepared for a school contract at Hereford, it is currently awaiting a new rear axle, however it isn't required at Hereford until September.

EBN603p13

Disposals

To First Eastern Counties 14 June 2014: 44517, 44518 and 44519 (all seen at Ipswich on 15th). After one or two days service at Ipswich 44519 was dispatched for refurbishment.

Driver Shuttle Vehicles

SP13 GHZ is a recently acquired dark blue Ford Galaxy for driver shuttles at Chelmsford, first seen in that role on 12 June. FG14 WUV is a new 7 seat Zafira for driver shuttles at Braintree. Both of these replace buses on such work, although at CF drivers still travel between Westway and the Bus Station on buses going into and out of service.

Harwich Garage

Harwich, which was downgraded from garage status to an outstation of Colchester last December, closed completely after service on 28 June. The garage had opened in 1967 as a replacement for Dovercourt and had retained that depot's code of DT. Upon closure, Sunday and Bank Holiday journeys on route 3 moved to Clacton, which has operated the main Monday to Saturday service since December. A spinoff of this is that there is now an extra 0755 journey from CN and an extra 1855 journey from DT on this two hourly service. The 103/4 (plus school route 30A) moved to Colchester from 30 June (there is no Sunday service on these routes, Colchester to Harwich is covered by Network Colchester route 102 on this day). From 30th, there is a re-routing in Colchester and some minor timetable changes but the basic pattern of service is similar to how it already was. However, in order to get vehicles to Harwich to operate early morning Monday to Friday journeys, there are extra services from CR to DT at 05.40, 05.55 and 08.00 plus two journeys on new route 106 (a more direct route to Harwich via the A120) from CR at 05.10 and 06.35. There are three 106s M-F from DT to CR at 19.00, 19.45 and 20.15 to return vehicles to CR garage. (Similar arrangements, but at different times, operate on Saturdays.



Not a pretty site! But just look at that Essex sky! DT on it's last day.

Adam Kelleher.

EBN603p14

Vehicles in use from Harwich during the last month (all CR allocated) had been five buses for services 103/104 and 30A plus Sunday (and BH) service 3 with no spare. Noted during this period:

8 June	65688, 66977, 66978, 66982, 69421*
10	32654, 66977, 66978, 66982, 69421
15	32478, 65688, 66982, 66984*, 66986
19	32477, 65570, 65586, 66982, 66986
22	60767*, 65570, 65587, 65650, 65652
25	32481, 60767, 65570, 65587, 66986

* Worked the Sunday 3, note this service operated by Volvos rather than Scania's.

On the penultimate evening, 27 June, 32482, 32484, 65570 and 66986 were parked outside the depot with 62409 working the evening service 104. On the last day itself, 28 June, three buses remained parked outside the depot in the evening, 32482, 65570 and 66986. These three had all been in service on the 103/4 during the day along with 62409 and 65687. 65687 then worked the evening ECC service 104 between Harwich and Colchester and thus worked the last Harwich outstation duty, the 23.20 104 from Colchester (due to arrive at DT at 00.20), driven by group member Dave Edwards. This vehicle then returned dead to Colchester. By the next evening, 29 June, there were no buses parked outside the depot. (Incidentally Dave also drove the last vehicle from Silver End when that garage closed in August 1988.) On the first day of operation from CR, 30 June, 65668 and 65678 were seen on the 103/4.

Other Vehicle News and Workings

General

CR65689 has recently had the "W" mouldings on its front dash painted magenta. CR32652 has received a new super rear advert for the Co-Op, which is green based, replacing the previous purple based one.

Olympians

34014 is now out of service parked at the back of CN depot. Its last reported sighting in service was on route 65 on 28 May. This leaves 34305 as the last Olympian of all. Seen on 42 on 11 and 12 June, on 71/A on 13th, 14th and 19th and 8 July, on 525 on 16 June, on 36 on 26th, on the Fling Festival shuttle (see below) on 28th and unusually on the 31X to Burnham on 9 July.

Clacton (CN) and Colchester (CR) (including Harwich (DT) outstation)

6 June	CN42937 on Colchester's 65 (then seen VOR at CR on 12th but back in service at Clacton on 76X on 13th), CN65538 on Colchester's 66 with route number on A4 paper on front and side (and on 75 on 12th). Both these vehicles had still been at CN on 1 June.
10	CR65688 on school day 193 (N.B. This service has been de-registered by First wef 27 July (end of school term), Essex County Council have put out a tender for a replacement service starting in September).
18	CN65554 on 67, CN65556 on 67
19	CR62410 on 193
25	Recently acquired CN65691 on 7, 44516, 44597/8/9 on 3/4 and Harwich local routes 20/A, 22A/B
27	Recently acquired CN65690 and CN65692 on 76; Clacton to Walton services operated by (all CN) 42937, 43712, 43735 and 65532. CR62407 seen at Ipswich depot, but back at CR by 3 July.
28	CR65587 on 71/A, BN66169 parked at CR Queen Street depot and on 64 on 30th and 1 July
29	CF42918 parked at CN depot
1 July	CR65650 on school day 30A
2	CR65654 on 30A, CR65682 on 193./

Continued on page 16.

Slapped Wrist for Your Editor!

My little piece on my trip to Colchester was well received by several of you. However, I was very gently rebuked for mixing up my bus builders! And quite right too, I should have known better!

I shan't split on who spotted my error but his name does appear in this EBN!

65030 is a Scania Omnicity, not a Volvo as reported.

Chelmsford (CF) and Braintree (BE)

It appears to be standard practice at present to use CF hybrids on the early morning 42A services to Stansted on Sundays (03.05, 05.05 and 07.00 departures from Chelmsford).

31 May CR66570 on 71
 1 June CF65028 on 42A
 3 BE33086 on 509
 6 CF60767 on 42A (by 16th this vehicle had moved to CR, see above)
 10 BN33424 on 1710 Sandon P&R extra
 16 CF67903 on 70
 18 CF67902 on 71/A
 19 CF(DS) 32806, on driver training on the A120 at Coggeshall (see EBNs 600 and 602 for previous mentions of this vehicle)
 20 CF68531 at Southend Seaway on a private hire
 24 CF44550 on 42A, CF53116 on 36, CF65032 on X30
 28 The Fling Festival took place at Hylands Park, with a shuttle service operating between Coyal Lane and the site. First and Fourways provided the vehicles, noted were BE30887, BE33045, BE33087 and CF34305 from First and G310 SWC, G981 FVX and J267 SPR from Fourways.
 2 July CF44544 on 73 (CF-Maldon), 53138 on 31X
 3 CF53128 on 71/A
 4 CF53115 on 36
 8 CF53129 on 71 (19.15 CF-Witham)

Basildon (BN) and Hadleigh (HH)

3 June BN41541 unusual on 8, this route is normally operated by full size single deckers
 7 BN41544 on 100
 8 BN41543 on 251. Volvo Hybrids BN69902, 69907 and 69909 also on 251, so 69915 on the route on 1 June, as reported last month, was not so unusual after all! Having said that, it is thought that up to recently Hybrid operation on this route had been relatively rare.
 15 BN69910 on 251
 23 BN43846 and BN33077 both unusual on 8
 26 Unidentified BN President unusual on 9A
 30 BN32631 on 512
 2 July BN41513 on 100

Other News

33191 attended the North Weald Bus Rally on 22 June. Also there were ex Eastern National DP MW 480 / 1402 and ex Eastern National Guy Arab 2017 (in Moores livery).

Corrections & Clarifications to EBN 602

Inside front cover: 33002 has indeed moved from HH to BNm, but has not been repainted.

Page 15: the missing dates are 34819 was delicensed for disposal November 2005 and sold to Erith Commercials for scrap March 2006.

Page 28: it seems that all the ex First London Presidents have been replaced by Olympuses on routes 498 and 608 but that the ex First London Enviro 400s remain in service.

Sources: Own observations, and with thanks to R Appleton, P Ashton, S Barham, J Bale, W Bell, P Best, T Clark, L Cornwell, J Cush, D Lund-Conlon, J Podgorski, I Ransom, J Salmon, K Smith, D Stebbing, D Warren, the Essex yahoo! group, Essex Buses Google group, flickr, www.bustlistsontheweb.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 those who do so.



Arriva Southend by Peter Mansbridge.

Further to last month, Versa 4228 was on loan to Southend from Gillingham from 2 to 7 June. It was replaced at Southend by loan Dart SLF / Plaxton 3191 (P191 LKJ). By early July this had also returned to Gillingham.

Loaned Dart SLF / Plaxton 3073 remains in use and it is worth noting that whilst it is from the same batch that entered service in Southend in 1997 as part of a British Bus order, P273FPK has not previously operated at Southend (The Darts new to Southend were 256-267).

Dart SLF / Plaxton 3323 (T823 NMJ) was withdrawn in late June.

The M&D & EK Bus Club reports that former Arriva Southend Trident 5434(W434 XKX)has been written off following major accident damage.

with thanks to Richard Delahoy and David Harman.



Reported last month, 3502 DF/Wright Cadet is seen here over a year behind its sisters! 3502 (KE51 PUA) entered service on 6 June, as seen here in Hadleigh. John comments on the very high standard of repaint. Unlike the others, it has non-standard white fleet numbers, and no yellow strip across the front and very nice new moquette seating and cream rails.

John G. Lidstone.

Acquisitions

726	W826 NNJ	Dennis Trident/East Lancs Lolyne	H47/31F	ex-Konectbus
727	W827 NNJ	Dennis Trident/East Lancs Lolyne	H47/31F	ex-Konectbus

Withdrawals

61(TY)	K508 ESS	Leyland Olympian/Alexander RL	DP43/27F	Withdrawn
212(CN)	M211 WHJ	Dennis Lance SLF/Wright Pathfinder	B40F	Withdrawn

Allocations

85	M282 UKN	Volvo Olympian/Alexander (B) RH	H47/31F	CN – TY
485	R232 HCD	Volvo B10BLE/Wrightbus Renown	B39F	TY – CN
726	W826 NNJ			Konectbus – TY
727	W827 NNJ			Konectbus – CN

Subsequent use

(280) Y347 FJNDennis Dart SLF/Alexander ALX200 (short)
to Freedom Travel, Ely via Barham (dealer).

Fleet

Leyland Olympian/Alexander 60 (H160 HJN) had returned to service at TY by mid-June, following interior repairs at A. Barham. Volvo Olympian 85 replaces elder Leyland 61 at TY, and Volvo B10BLE 485 ousts veteran Dennis Lance SLF 212 at CN, following the arrival of Tridents 726 and 727.

Service changes from 1 September

Service 88 will be extended from Colchester and Halstead onto Braintree, to give a combined 30min headway between Halstead and Braintree on the 88 and 89. The route of the 89 will be unchanged between Great Yeldham and Braintree, remaining an hourly service on weekdays but increasing to hourly on Saturday (from two-hourly). There will be minor timing changes throughout both routes.

A new service X88 will also provide morning and evening peak journeys between Great Yeldham, Halstead and Colchester, running fast from Eight Ash Green along the A12 and Avenue of Remembrance, then Middleborough, North Hill and Colchester town centre.

There will be some minor timing changes on service 87 to improve punctuality (more recovery time in Colchester town centre). Departures from Brightlingsea will continue to be at 20 and 50 minutes past the hour, then from Colchester Osborne Street at 10 and 40. Early morning, late evening and Sunday times are unchanged, with the 0921 Sunday journey from North Station retimed to start from the General Hospital at 0916.

In Sudbury, Chambers service 84 will be extended beyond the Bus Station to the Tesco superstore on the northern side of the A134 bypass, passing through the new Chaucer Road Bus Gate which is due to open in time for the service change date.

Several Essex CC contracts are transferring to other operators, including the 14/15/15A, 37 and evening 74B and 352. Daytime services 3, 4 and 80 (Colchester) and X16 (Bury St Edmunds) will also end. Fleet reallocation plans are underway and no fewer than eight Dart MPDs will be withdrawn.

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

EBN603p18



Hedingham
727
W827NNJ
Dennis
Trident East
Lancs Lolyne
seen at
Clacton depot
prior to
Konectbus
vinyl removal
and entry into
service,
transferred
from
Dereham to
CN on 2/7/14.
Caption by
Mark Lloyd,
picture by
**Jeff
Clayton.**

Publicity News from Ian Ransom.

the following were available in Harlow Bus Station on 4 July:

Townlink Timetable for 19/20/21 an undated A4 printed page; 524 printed A4 page dated 3.3.14; R1/R31 undated printed A4 page; T15 printed A4 page undated.

Network Harlow/TGM Timetable booklets for 59 dated 27.8.13; 308/309 dated 7.7.14; 505 dated 6.5.14; 509/510 dated 16.3.14; Harlow Town services dated 6.5.14.

LCB Travel Timetable for LCB2 a printed A4 sheet, taken from Traveline website.

GoAhead London Timetable leaflet for service 575 dated 2.9.13.

Trustybus Small multifold leaflet for 246/410/411 dated 02.14.

Essex County Council Leaflets for 47/146/147 dated 3.4.12; 391 dated 21.4.14; 392 dated 1.9.13; 501 dated 7.2.11; 541 dated 1.9.13; Zip 1 dated 1.8.10.

Green Line 724 timetable booklet dated 28.8.11

ECC leaflet for 5 (Bishops Stortford - Saffron Walden) dated 28.8.10 and operated by TGM was still available, despite operation passing to Stephenson's, in September 2013; 347 operated by First dated 20.7.09 (despite route revision in 4.2.13); 380/1/2/3 operated by Regal dated 29.8.10 (revised timetable introduced in 4.14).

Picked up at Chelmsford Bus Station the same day were Traveline format A4 prints for **Regal** 1/A/B and 3/A/B/C/D/E, both undated.

Ensignbus Dealing Stock Movements. June 2014.

By Mark Lloyd with thanks to Ross Newman.

Vehicles In

Arriva TOLST	J321/3BSH	Olympians
Astons Coaches	CN06BXE / BXL	Solo's
East Yorkshire	R780 / 781SOY	Olympians
Galleon Travel	RX51FNU	DartsSNZ7259/SNZ3869
Go-Ahead London	LK03 NHY/NHZ/NJE/NJF/NJJ/NJN/NJV/NJX/NJY/NJZ	Volvo B7TL's
	X154/7/8/9FBB	
Go-Ahead NE	R848/9PRG	Volvo B10BLE's
Meteor Parking	SN61CYY	Enviro 300
Pennine Motors	KM51BFZ / KP51UFL / KX51UDF / KU52RYG / KG52VAA / KN52NFM / KL52LZX / PJ02RGZ / KX51UDE	W943/7/8ETW Darts
Regent Coaches	MX10DXV	Enviro 200
Stagecoach Highlands	ESK934	Neoplan
TM Travel	MX59AVP	Solo
Weavaway	SN11BWJ	Enviro 200
Western Greyhound	WK59CXA/B/C/D	Solo's
YourBus	FJ57CZB	Volvo B9TL

Vehicles Out

Axe Valley, Seaton , Devon	T807RFG	Trident
Buses ETC, Merstham, Surrey	D183FYM	Olympian
	V860HBY	Trident
	P936MKL	Olympian
Country Hopper, Ibstock, Leics	PRN761	Leyland PD2
DeckerBus, Whittlesey, Cambs	F698PAY	Javelin
Faresaver Buses, Wilts	CN06BXE/L	Solo's
Fusco's Coaches, Southport	MX05BWP	Neoplan
Galleon Travel, Roydon, Essex	SN61CYY/LY58PFX	Enviro 300
	YX08HCC MX10DXY	Enviro 200
Hopley's Coaches, Truro	X216HKY	Ex Dublin B7TL 00-D-40088
	X233HKY	Ex Dublin B7TL 00-D-70134
Marshalls Coaches, Sutton-on-Trent	MX09AOS	Solo
	S4YRR	Ex Dublin B7TL 00-D-40074
	T4YRR	Ex Dublin B7TL 00-D-70103
McGills Buses, Glasgow	WK59CXA/B/C/D	Solo's
National Express Group	SN11BWJ	Enviro 200
Travel Express, Wolverhampton	X312KRX	Dart
Regal Buses, Chelmsford	KP02PVD/KP02PUH	Dart
Renown Coaches, Bexhill	W805VDD	Dart

Rodgers Coaches, Corby	X58XAW	Ex Dublin B7TL 00-D-40030
Stanley Travel, County Durham	LK03NHY/NJV	Volvo B7TL's
Tyrers Coaches, Chorley,	UK Reg TBA	Ex Dublin B7TL 00-D-40029
	UK Reg TBA	EX Dublin B7TL 00-D-40031
Weavaway, Newbury	A146OFR	Olympian

OTHER MOVEMENTS:

Olympian P935MKL : Andrew McClean, Ballyclare, Co Antrim.
 Volvo B7TL W521WGH : Incubus Ventures Ltd, London.
 Olympian P610SAT : West End Swim School Ltd, Southampton.
 Darts Y262 / 264NLK : Mr Adius Akwaake, Windhoek, Namibia.
 Olympians R780 / 781SOY : PCV NE, Stockton-on-Tees.
 Trident V102MEV and Olympian 97-D-383 : Ripley for scrap.
 Volvo B9TL FJ57CZD : Dublin Mini Coaches Ltd.

Amber Coaches by Adam Kelleher.

Vehicle News

Y202 NLK was on route 269 on 17 May.

KX58 BGY was operating route 11 on 29 and 30 May. Incidentally this bus, although new to Courtney, Bracknell (see EBN 600), has come from Dawson Rentals.

KX09 CHZ is another Enviro 200, but this time in overall dark yellow (amber even!). Seen on route 11 on 23 June and route 261 on 9 July.

KP02 PVN, an all white dual door Dennis Dart SLF / Plaxton Pointer 2, was noted on route 269 on 12 June and the 261 on 14th. This ex Metroliner, new to Armchair, vehicle was on loan from Ensign.

With thanks to Ross Newman and John Podgorski.



Two photos of KP02 PVN, an all white dual door Dennis Dart SLF / Plaxton Pointer 2, as mentioned above. This ex Metroliner vehicle, new to Armchair, was on loan to Amber from Ensign.

Adam Kelleher.

Regal Busways by Adam Kelleher.

Acquired Vehicles

KP02 PUH Dennis Dart SLF / Plaxton Pointer 2 B30D new June 2002 Armchair DP1018

KP02 PVD Dennis Dart SLF / Plaxton Pointer 2 B30D new June 2002 Armchair DP1021

From Ensign. Both all over white. One of them seen on the First Data contract on 23 June and one on 3 July.

Vehicles on Loan

Panther Travel B6 / Plaxton Pointer M832 CVG has again been on loan, seen at Brentwood Station on 21 June, on the First Data contract on 2 July and again in Brentwood on 9 July. Also on loan from Panther has been Dennis Dart SLF / Plaxton Pointer SIL 6719 (ex P508 RYM), seen on route 1 on 27 June (this vehicle attended the Clacton Bus Rally on 1 June). Panther's B10M / Plaxton Y5 TRU was on loan on 27 and 30 June and Panther's Olympian BIG 7758 (ex F640 LMJ) has also been on loan.

Workings and Observations

27 May	Correction to EBN 602: 615 on 75, not 70
7 June	614 on 11/12/13 in Sudbury
8	202 on 11A
9	209 on 3
12	209 on 52
19	Step entrance 515 on First Data shuttle
20	205 on 3, 1302 on 1
24	607 on 565 (and again next day)
26	611 on 565
28	801 on 1
9 July	1206 on 7

With thanks to Adam Barham, Terry Clark, Patrick Munford, John Podgorski and Ian Ransom.



A rather grimy Regal Busways Optaire 203 rests over in Little Waltham before operating the 0900 service 52 from Pleshey. **John Salmon.**

EBN603p23

Stephensons of Essex notes by Richard Delahoy.

New

due in late August are a further 2 lowheight Scania N230/ADL Enviro 400, 607/8. Registration numbers to follow.

Of the latest batch of 12 ex London Scanias (636-647), the current position is:

Allocated to Boreham depot: 641 - 4

Allocated to Haverhill depot: 646/7

Under preparation: 636 - 40/5

Disposals

722, J722GAP, Olympian/Alexander, has been sold to North Somerset Coaches, delivered on 19 June

856, H156BKH, Olympian/NCME, private owner in Horncastle, Lincs for probable use as a cafe

985, K885CSF, Olympian/Alexander, to Pygalls Coaches, Peterlee, Co Durham.

990, K890CSF, Olympian/Alexander, to The Playbus Company UK Ltd, Shrewsbury.



John Salmon.

was in Bury St. Edmunds on 17 June and thought you may be interested in these "Stephensons of Suffolk" operations.



Top: Laying over at Bury St Edmunds bus station 17 June is AD Enviro 200 (YX11 CTU) of Stephensons with dedicated Suffolk rider livery for service 16 Bury St Edmunds-Newmarket.

Bottom: Recently introduced at Haverhill depot (ex London Sovereign) and seen here at Bury St Edmunds bus station is Stephensons 647 Scania N94UD/East Lancs Omnidekka, (YN55 NKL) on service 15 to Haverhill.

EBN603p24

Trustybus (Galleon Travel 2009) by Adam Kelleher.

Acquired Vehicles

YX08 HCC Alexander Dennis E200Dart / Enviro 200 10.8m B37F new April 2008 Arriva Yorkshire 1099
Formerly with Webberbus, Bridgwater, Somerset. In all white livery with LED destination equipment. Seen in Bishops Cleeve on 13 June and on 541 on 22nd.

LY58 PFX Alexander Dennis Enviro 300 11.9m B44F, new 2004.

This was built as a test rig in 2004 and has now been registered with a 2008 mark. A new Cummins Euro V engine has been fitted. Given fleet number EDL35. In fleet livery with dot matrix destination equipment and chrome wheel covers. It attended the North Weald Bus Rally on 22 June.

MX10 DXY Alexander Dennis E200Dart / Enviro 200 B29F new April 2010 Swans, Chadderton
Ex Dales & District via Ensign. In all white livery with LED destination equipment. Seen on 541 on 22 June.

Repaint

LK03 GFX to Trustybus livery, with LED blinds fitted (although unfortunately with the rear blind painted over and the rear lower deck window covered in vinyl).

Disposals

To Ensign, June 2014: SPD1, SPD8 and PD12. (N.B. SPD1 had only been repainted into new livery last year.)

With thanks to John Podgorski, Ross Newman and LOTS.



A recent acquisition by Trustybus is Enviro 200 YX08 HCC which was new to Arriva Yorkshire. Seen on 22 June 2014 at Epping Station.

Adam Kelleher.

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

Chariots, Stanford-Le-Hope.

YN53EHU, a Mercedes-Benz 0814D with Plaxton C29F body, previously with Hailstone, Basildon is now here.

Greenfield (Richards Travel), Great Baddow.

This operator has acquired YN55PZB, a C55F Scania/Iriza from Phoenix Vacation, North Wembley, Greater London. Note a change of operating centre to Lorry Park, Springfield Drive, Braintree.

NIBS, Wickford.

Dennis Dart R506SJM has gone for scrap.

Panther, Parkeston.

Plaxton bodied Dennis Dart P508PYM has been acquired from CT Plus, Hackney, London and re-registered as SIL6719. Also, ex Eastern National Leyland Olympian/ECW coach B693BPU has been repainted in Panther livery and re-registered as BIG4005. This vehicle was acquired to replace similar B694BPU which was lost in a depot fire.



At the Clacton rally, BIG 4005, aka B693 BPU showing the good work Adam Barham has done (not yet completed) to restore this fine Leyland Olympian/ECW Commuter coach.

John G. Lidstone.

Talisman, Great Bromley.

This operator has taken delivery of probably the last Setra to be sold in the UK, a tri-axle S416-GT HD C53F. This follows on from Setra's decision to stop making right hand drive vehicles due to Euro-6 regulations.

Terravision, Stansted Airport.

It is confirmed that King Long coach reg. BK63ZTC is owned by this operator.

The Fling! A Chelmsford City Council cultural event at Hylands Park.



Top: CF34305 is now the only Olympian left in service, shown here operating the Coval Lane to Hylands Park shuttle for the 28 June 2014 Fling Festival.

Bottom: Duties for the Fling Festival shuttle were shared between First and Fourways. Here is the latter's G981FVX in Coval Lane on 28 June 2014.

Both pics by
Adam Kelleher.

EBN603p27

My Adventure With Tillings Transport (BTC) Ltd.

By Bob Beaumont.

It was suggested that I write a filler on my "Tilling Summer" but I felt it worth recording the whole experience for posterity.

TT was a small remnant of the once mighty operator Thomas Tilling, horse and motor bus service provider in London who, with the coming of the LPTB and regulation, left London and continued in the provinces, finishing I believe in Brighton.

The office had been for a long time at 238A Grays Inn Road but had moved to a temporary site on cleared land in Euston Square opposite Euston Station. The garage, which I only went to once, was off Grays Inn Road [in Omega Place, the former Hearn's building which still exists, between Northdown Street and Caledonian Road north of Pentonville Road].

The fleet of about 30 coaches was a mixture of AEC and Bristol. The AECs were Regal IIIs re-bodied in full front by ECW, and Regal IVs with ECW bodies originally the same as the RFW coaches in the LT fleet but rebodied with MW-style bodies. The Bristols were LLs, LSs and MWs. There were also four baggage vans, which had to go with some of the American parties due to the amount of luggage

The Tilling style livery was smart - cream with black bands/wings and gold fleet names. The vans were red with black wings and gold fleet names.

In June - I think it was 1961 - I was working in what was known as the General Section of the Traffic Manager's Office at Eastern National at New Writtle Street, Chelmsford. It was titled "General" as it did the work that did not fit the other sections, namely fare tables, refunds, lost property and the employment of drivers and conductors. Applications came in, references were obtained and approval or otherwise given. With the latter came verifying PSV Licence applications and renewals.

I was told there was a serious staff shortage at the Tilling office and I would be working there and staying in London for the rest of the summer. I was further told that, as a young single man, it would be a good experience and help to complete my education. At the time I thought the experience would be coach operation, but having got there and wandered round neighbouring King's Cross looking for red buses I saw more red lights over doors than red traffic lights and realised there could have been a double meaning! After staying one very noisy and sleepless night in a small hotel opposite the vehicle entrance to Euston Station I decided to commute.

With a manager and only two other staff the place was nothing short of a madhouse. My work was mainly to give private hire quotations over the phone and write out an endless number of drivers' work tickets. At busy times I was also trying to cover work, as far more was taken on that there were coaches for - Saturday hires were sometimes sublet at a loss in order to get them covered. Some Fridays I was still covering Saturdays until 2000, and had to go in on Saturday to cover Sunday and Monday.

When DDs were required - usually on Saturdays for large factory outings arriving in London by chartered train - it was necessary to collect them from EN's Chelmsford (CF) or Brentwood (BD) depots. A Tilling part time driver (often a day time LCC school bus driver) would go by train to collect an FLF, leaving it at Wood Green (WG) overnight, do the job on Saturday and return it Saturday evening or Sunday. I once went to Paddington to supervise a seven FLF job and was not pleased when one rolled in showing Chelmsford 32. On telling the driver to change the blind quickly he asked me how to do it, and added he had never driver a double decker before meaning he had only a single deck licence [the two were separate at the time]. I said I didn't hear that, knowing I would never find a DD driver in time.

Another incident was when a driver took off with the wrong large van, meaning that a load of luggage was heading for Stratford upon Avon instead of a liner sailing from Southampton. It wasn't realised for two hours until the second large driver came in. No mobiles and only the police had radio, so I phoned every force up the A40 to look out for a Tilling van and turn it to Southampton. Similarly I asked the AA to put boards outside their boxes, one of which the driver saw and a rather serious mistake was corrected in time.

It was a very hectic summer, and in today's terms a steep learning curve in many kinds of initiative, such as covering the large amount of weekend work as already mentioned. It continued to my holiday date in mid September, following which I had been told to return to EN. The Tilling Manager (who had earlier come from the EN Midland Area) said otherwise, that I was to go back, but I never saw him again!

My Adventures With Tillings Transport Ltd, by Bob Beaumont, continued

Change of Tilling Livery

One of the MW coaches was painted at Central Works with half of the front, one side and half the rear from cream and black to endel red and pearl grey. The directors looked it at and a change must have been agreed.

Derby Day

Look at a photo of the finishing line area in the 1960s and a motley collection of pre and post war (mainly Tilling Group) open topers will be seen in use as grandstands. This operation was carried out in the name of Tillings, but the behind the scenes work was done at EN Head Office during the winter. The OT's were from as far away as North Wales and the Yorkshire Coast and arrived in London the day before. They had to be fuelled, stabled and cleaned to the highest degree for this prestigious operation in a military style. On the day, the EN CF recovery vehicle was on standby at WG to cover any breakdowns north of the Thames and a similar vehicle hired from LT covered south of the river. If the going was soft, as the expression goes, the EN vehicle went to the course should towing off the grass become necessary.

In this early style of what we now know as corporate entertainment the guests of Hoover were the tops. They rode to the course not in the elderly OTs but the best Tilling coaches, with their OTs going via the J Lyons Food Factory to be loaded with hampers!



What a period picture! It would drive social historians wild!! Round the back of the old Tillings Kings cross depot! Chris Stewart is researching another article about this site and so we will save further details until he is ready. Meanwhile, who knows what the vehicles are! I know they are not a Scania and a Volvo!

EBEG collection.

Group Visit “The Delaine Crusader” on 24 May 2014.

Due to pressure of space I regret having to defer David Harman's report, yet again. Hopefully, I will be able to publish it next month, provided our regular correspondents don't send me too much! Meanwhile, hear are a couple of Dave Arnold's superb photographs.



Hi-viz's swarming round former Harris Bus East Lancs-bodied Olympian P338 ROO in the Emblings/Judd's fleet, like bees round a honey-pot. Decker Bus's depot.

Dave Arnold.



A very colourful Decker panorama with ex-Anglian Bus, former Dublin Bus Olympian on the left.

Dave Arnold.

The Letters Page.

Terry Challis.

"I am grateful to Maurice Doggett for his comments about pre-war **'Westcliff' K5Gs** on EBN602p29. However, reluctantly, I feel that I must disagree with him about a small point with regard to the two AEC Regents that were re-bodied by ECW. I am sure that they were JN4294 and JN4745 (i.e. not JN4749) as stated. They were, in their own way, magnificent vehicles in that, with their new front mudguards and long radiators, they gave every impression of being post-war (or unfrozen) AEC Regent 11s. However, when their engines were started the 5LWs soon gave the game away!

With regard to the open-top GO5Gs (JN8570-72), when they had their roofs on they were regular performers as the 'Westcliff' contribution to Service 3 (Southend to Benfleet) presumably because their high-bridge bodies were no problem on that route. The wooden seats upstairs were one of the clues that these were not ordinary buses! "Benfleet and District" was the other operator on this route and between them the two operators provided a fifteen minute service and all the 'Benfleet' buses were high-bridge vehicles. However, it was in no way a joint service and return tickets were not inter-changeable!. 'Benfleet' was fiercely competitive and often duplicated the service (we called them "Reliefs" in those days) in order to mop up any traffic available. It was a very interesting time when, a few years after the war, the roofs were removed and they returned to the Sea-Front service. Interestingly, at least one of them ended its days at Clacton where I later lived."

Nigel Turner. **Brentwood Blind and FELSTED FACTORY.**

"I always like to see the Eastern National destination blinds from Bob Williamson's collection which are occasionally reproduced in Essex Bus News. The one shown in EBN 601 (May 2014) appears at first glance to be a standard Brentwood blind, with all the destinations that you would expect for that area in 1956.

However there was one unexpected destination, namely FELSTED FACTORY. This referred to the sugar beet factory that was situated in Felsted/ Felstead (choose your own spelling) from the 1920s to the 1990s.

Hicks service 10 (later Eastern National 310) ran past the premises on its way from Braintree to Bishops Stortford and there were additional journeys to and from the factory from Braintree and from Dunmow. As Bishops Stortford garage never ran on this route, blinds showing this destination were only to be found on Braintree allocated vehicles, or so I thought until I saw this blind.

Eastern National inherited a Brentwood – Ongar – Dunmow service from Simpson of Leaden Roding in March 1940. This ultimately became service 33A although it's connection with 33 (Dunmow – Chelmsford) was rather tenuous. It isn't entirely clear to me how the service was worked, as 1950s timetables for 33A seem to have vehicles not returning to their own depots at night. At any rate, it seems that Brentwood vehicles had layovers at Dunmow that were long enough to be able to do a short working to Felsted and back. Service 33A was truncated at Ongar from 4 May 4 1958, so this would have been a fairly short lived phenomenon. Further information would be welcomed as would photos of Brentwood vehicles actually displaying FELSTED FACTORY."

Extract from Underground News. **The former National HQ building.**

On 28 February 2014, it was announced that the former London Underground station at Brompton Road used as a Second World War command centre, has been sold to "a wealthy Ukranian". During the Blitz the station was used by the War Office to control anti-aircraft batteries protecting London from air raids. It was more recently occupied by the London University Air Squadron and Royal Naval Unit and air cadets. Brompton Road station, near Harrods was put on the market in September by the Ministry of Defence as part of cost-cutting efforts. Opened in 1906, the Piccadilly line station closed in 1934 when London Transport decided it was no longer financially viable. It is now expected to be used for residential development. The money from the sale will be put back into the defence budget. EBN603p31



Well, we won't see such a sight again! Harwich during the evening of 27 June. Four Harwich outstation buses present, 65570 and 32482 furthest away, 32484 and 66986 nearest the camera. The 5th outstation bus, 62409 was working the evening service 104 Harwich - Colchester. This scene cannot be repeated, because Harwich outstation closed after operations on 28 June. Services 103/104 are now worked by Colchester depot with a revised timetable.

Robert Appleton.

Target dates for EBN604 (August 2014).

By	...	2 August 2014	...	Reports to Sub-Editors.
By	...	9 August 2014	...	Sub-Editor drafts to Editor.
By	...	18 August 2014	...	Dispatch by Printers.

Back Cover Photos.

Inside Top: What a little darling! Snapped at the North Weald rally we see Brentwood Coaches Heritage Bedford OD 558 FBF (Note the Little Waltham destination blind!)

John Salmon.

Inside Bottom: At the St Albans rally on 29 June, "our own" First Westcliff Trident was parked next to two other First Group heritage buses, one in Leicester City Transport (cream) and the other in Rotherham Corporation (blue). It was said that Giles Fearnley had requested them to be together. A spectacular sight!

John G. Lidstone.

Outside Top: At last! BN69911, ready for service on relatively new route 300 to London Gateway, outside Basildon Garage on 18 May 2014.

Adam Kelleher.

Outside bottom: This cracking photo was taken by John Salmon's wife Frankie from inside The Stores shop at the South Street Junction, Great Waltham and was intended to be a photo of a historic Tour de France bicycle in the shop window. However the resulting photo is a good image of CF66808 on the 42A heading to Galleywood.

Frankie Salmon.

EBN603p32





www.essexbus.org