

ESSEX BUS NEWS

**No. 579
July 2012**

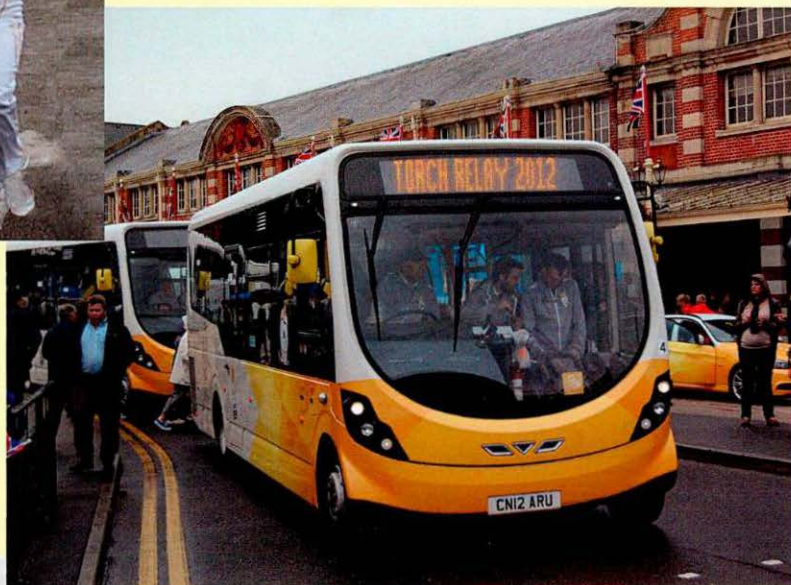


ESSEX BUS ENTHUSIASTS GROUP
www.essexbus.org.uk



The London 2012 Olympic Torch Relay passed through Essex on 6th and 7th July.

left: Chichester Road in Southend is normally wall to wall with buses but at 1136 on Friday July 6th, the buses are temporarily banished as runner 054, 19 year old Natasha Reynolds from Rochford, proudly brings the Olympic torch into central Southend. Richard Delahoy



above: Stagecoach has provided a number of brand new wheel forward Wrights Streetlite midibuses to carry supporters and helpers; one is CN12 ARU, seen above, during the lunch break at the Kursaal in Southend on the 6th. Richard Delahoy



left: The rear of similar CN12 ASP in Colchester, shows the Relay route. Paul Smith

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>
August	August 4
September	September 1

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

- **Tuesday July 24.** An evening visit to Nelson's (NIBS) at Bruce Grove, Wickford. You

Cover

One of two new Scania / Enviro 400s for **Stephensons of Essex**. 602 (EU12 HXY) paused for **John G Lidstone** at Stambridge on the 60 on 5th July. For the nearside, see rear cover.

may go direct to depot but a bus will pick up visitors at Wickford Station to connect with the arrival of the 19.34 train, which is the 18.55 ex Liverpool Street.

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

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 August 10** - Trevor Brookes
- ▶ **Friday September 14** - Alan Osborne
- ▶ **Friday October 12** - Chris Stewart
- ▶ **Friday November 9** - Steven Maskell
- ▶ **Friday December 14** - Dave Arnold and Gary Sharpe

■ TOURS & VISITS

- ▶ **Tuesday July 24** - NIBS visit - see above.
- ▶ **Tuesday August 14** - Travel back in time on our Group evening tour by **Bristol Lodekka**. Departing Colchester North Station at 19.00 with Carter's 1960 ex Crosville FS6G Lodekka 314 PFM, the evening will include a tour of Constable Country with scenic photo stops, a depot visit and maybe a half pint of beer! Return to Colchester North at 22.00. Fare £10. To book, please send cheque, payable to **E.B.E.G.**, together with SAE to **Keith Woods**, 34 Normandie Way, Bures, Suffolk CO8 5BE

■ EVENTS

- ▶ **Sunday July 22 - Colne Valley Railway Bus Rally.** 10.30-16.30 Regular services from Braintree Station. (www.colnevalleyrailway.co.uk)
- ▶ **Sundays August 5 and 12 - Ipswich Transport Museum Free Rides Day** from Town and Station (www.ipswichtransportmuseum.co.uk).
- ▶ **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. See opposite.
- ▶ **Sunday 16 September - Showbus 2012, Duxford Airfield.**
- ▶ **Saturday 6 October - Autumn Transport Enthusiasts Bazaar, Theydon Bois**
- ▶ **Saturday 13 October - LOTS Annual Transport Sale.** Harrow Leisure Centre.
- ▶ **Sunday 14 October - Castlepoint Transport Museum. Open Day and Transport Show.** The Group Sales Stall will be at this Event.

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.

Braintree Bus Running Day

in aid of

CANCER RESEARCH UK



*Come along and help us raise money
at Braintree Freeport...*

SUNDAY 26TH AUGUST 2012

***Vintage & Heritage Buses will operate rides out to Witham,
Halstead, Dunmow, Bardfield, & Marks Tey (Tollgate Centre)***

*Don't forget the Braintree Freeport hosts a
variety of shops & cafés to suit all tastes,
with special offers just for one day !*

*Why not bring your loved ones to shop
while you enjoy the buses and donate
generously to help a worth while cause.*

from 10am until 4pm

***More details from: 24 Russell Court,
Churchill Way, Colchester, CO2 8SR***



In memory of Tony Langley



www.Braintreerunningday.com

Supported by **FREEPORT BRAINTREE**

I am pleased to say that **Adam Kelleher** has come forward to take on the Sub Editor role for **Regal Busways**, and also **Travel with Hunny**. He would welcome reports from members. Please send to Adam at: **74 Park Road, Brentwood, Essex, CM14 4TU** or email at **adamxxx4@yahoo.co.uk**

Peter Mansbridge has received no reports on **TGM Group** (Network Colchester/Harlow/Stansted) this month. Peter lives and works in Nottinghamshire and is heavily reliant on members in Essex supplying news. Please send to: **petemans_1@hotmail.com**

David Harman

Welcome to new member

A warm welcome this month to new member:

Alan Watkins, Burnham-on-Crouch - 1055

Richard Delahoy, Membership Secretary

Small Ads

- ▶ **Enthusiast collection FOR SALE.** Former member, Eric Smith is in a care home, and his bus collection is now available for sale, consisting of runs of magazines ("Buses" magazine from no.1), and extensive collection of softback and hardback books and annuals dating back to 1960s. No photos. Boxed and ready for collection by buyer. Location: Barkingside, Essex. Price by negotiation. If interested, please contact **Arthur Leggatt - 020 8551 5386**. Please mention Alan Osborne when calling.
- ▶ **WANTED!** Member, **Arthur Day** seeks photos of the following ex Wilts & Dorset Spectras: K107/8 VLJ with New Horizon and L128 ELJ/M134 HPR with Ward, Alresford. If you can help, please contact him at **29 Clarence Park Road, Bournemouth, BH7 6LF**.
- ▶ **WANTED!** for two preserved Eastern National vehicles - does anyone have either of the following, ideally from Brentwood/Basildon/Chelmsford/Braintree/Halstead, which they'd be prepared to sell:
 - (1) traditional style intermediate blind from the half cab/LS era, or
 - (2) full depth two-line ultimate blind from MW dual purpose/SC4LK?If you can help, please phone **Chris Stewart** on **07973 509459** or e-mail **shenfield252@gmail.com**
- ▶ **WANTED!** The Sales officer would appreciate any spare **PHOTOS**, colour or black/white, for him to sell on the Group Stall in aid of Group funds (which go to help keep member subs low). Also, if you have any copies of **Essex Bus News** that you no longer wish to retain, these will also be helpful. I am at most Meetings (although an e-mail to confirm may assist), or you can deliver to the Group Stall at the Canvey Museum Open Day in October). **Owen Woodliffe, 196 Sinclair Road, Chingford, London E4 8PT** **pat_woodliffe@hotmail.com**

Group Directory

SUBSCRIPTIONS

A calendar year subscription is £20, renewable in January.

New members may join from any month during the year, but subscriptions will always run to December, from whichever month the member chooses. Those joining from February to December inclusive will pay a pro-rata subscription calculated at £1.70 per month. E.g., a member joining in March would pay 10 x £1.70; i.e. £17.

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

Richard Delahoy, 272 Shobury Road
Southend-on-Sea SS1 3TT
richard@signal-training.com

MISSING / DEFECTIVE EBNs

For replacements, contact the Distribution Officer:

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

PUBLICATION SALES

Send orders for publications to:

Owen Woodliffe, 196 Sinclair Road,
Chingford, London E4 8PT

Owen also stocks a wide range of colour photos - send SAE with your requirements.

BLACK & WHITE PHOTO SALES

Lyn Watson
Willow Tree Cottage, 11 Roman Bank,
Gedney Dyke, Lincolnshire, PE12 0AR

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

lynw@barrons-bds.com

Evening Talisman Tour ~ 19th June 2012

The Group's annual evening tour always manages to come up with something unexpected, this year being no exception and complemented by fine weather.

Leaving Colchester North station shortly after 19-00 hours on Talisman's former Colchester Olympian H47 MJN with Dave Arnold at the wheel, it was soon guessing time as to where the first visit would be as we headed west along the old Avenue of Remembrance and then down Straight Road to join the B1022 Maldon Road. A fleeting view of Colchester Zoo eliminated that possibility but there was not long to wait before we reached our destination, Layer Marney Tower.

After negotiating the animal park we were welcomed by Mr Charrington whose family

have owned the Tower since 1959 and Mr & Mrs Foster-Jones who had kindly brought along their former London Taxi, a 1936 Austin. Former London Routemaster RML2398 (JJD 398D), now proudly bearing the name "Layer Marney Transport", was on display for our visit, complete with wedding ribbons - this is now one of its principal uses as it is available for hire. However, it had an interesting excursion to London last year, appearing in the Lord Mayor's Show disguised as a giant sewing machine commemorating 450 years of the Worshipful Company of Broderers.

After a convivial half-hour (Layer Marney Tower is open to the public in the summer months - www.layermarneytower.co.uk - and the view from the top of the tower is recommended) we departed via an

interesting route, twice crossing Abberton Reservoir enabling us to see the works which have increased its capacity from 25,000 megalitres to 40,000 megalitres (that's a lot of water!); it may not be widely known the reservoir was used in May 1943 for the final test runs prior to the RAF Dambuster raids in Germany.

Proceeding via Berechurch with ever more housing development evident and Monkwick we crossed over Colchester Harbour and at Elmstead Market there was a brief glimpse of former London Metrobus M452. Our next visit was Talisman's Depot at Great Bromley where Terry Smith and Holsten (the Depot dog) were on hand to greet us. A selection of the Company's coach fleet, Routemaster RML 2535 (JJJ 535D), former Colchester Atlantean RVW 90W and KSW5G WNO 480 were present as were open top Metrobus EWF 453V in Colchester sight-seeing livery and former Bournemouth Fleetline NFX 136P, the latter intended for early disposal.

After another pleasant half-hour, we re-boarded H47 MJN for our final visit, a nearby farm which is home to several preserved vehicles common on the East Anglian rally scene and others undergoing restoration. Several of the owners gave up their time to accommodate our visit and courtesy of David Edwards, we were able to enjoy a run back to Colchester on his preserved Eastern National Bristol RELL6G FWC 439H - KN 1516. (This brought back some memories for me - this fine vehicle was allocated to Chelmsford for its first two and a half years and regularly worked on my local 40/351 route in 1971 and 1972).

Our thanks go to Talisman (Terry and Paul Smith) for this excellent evening, also to Dave Arnold for driving, Fred Lawrance, David Edwards and all the vehicle owners who contributed to our enjoyment.

Any bets on where 2013's Tour will go?

Richard Huggins

"Layer Marney Transport" Routemaster RML2398 poses for tour participants.

Dave Arnold



Castle Point Transport Museum Visit ~ 26th June 2012



A varied Museum panorama including local and not-so-local occupants, with Thamesway National VNO 740S below. See also inside back cover. *Chris Stewart*



The Olympic Torch Relay passes through Essex

Friday July 6th saw the Olympic Torch tour cross Essex from an overnight stop in Ipswich, passing through Colchester, Hatfield Peverel, Maldon, Rayleigh, Southend, Hadleigh, Basildon, Grays, Brentwood, Herongate and ending for the night in Hylands Park.

Saturday 7th took in Chelmsford, Harlow, Waltham Abbey, Stansted Mountfitchet, Newport and Saffron Walden, as well as other points in Hertfordshire, Suffolk and Cambridgeshire.

The procession inevitably disrupted bus services, with road closures and rolling road blocks, but of greater interest to EBN readers were the bus and coach support vehicles, with a number of Streetlites from Stagecoach South Wales, two

Van Hool coaches of Buzzlines Travel and a former Maltese Bedford being used by sponsors Lloyds TSB. See also inside front cover.

Richard Delahoy



Stagecoach Streetlite CN13 ASO in Colchester. *Paul Smith*



Buzzlines Travel of Kent won the contract to supply two full sized coaches. Both are Van Hool Alicron T911s specially sourced for the Torch Relay; they came from Cronin of Cork in the Republic of Ireland. **BT11BUZ** seen here departing from the Kursaal ready to follow the procession; the other of the pair is **BT08BUZ**. As with the Stagecoach buses, no fleetnames or manufacturers names are displayed, beyond the legally required legal lettering, under the somewhat draconian laws passed to protect the branding rights of the Games sponsors.

Richard Delahoy



Altogether different was **SKR 801G**, previously Malta route bus EBY528. There is no mistaking the classic lines of a Maltese bus, even one now heavily modified by Kent Coachworks to the order of Lloyds TSB. This is thought to be based on either a Bedford SL or an AEC Mercury, with body by Debono, and first certified in 1969. *Richard Delahoy*

As well as the addition of a 'poop-deck', modifications include a Paris-style open rear entrance and platform. *John G Lidstone*



Publicity News from Harlow

The following were recently obtained from Harlow Bus Station:

Network Harlow - Network Guide a 32 page booklet for their local bus services (includes a route map) dated 6th May 2012.

Network Harlow timetable leaflet for service 59 dated 3rd June 2012.

Green Line - 16 page timetable and map booklet for service 724 dated 28th August 2011.

Logic Bus - undated timetable leaflet for service L3 (Harlow-Cuffley) - no sign of any vehicles actually operating this service.

Essex County Council (non-picture style leaflet) for services 4;11;12 all dated 29th August 2010 (covering Regal Sunday/Bank Holiday services only); Zip 1 dated 1st August 2010.

Photocopied timetables in Traveline website format for **LCB Travel** services LCB1 and LCB2, both undated.

Photocopied leaflet for **TWH** service 555 dated 5th September 2011.

Photocopied timetable leaflet for **SM Coaches** service T15 (undated).

Photocopied timetable leaflets for **SM Coaches** services 19, 20 and 21 (three different leaflets, possibly from an internal system, as it includes their journey numbers).

Further afield, other new items include ...

First 16 page booklet in corporate style for 45 dated 6th May 2012; 20 page booklet for 25/A/B/C dated 1st April 2012; 32 page booklet for 26/A/B/27/28 dated 1st April 2012.

Essex County Council (non picture style leaflet) for The Hylands Bus dated 14th May 2012; 17 dated 1st September 2009.

Ian Ransom

Service changes

Coggeshall Community Bus

2 Jul 12

COG1

M-F

Coggeshall to Kelvedon Circular: revised timetable.

Go Ride

3 Jun 12

33

Sun

Grays to Lakeside: new Sunday service.

374

M-S

Basilston to Grays: introduction of Sunday service between East Tilbury and Grays.

6 Jun 12

72

Sat

Colchester to Clacton: revised timetable with a Wednesday timetable introduced.

79

TThS

Some stops served on request.
Clacton to Brightlingsea: revised route and timetable. Service to operate Mondays to Thursdays and Saturdays.

79F

M-Th/S

Clacton to Colchester: new service of one return journey. Most stops are served on request.

Hadleigh Community Transport

14 Jul 12

745

TWSSu

Manningtree to Dedham: new service

	796	TWSSu	Manningtree to Hadleigh: new service.
Heddingham Omnibus			
26 Aug 12	89	M-F	Great Yeldham to Braintree: introduction of Saturday service.
Logic Bus			
28 Jul 12	L3	M-S	Cuffley to Harlow: revised timetable with section of route between Cheshunt and Cuffley withdrawn.
6 Aug 12	L3	M-S	Cheshunt to Harlow: extended to Cuffley with revised timetable. Service to operate half hourly between Harlow and Cheshunt with hourly extension to Cuffley Monday to Fridays, hourly frequency throughout on Saturdays.
National Express			
2 Jul 12	481	D	London to Felixstowe: revised timetable.
	484	D	London to Walton: revised timetable.
	010	D	London to Cambridge: revised timetable with one journey extended to Kings Lyn (011) and Dereham (012).
Regal Busways			
2 Jul 12	3	M-S	Southend to Chelmsford: revision to route and timetable with off peak and Saturday journeys to serve RHS Hyde Hall (updated information).
26 Aug 12	261	M-S	Brentwood to Blackmore: service withdrawn.
	89	Sat	Great Yeldham to Braintree: service withdrawn.
TGM Group (Network Colchester)			
30 Jul 12	1/A	D	Shrub End to Greenstead: revised timetable with increase frequency.
TGM Group (Network Stansted)			
30 Jul 12	X5	D	Ipswich to Stansted Airport: service withdrawn.
Travel with Hunny (TWH)			
7 Jul 12	X5	M-S	Romford to Harlow: revised timetable with improved service between Loughton and Harlow Monday to Friday. Service will only operate to Romford on Saturdays.
Uno			
29 Jul 12	700	D	Stansted Airport to Stevenage: revised timetable with section of route between Stevenage and Baldock withdrawn.

Wyvern Community Transport

20 Jul 12	174	TS	Southend to Canewdon: increase days of operation to Monday to Saturdays.
4 Sep 12	174	M-S	Southend to Canewdon: service to operate only on Tuesdays and Saturdays.

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

First

■ FIRST ESSEX BUSES LTD

Allocation changes (June 2012 - Period 3 ending 30th June)

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

34613 RES-sold; 40733 RES-sold; 43442 RES-sold; 43484 D/L(D)-sold; 46177 CF(Sh)-sold; 46440 D/L(D)-sold; 53139 RES(CN)-CN

Disposals

All to Erith Commercials (scrap), with collection dates given
46177 (11th), 46440 (12th), 43484 (13th), 43442 (15th), 40733 (18th) and 34613 (20th)

Area News - workings and sightings

Route branding indicated [thus]

Clacton (CN) & Harwich (DT)

As at early July, DT32847 was still at CN with defective engine and DT32810 was also there with failed gearbox. Previously defective Dart/Enviro DT44516 was however back in service.

June

3rd DT32801 stabled at CR bus station (until 6th), CR32476 [61/62] on CN74
11th DT42937 on 103, CN67241 on 76
24th CN43678 on 74A

Colchester (CR)

From 8th May, Colchester-bound 88s no longer traverse King Coel Road but use Halstead Road.

The annual cycle race on 7th June caused Colchester town centre to be closed to traffic from 14.00 to midnight, with buses on diversion all day. Routes 1, 2C, 8E, 61/A, 62/A, 63, 64/A, 65, 66/A, 67, 68, 70, 71/A/C, 74, 75, 76, 83, 88/A, 103/4 and 175 were all affected. The old No.2 shed at Magdalen Street (ex Corporation) depot was used as a terminus in connection with this.



The former Colchester Corporation No.2 shed was used as a temporary terminus and layover point during the Colchester Cycle Ride on 7th June, when much of the town centre was closed to normal traffic. **Cedric's** Olympian **H552 GKK** peeps out. *Steve Simister*

On 28th June, a large hole appeared in Harwich Road Colchester after a very deep sewer collapsed. All 103/4s were reported to be diverted outbound from CR via Bromley Road, Greenstead Estate and St Andrew's Avenue (or Harwich Road and East gates inbound).

June

- 1st CR32483 [61/62] on 75, CR60756 on 88
- 2nd CR65522 on 88
- 3rd CR32475 [61/62] on 68, CR32480 [61/62] at CN Rally
- 7th CR32485 on 63
- 8th CR32480 [61/62] on 65 & 64, CR34308 on 62
- 11th CR34056 on 71, CR65054 on 88, CR65539 on 75
- 14th CR34304 on 65, CR61054 on 75 (pm Tiptree), CR65654 on 75
- 21st CR32485 on 63, CR65534 on 75.
- 23rd CR42482 [61/62] on 63, CR32478 [61/62] on 88
- 26th CR34056 on 71
- 28th CR34307 on 71

B7RLEs now seem to be common on the 71/A alongside the Omnicities.

Chelmsford (CF) and Braintree (BE)

With step Dart 46177 having been disposed of, Driving School Volvo 60304 has been seen working as a driver shuttle on a number of occasions (although 42922 was noted on 13th June).

June

- 1st CF42929 on 71/A
- 9th Step Dart 46158 on 56 (heading towards town about 11.25), unusually in use on a Saturday

11th 46158 on 51 (mid morning), CF53131 on 42 (late afternoon), CF65626 on 71 / A
 13th CF42933 on 71 / A, CF53115 on 73, BE66169 on 70, CF66794 on X30
 14th 46158 on 45, CF53115 on 36X (07.27 from South Woodham)
 15th CF65028 on Sandon Park & Ride
 18th CF34286 on 36 (13.09 from SW), CF34284 on 36 (20.09 from SW), CF34310 on 71 / A,
 CF66794 on X30, CF66829 on 71 / A
 20th CF34286 on 36 (17.15 from SW), CF53135 on 42A (late afternoon), CF40736 on 42,
 CF65031 on 36 (18.43 from SW)
 21st BE42855 on 70
 22nd BE42486 on 70, 46158 on 56 (early afternoon)
 25th CF34310 on 71A, CF65029 on 36 (13.09 from SW), CF34284 on 36 (15.09 from SW),
 CF42929 on 70
 26th CF34310 on 42, CF65032 on 36/36X (07.27 and 17.44 from SW), CF53125 on 36 (14.32
 from SW)
 27th CF42928 on 71
 28th CF34310 on 42A to Stansted, CF65032 on 36 (14.39 from SW), CF65030 on 36 (15.39
 from SW), CF65626 on 71

July

2nd CF34310 on 351, CF42922 on H1
 3rd CF34310 on 36, CF42447 on H1
 4th CF34310 on 351
 5th CF34310 on 42, CF53131 on 36
 6th CF66794 on X30

Basildon (BN) & Hadleigh (HH)

BN's driver shuttle, 46827, has been away for MOT (Class V, which cannot be done at BN depot) and Driving School Volvo 60319 has been noted more than once in Brentwood as a result.

June

12th HH32881 on BN512 (pm)
 19th HH32881 ex 820
 20th BN65627 on 100
 24th BN65671 seen in Wickford on Private Hire, destination unknown.
 25th BN31456 on 5, HH41730 on 2, BN41543/4 on 100
 26th BN41241 on 100

July

4th BN34315 on 25
 5th BN34315 on 5, BN65670 on 25

Other News

The former Horn Motor Company garage in Rayne Road, Braintree has recently been demolished. Acquired by Eastern National with the Horn business in August 1935, it served as a body/paint shop until Central Works was opened in 1957. The building was last used as a pine shop (with the former garage remaining at the back).

Sources: Own observations, with many thanks to *First Essex* and to S Austin, A Bird, S Burden, N Clark, T Clark, J Collins, D Edwards, M Farmer, F406LTW, M Hart, J Long, J Podgorski, D Pretty, I Ransom, J Salmon, 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

Dart SLF 3425 (P425 HVX) (carrying the Southend "city bid" overall advertisement) suffered a fire whilst running dead to Thurrock to take up service on service 44 on 10th June and has been withdrawn as a result.

New Wayfarer 200 ticket machines were brought into use from Sunday 10th June providing the ability to electronically read smart cards including English National Concession Travel passes.

Previously unreported is that former Southend Transport Fleetline JTD 395P, the open topper that was latterly in Torquay, was acquired by the Castle Point Transport Museum for preservation last autumn.

Peter Mansbridge with thanks to Richard Delahoy

TGM Group

■ NETWORK HARLOW

A further repaint into Network Harlow livery is Optare Solo 2453 (YJ06 FXS).

Peter Mansbridge with thanks to HarlowRide



TGM Stansted Dennis Dart 552 (KP51 UFL), seen here in Thaxted in June, came from Renown of Bexhill in June 2009, but three years on, remains anonymous. *Keith Woods*

Hedingham

Acquired vehicles

S169 UAL	Optare Excel L1150 VN 9292	Optare B45F	ex Konectbus 269
V205 ENU	Optare Excel L1150 VN 9444	Optare B45F	ex Konectbus 205

269 and 205 were originally Trent 169 and 205, new in 10/1998 and 2/2000 respectively. These are the first fleet additions since the anniversary Enviro 400 L386 in May 2010. These vehicles have not been allocated fleet numbers yet as there may be others from the same source arriving to supplement these. They are the first Optare vehicles in the fleet and are indicative of the inter-group transfers within Go-Ahead, as the other group members receive new stock. These vehicles have been displaced by the new Enviro 400s and influx of former London Mercedes Citaro artics at Konectbus.

Chambers have acquired a Ford Transit Tourneo minibus EK58 LFA in silver working from the Sudbury depot. This is thought to be a crew transfer vehicle. It arrived on 28th June. The depot now has Chambers name boards attached to the site.

Former Lamberts B6/Plaxton L297 (M832 CVG) has been chosen to be transferred to the Chambers fleet and receive a new Chambers livery. The first public sighting of the vehicle is still awaited after it entered the paint shop on 11th June.

Allocations

L243	TY - HD	working schools on 21st June.
L297	HD - Chambers	Being repainted into new Chambers livery and to be transferred to Chambers fleet.
L298	HD - Chambers	Currently on loan to Chambers, initially to cover for a vehicle needing MOT but now thought to be undertaking Hedingham contract work from Sudbury.
L337	HD - CN - KN	On loan to Anglian Bus

Darts L334 and L344 have returned from loan to Anglian and are back at KN.

General

L342 has passed its MOT and has recently been seen in use, active from Tollesbury.

The Saturday service 89 Gt Yeldham - Braintree will be run commercially by Hedingham as from the change of tenders from 31 August 2012, thus ending the ECC tendered service provided by Regal Busways. Significant ECC tender wins have been made for Hedingham commencing at the end of August 2012 expanding the area of HO service operation.

Colchester bound 88s no longer travel via King Coel Road/London Road and now use the entire length of Halstead Road from 8th May. Services 3, 4, 50, 80, 88 and 92 were affected by the Colchester Cycle Tour race on 7th June. The Colchester Institute Braintree - Colchester - Clacton inter college campus shuttle ceased after 22nd June due to funding cuts.

L122 (A122 PAR) has turned up for sale (as non runner) in Bus & Coach Preservation by Icons of Britain Ltd.

Mark Lloyd with thanks to Dave Arnold & Gary Sharpe

Chambers

Omitted from the list at takeover in EBN578 was Dennis Dart/Alexander Dart N465 PAP, new to Stagecoach South. Cannibalised Dart/Alexander P784 WCN remains at Bures depot. This had been involved in a head-on collision in Little Cornard about a year ago.

Keith Woods

Ensignbus

■ DEALER STOCK MOVEMENTS

Vehicles in

Arriva the Shires	R449/455 SKX	DAF SB3000/Plaxton Premiere 4049/55
Astons Coaches, Kempsey	YN05 WKP YN04 GKL/U/V/X/GLJ YN04 GPX	Scania Irizar PB12.35 NXL20 NXL1/3/4/6/8 NXL14
Brylaine Travel	YJ57 BNB/BBE	DAF DB250/East Lancs
Go-Ahead North East	R261/394 LGH	Olympian/Northern Counties 3903/3935
Heyfordian Travel	OU08 AYF/G	Enviro 200
JPT, Middleton	VT10JPT	Enviro 200 351
Metroline	T41/3/67-9/72/4/6 /78/9/81 KLD T108/110/117/8 /120 KLD T136/7/40/44/48 CLO	Dennis Trident/Alexander ALX400 TA71/73/67-9/72/4/6/8/9/81 Dennis Trident/Plaxton President TP8/10/7/8/20 Dennis Trident/Plaxton President TP36 etc
	T182/99/218 CLO	Dennis Trident/Alexander ALX400 TA82/99/100
	V750/4/8-61/3-4 HBY	Dennis Trident/Plaxton President TP50 etc
	513 CLT	Routemaster RMC 1513
SM Travel	EU08 FHD	Enviro 200 103
Stagecoach London	X232/3/49/54/8-9 /288/307/349/52-4/7-9/62/374/395/8 NNO, Y443/508/361 NHK, LX51 FJK LX51 FHH	Dennis Trident/Alexander ALX400 Dennis Dart SLF/ALX200 34326 Dennis Dart SLF/ALX200 34293
Stagecoach Manchester	Y293 FJN S764 SVU, R765 DRJ	Volvo Olympian/Alexander RL 16764/16765
Stagecoach North East	P315 EFL	Volvo B10M/Alexander PS 20695
Stagecoach West	R978 XVM	Volvo B10M/Alexander PS 20978
Vehicles out		
Astons Coaches, Worcester	WKZ 2463	DAF S3000/Plaxton Premiere ex R200 SPK
ATBus, Staines	W117 WGT/ Y909/75 TGH	Dart SLF

Barcroft , St Leonards-on-Sea	YN04 GPX	Scania Irizar PB12.35
Brylaine , Boston , Lincs	Y511/371/6/85 NHK	Tridents ALX 400
Hawkes , Derby	R978 XVM	Volvo B10M/ Alexander PS
Heritage Travel , Brighton	X314/317 NNO	Trident/ ALX400
Imperial , Hornchurch	W996 JNF	Mercedes 814
Ipswich Buses	Y262/71/92/5 FJN	Dart SLF / ALX200
Logic Travel , Nazeing	R745 BMY	Dart SLF/Plaxton
Rowe & Tudhope , Dundonald	R511 UWL/R749 DRJ	Olympian/ Alexander RL
	P724 GND/S764 JVV	ex Stagecoach 16511/749/94/64
Sullivan Buses , South Mimms	X332/342 HLL	Trident/ ALX400 ex TAL132/130
Tates Travel , Barnsley	VT10 JPT	Enviro 200 ex JPT 351
West Kent Buses , West Kingsdown	R254 LGH	Olympian/Northern Counties
Yellow Buses Bournemouth	OU08 AYF/G	Enviro 200 ex Heyfordian Travel

Tridents X374 NNO, T141/3 CLO: Asgard Productions UK, Shepperton, Middx.
Olympian R761 DRJ : Delta Force Paintball, Upminster, Essex

Dart Y332 FJN: Epsom Vehicle Sales, Epsom

DAF DB250 M646 RCP: Mr Abu Martin, Burgas, Bulgaria

Scanias YN05 WKP, YN04 GKU/L/V/X/GLJ: Mr Tasos Michaelides, Nicosia, Cyprus

Mark Lloyd with thanks to Ross Newman

Stephensons of Essex

New vehicles

601/2 EU12 HXW/Y

Both Scania N230/ ADL Enviro 400 H75F and are low height (hence the new 6xx numbering sequence). They are broadly to the standard Stagecoach specification but with different moquette. See front cover.

Withdrawn

771 G371 YUR Olympian/ Alexander (the last bus in Burtons livery) will be withdrawn in late July and is sold to Brijan Travel.

Operations

A number of low floor double deckers (including the new Enviro's above) will be used in London on Olympics shuttle work in July/ August.

Richard Delahoy

Other Operators

LODGE, High Easter: The tri-axle Setra S416GT-HD JW10 DGE previously in gold anniversary livery is now in Lodge's standard blue and cream. *Roger Smith*



Stephensons of Essex ... in Suffolk

435, LX51 FGE, Dennis Dart SLF / ALX200 entering Risbygate Street from Andrews Street, Bury St Edmunds on 30th May on new local service 2, in the local "Breeze" livery introduced since First Eastern Counties recently left the scene to independents.

462, Alexander Dennis Enviro 200, YX11 CTO leaving Bury St Edmunds bus station on the same day on service 16 for Mildenhall. *both Ken Coldwell*



Chambers of Bures

Administratively and ecclesiastically, the village of Bures is complicated, straddling as it does, the River Stour which forms a boundary between Suffolk and Essex. The civil parishes of Bures St Mary and Bures Hamlet are situated in Suffolk and Essex respectively, but Bures St. Mary and most of Bures Hamlet are in the diocese of St. Edmundsbury and Ipswich, whereas the area known as Mount Bures, part of Bures Hamlet, forms part of the diocese of Chelmsford.

Bures Hamlet, the larger of the two parishes, contains Bures railway station. This lies on a line originally authorised to the Colchester, Stour Valley, Sudbury & Halstead Railway, but which passed rapidly through several pairs of hands, including the Eastern Union Railway and the Eastern Counties Railway, before becoming part of the Great Eastern Railway in 1862. It ran from Marks Tey eventually to Haverhill, Bury and beyond, but had opened only as far as Bures and Sudbury by 1849.

However, our story begins in Earith in Huntingdonshire, where Robert Chambers was born c1829. By 1851 he was lodging at the home of Henry Marsh and his family in the High Street, Fenstanton, and working as a journeyman baker. Marsh was a harness-maker, and subsequently, Robert gave up bakery to learn the same trade. Henry Marsh had died by 1861, by which time Robert was making harnesses and employing two boys at the same address. He had also taken a wife, Henry Marsh's daughter, Selina, who bore him a son, born c1859, and named Henry Christopher.

By 1877, the date generally given for the founding of the Chambers business, Henry Christopher Chambers, his wife and son had moved for reasons unexplained, to Bures St Mary. Here, he was to follow in his father's footsteps, by becoming established as a harness-maker, and by 1881, had engaged a boy to help him.

In the census for 1901, he is recorded as 'Saddler and Jobmaster', the latter a then common occupation, typically involved in the keeping and hiring-out of horses and all manner of horse-drawn conveyances. Probably a few years earlier, Henry Chambers had decided, like many others in rural areas, to become a carrier, taking country folk and their goods to and from the market towns, in this case, Sudbury and Colchester. By the time of the 1911 census, he was listed only as jobmaster, and is presumed to have given up saddlery. He is also known to have been at times, a coal merchant, and even had a private owner's wagon or two, which could be unloaded at the now, long-gone, sidings at Bures station.

Henry Chambers seems to have remained firmly wedded to the horse as a source of motive power until the 1920s. The first evidence of a move into the motor era comes from the Colchester Borough Council Hackney Carriage Register. This reveals brief details of vehicles licenced, firstly in the name of H C Chambers, and from 1921, as H C Chambers & Son:

2nd June 1920: licence no.44: 36-seater.

6th July 1921: licences no.44 and no.216: 36-seaters.

7th June 1922: **CF 2947** and **AH 0294**, 38-seaters. CF 2947 was probably the bus first licenced in 1920, and AH 0294 that in 1921. The latter, a 1915 mark in the Norfolk Heavy Motor Series, was probably a lorry chassis. The increase in seating capacity may be accounted for by the authorisation of two extra seats beside the driver.

2nd May 1923: **CF 2947** (licence no.44) and **AH 0294** (licence no.216).

2nd April 1924: **CF 4975**, 26-seater (licence no.216, probably replacing AH 0294).

May 1924: **CF 5005**, 38-seater (licence no.44, probably replacing CF 2947).

By virtue of their seating capacities, **CF 2947**, **AH 0294** and **CF 5005** were fairly obviously

double-deckers. CF 5005 was scrapped in November 1936.

Another bus known to have been owned but not licenced by Colchester Borough, was **HK 5762**. This was a White TBC open 14-seater, first registered on 17th September 1919 as a lorry to Albert Frank Peacock of The College, Great Maplestead. It had passed to Chambers by January 1921. Another early vehicle thought to have been owned was **CF 3014**, of which no details are known other than that it was new around December 1920.

Two further double-deckers bought in the 1920s were Straker-Squires that the LGOC had taken over from independents. **XO 3947** had been new as no.37 in 1923 to A. Timpson & Sons of Catford. The other was **MF 3003**, also new in 1923, but to Redburn's Motor Service of Ponders End (no.9). Both were withdrawn by the LGOC in March 1927, passing to a dealer, C&P Sales of Ipswich, and then to Chambers in June of that year. **XO 3947** was withdrawn in 1930 to become a lorry, whilst **MF 3003** had gone in 1929, with no further owner known.

Single-deckers were henceforth favoured

until much later, when utility Guy Arabs **GV 8773** (Brush-bodied) and **GV 9614** (Roe) arrived in 1943 and 1945 respectively.

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In EBN 578, we mentioned a carrier who was predecessor and contemporary of Chambers on the Bures to Sudbury and Bures to Colchester roads – James Shead. In contrast, his business appears to have been a more modest affair.

James Shead, the father, was described as a malster (alternative spelling of maltster) in the 1881 census. Ten years later, he was recorded as a carrier, and similarly in the 1901 census. By 1911 his son Arthur James Shead had joined him in the business. The latter lived (1921) at Victoria Cottage, Bures Hamlet (Essex) but the buses were kept in Bures St Mary (Suffolk).

Again, the Colchester Borough licencing records disclose brief details for the early years of the motorised era:

6th July 1921: licence granted for 16-seater.

7th July 1922: licence (now stated as for **CF**



#### What a difference a weekend makes

**Friday 1st June:** The Hedingham Sudbury Depot contains just one vehicle, Volvo coach **L298** (N667 THO), without rear vinyls. ...



... **Saturday 2nd June:** Chambers' Bures premises in the last day of independent operation. Accident-damaged Dart P784 WCN nearest the camera did not pass to Go Ahead and remains on Chambers' premises. The last vehicle to leave Bures on Sunday 3rd June to go to Sudbury was ex-Metroliner Olympian S233 RLH. ...



... **Monday 4th June:** Sudbury Depot under Chambers operation. From left to right: P475 MBY, N529 LHG, M655 KVV, BX55 FYH, BH55 FYJ and P901 RYO. By late June, Hedingham L298 was based at Sudbury for schools work amongst the otherwise all-Chambers fleet. *photos: Keith Woods*



2015, 16-seater) renewed.

2nd May 1923: licence for **CF 2015** renewed and new licence granted for **BC 5658**, 14-seater.

7th May 1924: both relicenced.

Thereafter, only BC 5658 was relicenced each year up until 1929. There is no further record of operations, so it may be that Shead decided to give up or retire before the Road Traffic Act took effect on 1st July 1931. Thus, from around this time, H C Chambers & Son, had the Colchester - Bures - Sudbury road largely to themselves.

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Henry Christopher Chambers died in 1929, and the business was continued by his descendants. On 3rd May 1937, a limited company (No. 327497), H C Chambers & Son Ltd. was incorporated, with registered office at High Street, Bures, Suffolk.

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At the takeover in June 2012, the registered office of the company was altered to: c/o The Go-Ahead Group plc, 3rd Floor, 41-51, Grey Street, Newcastle-upon-Tyne, an address which sits rather strangely with the Chambers buses winding their way through the Essex and Suffolk countryside, as they have done for 90-odd years.

But, time and tide wait for no man. Go Ahead now have four businesses in East Anglia, Chambers, Hedingham, Anglian Bus of Beccles, and Konectbus of Dereham, which, from the oldest (Chambers) to the youngest (Konectbus), have collectively given very many years of good service to the travelling public. No doubt, considerable thought is being applied as to how this can continue and be developed for the future.

It will be no surprise if changes lie ahead. There should be plenty for the interested observer to witness and record.

*David Harman with thanks to  
John Taylor, Peter Clark and Keith Woods*



A landmark: Now long-withdrawn, Olympian/Alexander **F243 RRT**, was the first of the new generation of rear-engined double-deckers in the Chambers fleet. Colchester bus station; 1st September 2004. *David Harman*



Every five years the East Anglia Transport Museum at Carlton Colville has held a major 'ECW event' to commemorate the well known and sadly missed bodybuilding plant in nearby Lowestoft. This year, 25 years since closure, the two day event included a road run to the site of the former factory and to Gunton Cliffs on Saturday 16th June. Several Essex based vehicles attended, including Ensign's Bristol K6A **HLJ44** which is seen en route in Kelvedon. David Edwards is at the wheel of his RE **1516** (FWC439H) in Beccles

while part of the line-up of 26 vehicles at Gunton Cliffs included HLJ, FLF6G **2849** (NTW942C) and VR **3072** (KOO790V). Five Lodekkas were present, the others being a Bristol OC FLE, an early LD5G and an FL6G from Eastern Counties and Southern Vectis LD6G 563 (SDL268) (see back cover). 1947 Lowestoft Corporation AEC Regent II **21** (GBJ192) headed the line at Gunton Cliffs as befitted its local origins and seniority in those present.

*photos: Chris Stewart*





## Preservation Notebook

### A NEW BEGINNING FOR SOUTHEND 336

In June ownership of former Southend Transport 336, CJN436C, passed from Ensign Bus to Marden Coachworks of Benfleet and an immediate start was made on the restoration of the bus to original SCT condition.

Delivered in March 1965, 336 is a Leyland PD3/6 with Massey H38/32R body, one of a batch of 12 bought that year. Unusually for Southend, they were highbridge buses on a standard height chassis (as opposed to the low height chassis of the preceding Lowlanders and Bridgemasters) but could just pass under Central Station railway bridge in the High Street (see [www.sct61.org.uk/gallery/gall3a/ss334f](http://www.sct61.org.uk/gallery/gall3a/ss334f) for a picture and the story). However they could not pass under the GE line bridges so had more limited route availability than other Southend deckers and hence were often

found on London road services 1, 3/3A (and later 27) and the 29.

After periods on loan to both London Transport (at Croydon, 1975/6) and London Country (at Harlow, 1976/7), 336 was withdrawn at the end of 1977. But rather than being sold elsewhere, it passed to the Southend Playbus Association. It carried two different colourful schemes as "Lulu 2" (the original Lulu being an ex Nottingham PD2, 10ATO, converted in 1974), as well as a brief time in plain white between repaints.

It was withdrawn from playbus use in 1994 and languished at the ST works until being sold locally to Don Hebden who kept it at the works; then in 2000 it was sold to Chris Pearce, a well known preservationist at Worthing, following an appeal in *Bus & Coach Preservation* magazine. From there it



**336 as playbus:** Seen at the works on 10th February 1979, 336 initially carried a quite restrained livery as "Lulu 2". *All photos: Richard Delahoy*



**336 as playbus:** Also taken at the works, this view from 25th September 1988 shows how the open platform was enclosed; the bus is in plain white before repaint into its second playbus scheme.



**336 as playbus:** In its final playbus livery, here is another works shot, taken on 5th February 1989.



passed to Ensign Bus in March 2002 for safe keeping. It has been in dry storage ever since, as Group members have seen on some of our visits to Ensign's premises, but

realistically was unlikely ever to reach the front of the queue of buses being restored for their museum collection, hence the sale to Mardens.



**336 at Mardens:** *above:* The platform doors removed, work is well in hand on June 26th, rubbing down the playbus colours and repairing the bodywork, making a great contrast against the 55 plate Plaxton coach alongside, some 40 years newer, also being prepared for repaint. *below:* Some of the distinctive SCT curved-top, blue-trimmed seats rescued when sister 335 was converted; work has yet to start on the interior.

Restoration work commenced on June 15th and already the platform doors have been removed and a start made on rubbing down and repairing the exterior. The interior remains as converted for its playbus use, but thankfully a full set of seats is available from sister 335, which was restored at the ST works to the order of Frank Spence in the 1980s but subsequently passed through various hands before being converted to a party bus in 2000. Ironically, that conversion was undertaken by Mardens (with the seats

being bought by Chris Pearce for future use in 336) – little did they know that they would later do the reverse on the sister bus!

We will bring you progress reports in future issues, but in the meanwhile here are some pictures showing work under way. With thanks to Jim Mckinnon and Peter Sedge of Mardens for their help with this feature.

*Richard Delahoy, who also took the photos*



**336 at Mardens:** Internally one of the more difficult jobs will be to restore the seats over the rear wheelarches - but there is no mistaking the classic Massey body style.

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*rear cover*

#### **Scania's at work**

The other new Scania/Enviro 400 for **Stephensons of Essex, 601 (EU12 HXW)** was caught by *Kevin Smith* in Prittlewell Chase on 6th July, en route to start the afternoon 524 service to from Southend and Westcliff High Schools to Maylandsea.

A rare bit of evening sun at Alresford on 15th June saw the ECC 74B 1900 Clacton - Colchester journey worked by Scania/Olympus 106. This working was won by **Network Colchester** from First last September, and as was the case with First, it appears to be scheduled for double-deck operation. *Russell Young*





The annual visit to Castle Point Transport Museum in lieu of a Wickford or Rochford meeting included not only a warm welcome to the former Canvey EN Depot but also a fine evening drive in Craig Mara's wonderful 1950 Bristol L6B PTW 110, which with the assistance of Ian Mahoney (our driver for the occasion) went back on the road last year for the first time since 1977. The full front bodied coach is seen in Rayleigh. *Chris Stewart*





[www.essexbus.org.uk](http://www.essexbus.org.uk)