

ESSEX BUS NEWS

Issue 517
May 2007



Essex Bus Enthusiasts Group

serving Essex since 1964

www.essexbus.org.uk

Essex Bus Enthusiasts Group - Directory

SUBSCRIPTIONS

A 12 month subscription is £18.50 by First Class post, renewable in January or July.

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 contact the Membership Secretary:

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Replacements for missing or defective EBNs are available from the Membership Secretary.

TIMETABLE SUBSCRIPTIONS

Join this scheme to receive Essex County Council timetable books and updates. Please contact Derek Stebbing for information or visit www.essexbus.org.uk

PUBLICATION SALES

All orders for publications should be sent to:
Owen Woodliffe
196 Sinclair Road Chingford
London E4 8PT

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

B/W PHOTO SALES

All orders for photos from lists enclosed with EBN should be sent to:

Lyn Watson
c/o Barrons Chartered Accountants,
Monometer House, Rectory Grove,
Leigh-on-Sea, Essex, SS9 2HN

Prints of specific EN (and predecessor) vehicles can also be supplied: email with requirements:
lynw@barrons-bds.com

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YOUR REPORTS AND OBSERVATIONS

Members reports are always welcome. Please send them to the relevant Sub-Editor.

Photos (prints, slides or digital images - in JPG format) are also welcome - please send to David Harman.

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.

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

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

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Dates for your diary

■ EBN PRESS DATES

<i>For inclusion in EBN dated:</i>	<i>reports should reach Editors by:</i>	<i>planned despatch date:</i>
June	6 June	15 June
July	4 July	13 July
August	8 August	17 August

Please note that the **planned** despatch date may change for all sorts of reasons. The **actual** 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 **only** be obtained from the Membership Secretary (address opposite).

■ ROCHFORD MEETINGS

Meetings now take place in the **Committee Room** (upstairs), **Freight House, Bradley Way, Rochford** (the old railway goods shed, adjacent to Rochford station). There is a large free car park and *one Great Eastern trains & Arriva Southend services 7/8 stop nearby*. Doors open at 1915 for an informal chat, with the main talk or show from 2000 to 2145. Drinks are normally available. All members and guests are very welcome. £1 donation towards room hire please. Prints, slides and digital photographs can all be shown. *Richard Delahoy*

- ▶ **Tuesday 15 May*** - ticketing evening with *David Harman & Richard Delahoy* - come and get some hands-on experience in using ticket machines, etc.
- ▶ **Tuesday 12 June** - *Lyn Watson* will present an illustrated talk "On the Buses" covering his experiences from first gaining a PSV licence, through the development of Stephensons and now Excel/Flight Delay services.

* Note: the April and May meetings are the **THIRD** Tuesday, not the customary second Tuesday in the month.

■ COLCHESTER 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. **20.00 to 22.00** (doors open at **19.30**). All members and guests are very welcome. £1 donation towards room hire please. We prefer to show slides or digital photos but prints can also be shown. *Dave Arnold*

- ▶ **Friday 11 May** - slide show by *Richard Delahoy* - '20 Years ago - part 2'.
- ▶ **Friday 8 June** - slide show by *John Podgorski* - 'Views from overseas'. #
- ▶ **Friday 13 July** - (upstairs room) - slide show by *Chris Stewart* - From Charabanc to Highwayman' - A brief history of Eastern National's coaches. #
- ▶ **Friday 10 August** - slide show by *Dave Arnold* - 'Rail Replacement'.
- ▶ **Friday 14 September** - slide show by *Gary Sharpe* - 'Evening of nostalgia?'
- ▶ **Friday 12 October** - slide show by *Fred Lawrence* - 'On the company's expenses ~ 2!'
- ▶ **Friday 9 November** - to be advised
- ▶ **Friday 14 December** - slide show by *Fred Lawrence* - 'Coach operators of East Anglia - 1950s and 1960s'.

note: change from that previously advertised.

■ TRIPS from COLCHESTER

- ▶ **Sunday 20 May** - **Bristol Harbourside Rally & Running Day** using the ex-Badgerline Volvo/Van Hool coach of Talisman Coachlines. Depart North Station:

cover: The new **Hedingham Enviro 400 L335** (EU07 GVV) at home at Hedingham depot.
Hedingham Omnibuses

07.00; Shenfield station: 07.50. Fare £15.

- ▶ **Tuesday 26 June - Evening Visit to Talisman Coachlines.** Pick up at North Station: 19.00; return by 22.00. Fare £5.

For both these trips, book via Dave Arnold, 21 Cedar Chase, Heybridge, Maldon, CM9 4NR (david@arnold1.fsnet.co.uk Mobile: 07831 644092), but please pay on the day.

■ RALLIES, OPEN DAYS ETC

- ▶ **Sunday 20 May: Bristol Harbourside Rally & Running Day.** Special display celebrating 50 years of the Bristol Omnibus Company. Email for details: william.staniforth@virgin.net Coach trip from Colchester to this event - see above.
- ▶ **Saturday / Sunday 25-26 May; London Transport Museum Acton Depot Guided Tours,** Bookings on 0207 379 6344. www.ltmuseum.co.uk/visiting/depot_tours.shtml
- ▶ **Sunday 3 June: Southend Bus & Transport Show,** Southchurch Park East, Liffstam Way, Southend, Essex. >>>>> The Group sales stall will be at this event.

From the Editor ...

This EBN: A bumper issue again, for which we thank all editors and contributors. However, there are no Service Changes, as *David Tomlin's* professional commitments preclude this. Nor is there any Arriva East Herts & Essex news, since *Mark Garrett* has received no reports from members (subtle hint!). Finally, *Lyn Watson* is taking a well-earned break and there is no May Photo Sales list. These will resume next month.

Recruitment brochures: a thank-you to those members who have taken quantities to distribute. *Geoff Toon* has asked for a PDF version so that he can 'print his own'. If any other member wants the PDF, please let me know (ebn@casuarina.org.uk). Geoff is sending brochures out with his eBay sales where appropriate - a good idea that others may wish to copy. Bulk supplies will be available at the next Rochford meeting (15 May) and at the Southend rally.

Photographs: the shots of the Colchester Lathe Co. Reliance (EBN 516) were kindly provided by *Neil Fraser*, not as shown.

The photos of Eastern National SC 395 (EBN515) was taken by *Frank Church* in 1954, and MW 434, on 30 October 1957, both in Noak Hill Road, long before it was upgraded from a 'cart track' to the present main road. Apologies yet again, for not crediting these to Frank.

General guidelines on submitting photographs: For the news section, we welcome topical shots - new, newly-acquired vehicles, route changes and other bus-related news - bus stations, depots, etc. - feel free to use your imagination and stray from the classic three-quarter view! Irrespective of subject, the ideal shot is pin-sharp and taken in good lighting. The printing process sadly does nothing to improve out-of-focus or dark shots. Colour or monochrome prints are equally suitable, and we have the technology to deal with slides too.

Digital images: JPGs at about 8" x 5" @ 180dpi are ideal; larger / higher resolution images take an age for you to upload, and are not actually necessary. The front cover tends to favour a vertically-proportioned image.

Date, place and brief vehicle details should be provided where possible; it saves time at this end when writing captions.

Copyright: if you didn't take the photo yourself, or don't have the copyright-holder's permission to reproduce, please say so. We will always endeavour to establish who the photographer was, and obtain permission to reproduce as appropriate. If perchance, this proves impossible and we can only say "photographer unknown", a subsequent acknowledgement will be gladly printed, provided someone lets us know.

David Harman

Publicity News

There was an **Essex County Council** leaflet for Harlow routes M1, M11, M21, M31 and 1 dated 10th October 2006.

Hertfordshire County Council has issued a new edition of the Area 7 Travel Guide for Bishops Stortford, Buntingford & Royston dated March 2007, this includes cross border services into Essex.

The 2007 edition of the "Come and Visit the **Lee Valley Regional Park**" slimline map has now appeared.

BAA Stansted have produced a January 2007 edition of their "Express Coach Services" map whilst there are June 2006 and January 2007 editions of the "Local Bus Routes" maps as described in EBN504/513. Not strictly our bag, but there is also a "Rail Options" map and there have been December 2005 and January 2007 versions. All editions of these maps were in the airside racks as recently as 16th April when Ian Taylor flew back from Dublin having achieved 112th position out of 9,000 runners in the BUPA 10km Great Ireland Run.

This season's slimlines for **National Express Airport** adopt a revised cover design. These are blue and white and incorporate a photo of a Scania Irizar coach. Valid from 5 March 2007 to 2 March 2008, those seen so far consist of: 707, 717/87/97, 717/27/97, 727, 737, 747/025, 777, A4/A6/A9.

Terravision have a thrice folded, undated, leaflet in navy blue and pink for their Stansted Airport to London coach service.

Ian Ransom, with thanks to Ian Taylor

SERVICE 251

SOUTHEND - WALTHAMSTOW

29th MAY, 1983 UNTIL FURTHER NOTICE



EASTERN NATIONAL ➤

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Head Office: One Walthamstow, Chelmsford CM1 1BB. Tel: 0706 30000. Applications and enquiries: Chelmsford, Essex

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SPRINGFIELD
CHELMSFORD

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& COACH STATION

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ADJUSTMENTS from 10 OCTOBER 1982

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EASTERN NATIONAL ➤
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We can't illustrate any of the new publicity items recorded above as I don't have copies, but here is a selection from 25 years ago - for the longer distance services in/from Essex: Eastern National 251 (Southend - Walthamstow), Southern Transport X1 (Southend - Heathrow), Highwayman routes 801-7/11-17, Eastern National / Grey Green commuter route 197 (Silver End - London Victoria), and the Eastern National 400 (Southend - Kings Cross). *David Harman*



NEW BUS LANE IN SOUTHEND

Bus priorities are pretty rare in Southend, so the opening of a new bus-only turn and contra-flow lane, designed to give buses easier access to the town centre, made welcome news in April. The traffic light controlled turn allows buses to cross the town centre ring road to access a contra-flow section in Chichester Road alongside the Victoria Plaza Shopping Centre, replacing the previous route via the Deeping underpass, which had closed last year for redevelopment work.



But this is all a case of history repeating itself, as the new facilities exactly replicate the situation at the end of the 1960s when the town centre was being modernised, before Deeping was opened! In news-sheet 63 (September 1969) we recorded the opening of the then new bus lane, necessitated by the closure of Victoria Circus and part of Southchurch Road for the construction of Deeping.

Richard Delahoy's "then and now" comparison shows saloons on route 9 - **Southeast Transport** Leyland Leopard/ Weymann 207 taken on March 8th 1973, in the last week of use of the old bus lane, contrasting with **Arriva** Southend Dart 3393 at exactly the same location on April 14, 2007, in the first week of operation of the "new" bus lane. In the intervening 34 years, the 9 has been transformed from an hourly Eastwood Rise to Southend route into today's trunk, quarter-hourly Rayleigh to Shoebury service.

Ian Banks illustrates **First** Dart 46141 entering the central reservation slip road from the westbound carriageway of Queensway, and **Arriva** Dominator 5288 about to cross the eastbound carriageway. In the third picture, 46141 (on a different day) enters the contra-flow lane in Chichester Road.

One thing that hasn't changed since Richard's 1973 photograph - the use of old railway sleepers to mark the lane boundary!



■ FIRST ESSEX

Allocation changes

Period 1: 2 April 2007 to 29 April 2007

FGC=First Group cascade, i.e. transfer to/from another First fleet

(A)=acquired, including vehicles on loan; Anc=Ancillary fleet; (S)=spare/retained (licensed);
D/L(S)=spare/retained (delicensed); D/L(D)=delicensed for disposal; DS=Driving School;
PS=Paint Spare

46122 D/L(D)-(S); 46129 D/L(D)-(S); 46130 CN-D/L(D); 46178 D/L(S)-D/L(D);
51807 (S)-D/L(D)

46130 suffered severe fire damage to the cab and roof whilst in service at Walton on the Naze on 11th April. 46122 is expected to re-enter service at DT, replacing the last manual gearbox Mercedes, 51780, as spare vehicle.

Disposals:

Period 12: 56001 to First Hampshire & Dorset

Repaints

Period 1: 46816 65675 34314 42489 34290 40777 42484 43713 65690 42485

Vario 52585 has gained a mega rear advert for Duxford Air Museum.

Other vehicle news:

Dart 46134 (notable when delivered as the 1000th Plaxton Pointer body on the 2000th Dennis Dart chassis) was removed from Clacton by Erith Commercials on 3rd May, along with the

42484 (SN03 WLW) is one of the Darts which have had the 352 branding removed (apart from the window vinyls). *John Salmon*





68551 (EU05 DXS) was a very unusual visitor to the 351 and rail replacement duties on 19th April, here seen passing under Shenfield station bridge on the latter. *Chris Stewart*

Van Hool integral G841 PNW and former Telematics Mercedes 90241 (H351 LJN).

Primo 57002 is currently away for repairs at RH of Eye, following damage sustained in a collision with a car on 19th April.

Operations - sightings:

Chelmsford

Most notable was the use of Yellow School Buses CF68521 and CF68551 on emergency rail replacement (ERS) work between Shenfield and Chelmsford on Thursday 19th April, following overhead line damage near Ingatestone during mid afternoon. 68551 worked a duplicate 351 from Chelmsford to Brentwood and back before running on ERS to Shenfield, both working until very late evening.

April

- 4th CF60103 on 33, CF42489 and CF60104 on 352, CF42488 on 72.
- 7th BE46817 on 33.
- 8th CF43730 on 352.
- 11th CF47252 (green) on 352.
- 12th CF60102 on 352.
- 13th CF60103 on 352.
- 14th CF31198 on 352 (09.30 CF-HD), CF43730 on 42, CF43731 on 352, CF42485 on 31/X, CF42482 on 33 (18.10 ex CF).
- 16th BE46144 on 352.
- 17th CF43731 on 33, CF42489 de-branded on 33, CF60103 on 33 then 352
- 18th CF43731 on 352.
- 19th CF31198 on daytime 352, CF34815 on 33.
- 20th CF42484 newly de-branded on 352 (bodywork repainted but vinyls remaining on all windows).
- 21st CF42484, CF47228 and CF60104 on 352, CF43730 and CF53129 on 72, Cheetah CF56009 on



Scania 61057 (R437 GSF) deputised on the 100 on 23rd April. Unfortunately, the electronic indicators fitted, die when the engine shuts down. *Arthur Nugent*

X30 going towards Stansted along Main Road, Little Waltham (off normal route),
CF43731 on 42.

23rd BN61057 on 100 (09.40 ex CF).

24th CF43730 and CF43731 on 42.

25th CF43729/31 and Olympian CF31198 on 352.

26th CF42485 newly de-branded on 352 (bodywork repainted, front window vinyl lost),
CF60103 and CF65680 on 33, CF60102 on 352.

27th BE46811, BE46822 and CF60103 on 352.

30th CF43730 on 352, CF60102 on 33.

Colchester, Clacton & Harwich

A large number of odd Colchester workings of late, partly due to new tachograph law requiring the use of appropriate vehicles on the X22 amid the non-availability of two coaches (20110 and 60031, the latter reported at Duffields for engine work).

April

5th CR34305 on 64, 66-branded CR43741 on 61.

6th (Good Friday) CR34315 on 1, CR65679 on 8C.

9th CR67004 on X22.

11th CR34310 on 67A, CR34315 on 67, CR47102 on 67A.

12th CN47224 on 75/76.

13th CR34014 on 64; CR43744 (66-branded) on 61 with CR34310 and CR43744, CR47103 on 65,
CR47104 on 67, CR34308 and CR67004 on 65. DT34284 failed in CR, subbed by CR34056
(CR34302 having returned from long term loan to DT that day).

14th CR34304 and CR43744 on 64, CR34305 on 66, CR43742 on 65, CR67004 on 61, CR30560
reported on rail replacement, presumably CR-Thorpe le Soken.

16th CR62408 on X22, CR43739 (61-branded) on 65.

17th DT34284 expired at CR (again), subbed by CR34310. DT43800 on 104 ex-CR 16.35,
DT51780 on 'Tiptree short' and subsequent 74 (see below). CR67003 (67-branded) on 65,
CR67007 and CR34301 on 65, CR34308 and CR62408 on X22.

- 18th CR65687 (65-branded) on 88 ex-CR 1615 & rtn, CR67002 (67-branded) on 66, CR67007 on 64, having previously been noted on 71 (07.25 ex CF), CR34307 on 65, CR34310 on 67 (1800 ex West Mersea), CR67002 on 66. CR34307 on 65, CR43739/42 (61-branded) on 65, CR67002 (67-branded) on 66, CR67007 on 64.
- 19th CR34308 on 61, CR43715 [61 branded] on 65, CR43741 [66 branded] on 61, route 66 CR43741 on 61.
- 20th CR34056 on 64.
- 21st CR43740 (66-branded) on 61.
- 23rd CR34013 on 64, CR43742 on 'Tiptree short', CR47103 on 67A. 51780 back at DT (06.10 DT-CR, 07.20 CR-DT, 08.50 DT-CR, 10.05 CR-DT 104/105s and then 12.40 and 14.40 Village Link 3).
- 24th CR30560 on 65, CN46806 & 47106 on 75/76.
- 25th CR30560 on 64A, CR34302 on X22. CR65690 on 70 (minus n/s branding).
- 26th CN47226 on 75/76, CR67008 on 64.
- 27th CR34315 on 64.
- 28th CR34011 on 64A, CR34301 on 61, CR47001 & CR67007 on 64. CR65690 on X22.
- 29th CR43739 (66-branded) on 1.
- 30th CR43743 (66-branded) on 61.
- May
- 4th 43743 on 64, 65652 on 64A
- NB: The 75 'Tiptree short' is the 1633 CR-Tiptree M-F, which sees a variety of saloons and then works the 17.40 service 74 ex CR.

Basildon & Hadleigh

April

- 3rd BN34713 on 100.
- 4th BN46171 on 100.
- 10th 51807(S) on 551 shuttle to Norman Crescent during roadworks in Hanging Hill Lane (approx 3 days)
- 23rd BN61057 on 100 (09.23 arrival at CF, 09.40 to Lakeside).
- 28th HH46120 returned to service after about a month's absence for fairly substantial body repair works.

Other News

First Devon & Cornwall

Olympians 34809/12/3 remain in service on the 81A/B from Plymouth - see opposite and: <http://kevin-smith.fotopic.net/p40703711.html> & <http://kevin-smith.fotopic.net/p40703713.html>

FDC's sole ex *First Essex* Dart in use, 46164 (N964CPU) - currently operating out of Falmouth outstation - was noted on the 17.45 service 22 from Truro Bus Station to St Austell on 26th April. It returns dead from St Austell to Falmouth on this particular working, the mainstay of the 22 actually being operated by St Austell depot.

First London (but new to FEB) Solos 53108/9/11, off TfL route 193, have been reported at Plymouth depot on Saturday 5th May, along with Olympian 34817 (C417 HJN), most recently with First Coaches at Bristol.

Former 3086 (STW30W) was noted back on its usual 600 route from Walton to Colchester on 26th April.

Sources: Own observations, with many thanks to *First Essex* and to J Bean, A Bird, S Coates, T Clark, D Edwards, M Farmer, I Hardie, A Kelleher, A Nugent, I Olley, J Podgorski, D Pretty, I Ransom, J Salmon, 'Solo', R Whitley, the *Essex Bus* and *South West* y-groups, *Real Bus News*, LOTS, PSV Circle, *Terminus*.

Text message reports relating to First Group may be sent on 07973 509459, in addition to e-mail and conventional post. Chris Stewart



WEST COUNTRY EN OLYMPIAN SWANSONG

Three C—HJN batch Olympians are still going strong in the West Country with **First Devon & Cornwall**.

Members, *Kevin Smith* and *Keith Shayshutt* turned up trumps with recent pictures of all three.



top:
34809 (C409 HJN) leaving Plymouth on the three-hour run to Polperro on the 81a on 21 April.

Kevin Smith

centre:
34812 (C412 HJN) leaves Bretonside Bus Station for Cremyll on the 81b, on the same day.

Kevin Smith



bottom:
34813 (C413 HJN), a day earlier at Looe at 1738 hrs, having worked the long route 81a from Plymouth at 1558 hrs.

Now allocated to Torpoint outstation. Her health seemed to be suffering though, with loud clattering noises coming from the engine and clouds of exhaust smoke!

Keith Shayshutt

■ ARRIVA SOUTHEND

Route Developments

In the latest TfL route tender results Arriva have lost route 498 (Brentwood – Romford) to First London at Dagenham. The route is extended from Romford Station to Dagenham Goresbrook Village. Arriva have gained route 499. This will operate from Grays Depot using the three Cadets currently used by Arriva on the 498 (3971-3) and three new build buses in order to meet a pvr of five.

The commencement date for these new contracts is the 21st July 2007 but could be delayed whilst the new vehicles arrive.

Other News

A burst water main on the 25th April between Hornchurch and Upminster led to the diversion of routes 370 and 373 between Wingleye Lane and the Bell at Upminster via Hacton Lane and Little Gaynes Lane.

The Crosville Enthusiasts Club *Review* reports that Arriva North West and Wales Dennis Dominator 3837 (N716 TPK) has been transferred from Macclesfield to the Rail Replacement Pool. N716 TPK was allocated to Southend between the autumn of 2002 and the summer of 2004. During this time it carried its original London and Country fleet number DD16.

Peter Mansbridge with thanks to David Harman and Essex Bus y-group



Vehicle Workings

The Essex County Council Contracts 83/175 diagram is now usually Dart SLF or B10BLE.

Unusual sightings:

April 23rd 247 on 1.

25th 100 on 1.

Rail Replacement

Over the Easter weekend 6th – 9th April Network Colchester vehicles appeared in north London, working for First Capital Connect, on Kings Cross/Turnpike Lane to Gordon Hill/Potters Bar rail replacements. Observed on Easter Sunday were: Trident 100, Omnidekka 102 and Olympian 247.

Sunday 22nd and 29th April saw Network Colchester operate 8 shifts between Shenfield and Chelmsford using 7 buses as follows: Trident 100, Omnidekka's 101/2, and Olympians 246-9.

Other News

By 30th April all damaged parts had been removed from accident victim Volvo Citybus/East Lancs 214. It remains parked in the garage at Magdalen Street awaiting repair.

Burton's Mercedes 0814D S553 BNV was noted at Magdalen Street on 21st April for repaint.

Malcolm Harrison Auctions are auctioning 33 ex-Chase Coaches Ltd. (bought by Arriva Midlands Ltd. in March) Leyland-Nationals at Burntwood, Staffs. on 19th May. Also in the sale are four Arriva Lynxes (and an ex-Shearings Tiger), including former Colchester 38 (G38 YHJ). This was latterly with Arriva Midlands, but previously with Arriva Cymru.

Peter Mansbridge with thanks to Richard Delahoy, David Harman and John Podgorski.

New vehicle

Tuesday, May 1st saw the introduction of Heddingham's new Dennis Trident 2 Enviro 400 double decker on service 88 (Halstead - Coichester). Its first journey was the 0923 Earls Colne (Lowfields) - Haistead, High Street, service 88.

The Enviro 400 (L355 EU07 GVV) has seating for 47 on the top deck and 33 in the lower saloon, when no wheelchair is being carried. Standing for 14 is allowed in the lower saloon, giving a total carrying capacity of 94. The increased circulating area by the front entrance and redesigned staircase are the most obvious improvement in the Enviro 400 body. The vehicle will be based at Heddingham depot.

Chassis details are: SFD 45 NBRA 7CXD 4179. Body number 64 14/1.

Other vehicle news

On Tuesday, April 17, three of Clacton's buses returning to the depot had their windscreens shattered by what appeared to be ball bearings shot from some projectile. Volvo double decker L333 (R259 LGH) returning from service 17 (Stanway - West Bergholt) was the worst affected with nine distinct holes. Clacton police have been informed, although the chances of identifying the culprits are low. It was thought some youths in a 'white transit van' on the

L355: The new Heddingham flagship, and the newest double-decker in Essex.

Heddingham Omnibuses





London bound carriageway were responsible.

Buses reports that Dart SLF/Plaxton L326 (EJ02 KYY) has lost its VillageLink lettering for service 2 (Clacton-Mistley)

Vehicle allocations

Kelvedon Dennis Dart L342 (L108 HHV) is on temporary loan to Tollesbury to assist in additional workings during road closures, for resurfacing work, in the Tiptree area.

with thanks to Mr D R MacGregor, Heddingham Omnibuses, and Ian Ransom



Less happy news: depot staff survey the damage to L333 (top) and L313 (left).



NationalExpress

Stagecoach (Cambus) 52398 (P108 FRS) Volvo/Plaxton in full beachball livery was noted on the 484 on 11 April.

Ross Whitley

Stansted Transit

MCW Metrobus A999 SYF has gone to Myall, Bassingbourn for spares. New for Stansted International Coach Travel are B7R/Prima KX 07 HDG/J. This appears to be another company in the Transit Group. *Ian Ransom*





far page

top:
Posed in sylvan Essex
countryside
Heddingham Omnibuses

bottom:
Colchester Bus Station
on the first day in
service.

Dave Arnold



Enviro 400
photo-call



this page

Interior is finished in
red moquette, blue-
grey trim, with
yellow handrails.
Heddingham Omnibuses

■ DEALER STOCK MOVEMENTS

Vehicles in *from*
Fairbrothers Coaches, Warrington: Olympians F455/9 BKF
Go-Ahead North East: Optare Spectra's K301/4/5/7/8/13/17/21/22 FYG
 K233-4 FYG, K124/60 PGO.
Darren Lavery: RM1593.
Metrobus: Volvo B10B/Alexander Striders: L58/9 UNS.
Metroline: V201/15/16/17.
Metroline (Aerdart, Dublin) 01-D-34168/70/72/3/5 01-D-39111/7.
Mullaney, Watford: RML2743.
Renown, Bexhill: Volvo D10M G127 NGN
S&M, Benfleet: Metrobuses BYX 307V WYW 88T
Stagecoach East: Volvo B10M ACZ 7490.
Stagecoach North West: RML2624.
Wards Coaches, Colchester: Olympian C67 CHM.

Vehicles out *to*
Dennis Lance M201 DRG: **ACL Travel**, Hewish, Somerset.
Lance M203 DRG: **ATbus**, Ashford, Middlesex.
Olympian G648 EEV: **Bear Buses**, Surrey.
Olympian L212 TWM: **Beestons**, Hadleigh, Suffolk.
 L257: **Blackpool Transport**, converted to full open top.
Fleetline UKV 470R: **Michael Bourignon**, Kazilhal, France.
 RM1593: **Brandscape Ltd**, Birmingham.
Lynxes J41 GGB H460 WWY: **Caradon Riviera Tours**, Liskeard, Cornwall.
Trident T649 KPU: **Castle Buses**, Liverpool.
Mercedes 709 L381 NBD: **A Cator**, Norwich.
Olympian R941 YOY: **Chambers**, Bures, Suffolk.
 RML2625: **Steve Collett**, Colchester.
Dublin Olympian 91-D-1071 now H699 PVW with **Billy Davies Coaches**, Stirling.
Olympian E913 DRD: **Eastonways**, Ramsgate, Kent.
Spectras K313/21 FYG: **Fairbrothers Coaches**, Warrington.
Metrobus A646 BCN: **Grosvenor Coaches**, Birmingham.
Olympian F255 YTJ: **Halls of Kennoway**, Scotland.
Spectra K125 PGO: **W. Harris**, Braintree, Essex.
Volvo D10M G127 NGN: **Irvine**, Law.
Metrobus LAT 505V: **Jabatan Ketua Menteri**, Malaka, Malaysia.
Spectras K304-9/16 FYG: **Johnsons Coaches**, Hodthorpe, Notts.
Volvo B6's L242 CCK M428 RDC M420 PVN: **McKindless**, Wishaw, Lanark
Olympian LWS 33Y: **On-A-Mission**, Solbury, Beds.
Lance L401 BFX, Metrobus C759 OCN: **PVS** for scrap.
Olympians C808 BYY C78 CHM: **Red Kite**, Beds.
Olympians C329 HWJ G537 VBB: **Renown**, Bexhill, East Sussex.
Lynxes F46 ENF H816 EKJ: **Sania International**, Walsall.
Olympian C27 CHM, Mercedes 711 N159 MTG: **S&M**, Benfleet, Essex.
Metrobus BYX 341V: **San Diego City Sightseeing**.
Iveco S398 SKK: **Scarper Tours**, Bath.
Olympian P481 MBY: **Scotguide**, Glasgow.
 RML2637: **Snack-Attack**, Bucharest, Romania.

Volvo B10M ACZ 7490:
Dublin Olympian 91-D-1069

Mercedes 709 N604 VSS:
Dublin Olympians 91-D-10117

Travelmasters, Sheerness.

now H693 PVW and 91-D-1063 now H694 PVW
with **Wards Coaches**, Colchester.

Wilson's of Rhu, Argyll.

now J769 CEV and 92-D-138 now J765 CEV with
Z & S Coaches, Aylesbury, Bucks.

■ ENSIGNBUS, Purfleet

Nautical news The Tilbury Ferry was suspended just after midday on 4 April when the Lower Thames & Medway Steam Packet Coy.'s *MV Princess Pocahontas* started taking on water, after docking at Gravesend. This pleasure craft forms the ferry 'spare', and is chartered whenever the normal vessel, *MV Duchess M*, is undergoing routine maintenance.

From 7 April, Thurrock Council arranged for Ensign to run an hourly, replacement bus between Gravesend Pier (West Street) and Bluewater. Passengers could travel through to Tilbury Riverside (via X80 to Lakeside, 77 to Tilbury Civic Square, and 99 to the landing stage) for the normal ferry fare (£1.50) or free with a season ticket. The shuttle is thought to have last run on 5 May. The *Thurrock Gazette* covered the story in melodramatic fashion on 13 April.

Thurrock and Kent County Council each subsidise the ferry by £85,000 per annum.

David Harman

with thanks to Ross Newman of Ensignbus and Bill White

Boat sinking? ... wires down? ... call **Ensign!** Three Royales lined up in numerical order, 127 + 128 + 129, (Ross had just left with 126), plus the unmistakeable figure of the 'guvnor' directing operations on his mobile. The occasion: April 19th: emergency rail replacement, Shenfield <-> Chelmsford, due to overhead line problems at Ingatestone. *Chris Stewart* was on the spot with his camera.





■ **EXCEL PASSENGER LOGISTICS, Stansted**

Mercedes Benz 709D / Alexander Belfast L688 CDD has been sold.

Mercedes Benz Vito DA52 AFE is with associated **Flight Delay Services** in Manchester.

■ **STEPHENSONS of ESSEX, Rochford**

Former London Leyland Olympian/ECW C94/109 CHM have been sold to Axe Valley Coaches. Also sold is Leyland Tiger/Plaxton A14 SOE (F618 XWY) to Invincible Coaches, Tamworth. The registration will be retained by Stephensons for re-use. One of the Volvo coaches will be uprated to C57F to replace the Tiger.

Vehicles withdrawn are Dennis Dart/Plaxton K108 SAG and accident damaged Leyland Olympian/ECW B752 GSC. Former London Volvo Olympian/Northern Counties WLT 838 has been re-registered to its original mark, M408 RVU.

Ian Ransom, with thanks to Lyn Watson

Regal Busways

Leyland Olympian/ECW B664 CET has been sold.

Th company achieved success at the 53rd UK Coach Rally with one of the Essex Pullmans. (see opposite). Regal appear to have been the only Essex-based entrant.

Ian Ransom, with thanks to Dave Arnold

Solo 203 (YJ56 AOU) on the 265 at Bulphan Church on 26th April. *Chris Stewart*





**53rd UK COACH RALLY
at BRIGHTON
~ 14th / 15th APRIL**

Regal's Tempo P 03
(YJ56 WVY) won Top Dual
Purpose Bus or Coach of 2007.

Chris Heaps, retiring South
Eastern & Metropolitan Area
Traffic Commissioner, presents
the trophy to the Regal
representative.

Dave Arnold

HARLOW CONTRASTS

Little and large

The ZIP service was rerieved last July. 1258 (KS05 JJE), the Mercedes-Benz Vito CDI1115 is seen at Harlow, suitably labelled for the short run to the Millwards area.



The pair of ex-Arriva London Metrobuses (5379 and 5337) lay over at Harlow garage between duties to St Johns School at Epping.



SM Coaches extended their 524 service (Hertford - Harlow) to Church Langley on 16 April. This replaced the associated Roadrunner Coaches' M9 service. Iveco W291 AJC.

all: Owen Woodliffe



Small Operator News

1084, Saffron Walden Bedford YNT/Van Hool KAZ 6901 (C413 DML) has been sold

A&D MINICOACHES, Laindon Fiat Ducato EU53 NMM has been acquired from Group Taxibus, Chelmsford

ALL TRAVEL ORGANISED, Dorchester Further to EBN 513, a further Volvo B10M/Plaxton here is FN52 HRX, noted on schools contracts to Brentwood School.

AMBER, Rayleigh FDZ 792 (new as A590 XRP) a Volvo B10M/Jonckheere has been acquired from Ross, Kelvedon. Leyland Royal Tiger PJI 3531 has been acquired from STB Coaches, Chadwell St Mary. LDV 400 N741 FKX is currently delicensed.

ANITA, Stansted MAN11.220/Caetano X2 ERN has been sold to Cousins, Belmont, Durham

APT, Rayleigh Leyland Olympian/ECW ARP 619X is confirmed as sold to Alpha, Honiton. Also sold are Bova Futura's 827 APT (R980 GUB) and C104 TFP. The reported re-registration of Volvo B10M/Caetano APT 42S to N790 SJU appears to have been in error and it still carries APT 42S. Acquired is F503 OJE (new as F218 RJX) a DAF SB3000/Van Hool from Upwell & District, Upwell

ASHES, Cressing Renault Trafic K478 GJN has been sold

AVRO, Orsett Ex Hong Kong H529 PVW is a Dennis Dargon/Duple Metsec, this corrects information previously reported here and elsewhere.

BASILDON TRAVEL, Rayleigh Acquired from Coopers, Bedlington is G821 YJF a Bova Futura FHD12-290. Scania K92/Duple WIB 4393 (F90 CWG) has been sold.

BEESTONS, Hadleigh (Suffolk) Scania OmniCity CN94UB YN56EZ/X/Z are the regular vehicles on services 87/247 (Colchester to Dedham)

BESTAX, Rayleigh Vauxhall Midi M893 AEU has been sold.

BJS, Gt Wakering Acquired from APT Rayleigh is Mercedes Benz 711D/Plaxton

K392 BVS. Leyland Tiger/Plaxton XGS 767X has been sold to Bromyard Omnibus.

BLUE DIAMOND, Harlow

DAF 400 J53 JGV is withdrawn

BLUE TRIANGLE, Rainham Enviro 200 demonstrator SN54 GRU was used on service 232 on Good Friday.

BPH TRAVEL, Elmstead Market LDV 400 M867 FHU has been withdrawn

BRENTWOOD COACHES, Brentwood

A large number of vehicles from Airportcarz (part of Group Taxibus) are being stored adjacent to the Little Waltham depot of Brentwood Coaches.

BRIANS, Maylandsea Vehicles sold are PJI 9139 (HBH 419Y) a Mercedes Benz L307D/Reeve Burgess, Bedford YMT/Plaxton PNU 133R and PBC 648W (both exported), B600 XTW a VW Transporter and Ford Transit D586 PPU.

BROOMSTICKS COACHES, Finchingfield

Toyota/Caetano J250 MFP has been withdrawn. D855 OJA a Freight Rover/Made to Measure has been sold.

BROWRING, Westcliff Renault Master

R852 XDA has been here for some time, but has only just been reported.

CATTONS MINIBUS, Harlow Ford Transit L420 KVX (L3 LYN) and R307 WPU have been withdrawn. Similar G359 NKE has been sold.

CEDRIC, Wivenhoe Recently acquired is Mercedes Benz Touro BW04 ZGU. Leyland Olympian/ECW ACM 705X was sold last year. Olympian B748 GCN is withdrawn/cannibalised. Olympian K815 HMV is delicensed.

CEEFA COACHES, Basildon Setra S215HD RAX 20Y has been sold. Fiat 315/Lorraine J833 WDC is withdrawn at Amber's Rayleigh depot

CHARIOTS, Corringham Renault Master K438 GJN has been withdrawn. A clear-out of redundant stock has seen the sale of Bova Europa HSV 781 (FUA 399Y), Renault Master SIL 2078 (L927 CJW), Leyland Titan OHV 767Y, Ford Transit A221 PBM, Toyota/Caetano E417 MOU and Talbot Express G163 TNM.



This Ayats coach was new to TAJ Tours of Wembley, and is now with **County Coaches**, as 2851 RU "Lincolnshire". It is seen in Hertfordshire, at South Mimms services in April.

Paul Smith

CLIFFORD & LESLIE, Eastwood Recently acquired is LDV Convoy LF52 ZFZ and Ford Transit/Dormobile L75 BAY, the latter ex Allens of Alfreton

CLINTONA, Brentwood Acquired from New Horizon, Alresford is YN04 WSV a Mercedes Benz 0814D/Plaxton

COLES, Westcliff Recently acquired is LDV Convoy PG51 DDF

COUNTY COACHES, Brentwood The recently acquired Ayats coaches T100 TAJ has been re-registered 2851 RU and named Lincolnshire, sister T200 TAJ is now 3169 RU and named Berkshire The former 2851 RU a Volvo B10M/Plaxton has been registered back to E573 HUS and 3169 RU a Volvo B10M/Van Hool is now back to F993 UME, and both have sold.

CROWN, Thundersley F677 BBD a LAG Panoramic, is reported to have been withdrawn and is parked in the yard, adjacent to Crown's premises. These have also been reduced in size and it appears that Mercedes 709D/Alexander (Belfast) M340 LHP (see page 7 of EBN 516) and Setra S215HD G393 CLH, are the only

vehicles still in use, Iveco

N418 UWN having been noted out of use at Supremes Southend depot.

CRUSADER, Clacton New Setra EU07 FHY carries a plaque, dedicated to the memory of Geoff Clarkson. Setra S315GT V106 OJN has been withdrawn and is awaiting sale; similar W113 BHJ has been sold to Graham Williams, Market Drayton.

The fleet has been partially renumbered for the 2007 season. Numbers are carried on boards in the windscreen and are used to assist passengers in boarding the correct coach at the Lakeside Services Interchange. Numbers are:-

1-4	EU03 OJG-OJJ
5-9	EU05 AVP/T/V/W
10-14	EU06 JBO/V/X/Y/Z
15-18	EU07 FHW-FHZ
19-21	EK51 KYX-KYZ
22-27	EK51 KZA-KZF
28	W114 OJN

1-4 and 19-28 are Setra S315GT;
5-9 are Setra S325GT;

10/11/15/16 are Setra S416GT
12-14/17/18 are Setra S415GT

EAGLE LINE, Bulphan Talbot Express K697 CVC, Ford Transit L171 NWC and LDV 400 N760 BWF have been sold. This leaves no vehicles currently recorded here.

EAGLES TRAVEL, Harlow To correct EBN 515, LG02 ZUC is a LDV Convooy, not a Ford Transit

EXCALIBUR TRAVEL, Mayland Rare, short Neoplan N907, GAZ 3620 (A243 BHE) has been withdrawn

FARGO, Rayne Acquired are Scania L94IB/Irizar T370 JWA. Leyland Olympian/Roe E501 LFL was apparently on loan from Ensign (dealer) and has now returned to them. Scania K124/Irizar YN04 AKK has been sold, as has Bova Futura ESK 912 (F770 DWR). Long withdrawn vehicles assumed sold are Bova Futura IIL 2257 (G57 SBA), former Blackpool Transport Leyland Atlantean/East Lancs AHG 339V, Mercedes Benz 811D/Optare J361 BNW

and Leyland Swift/Elme F353 VRN.

FORD, Althorne Former Southend Transport Van Hool Astromega 820 KPO (JEV 245Y) has been repainted all white and the only lettering carried, is the legal lettering.

FOURWAYS, Highwood Leyland Royal Tiger E317 OMG has been sold to Sidcup Coaches. This leaves only one Royal Tiger in the county (that your sub-editor is aware of - PJI 3531 (D162 HML) with Amber, Rayleigh). G310 FWC acquired some while ago and reported as a Dennis Condor, is in fact a Dennis Dragon

FOWLER, Loughton LDV Convooy W104 MWG, the only vehicle owned, has been sold.

GARDNER, Boreham T371 OHL Mercedes Benz 614D / ACL was at the depot (2.4.07) and is assumed owned. Four vehicles were auctioned on ebay (3.07), two sold, the other two did not reach the reserve price.

G646 UHU Mercedes Benz 609D/Made to Measure was sold (28.3.07)

Fargo's former Hong Kong Olympian **L762 SNO** wears a plain blue livery. *John Salmon*



was the finish date of the auction, but this was still at the depot on 2.4.07 (presumably awaiting financial clearance).

MIL 8396 (ex G162 XJF) MAN 10.180 / Caetano was sold (again 28.3.07 was the finish date). To the best of our knowledge this vehicle has never been operated by Gardner although it has been here four years; the first two years it was parked alongside the owners' house at Widford.

The vehicles auctioned but unsold were GAZ 4363 (D334 SHS) Bedford YNV/Duple and one of the LAGs (We think BHZ9621, the picture was not very clear). Previously to this, Bova/Duple A467 HRE and DAF 400 L417 DVR were sold.

GBN ASSOCIATES, Colchester Ford Transit W947 PBR has replaced identical W771 BDN on loan from Robertson Van Hire

GODWARD, Basildon Iveco/Beulas TC52 PGC is reported as being in National Express livery.

GRAHAMs, Kelvedon Acquired from Harlequin, Ipswich is Mercedes Benz 814D/Plaxton N627 HDM

HANN, Harlow Talbot Express/Adams ADZ 1335 has been sold.

KB COACHES, Wickford VW LT31 minibus C541 VHO has been withdrawn

LEMON COACHES, Shotgate MXI 704 (C743 TPE) a LAG Panoramic has been sold

LITTLE OWLS NURSEY, Danbury Have obtained a restricted operators licence and CV55 FWJ a Ford Transit was seen 15.2.07 lettered for "Little Owls" and "Barny's Club" and parked at the quoted address. It had no disc, no taxi plate and no legal lettering. This vehicle has been around in the Danbury and Boreham areas for some time (possibly from new) in an unmarked condition.

LODGE, High Easter New here is Setra S415GT TL07 DGE. It is the first coach in the UK fitted with Michelin XD tyres. Buses reports that the following have been acquired UHJ 842 a Bedford C4Z2/Duple, TMY 700 a Bedford OB/Duple, plus somewhat newer H921 OBE a Scania K93/Berkhof and R710 SLU an Iveco 59.12/Marshall, similar R708 SLU is

also here, ex Meteor, Stansted. Also here from Meteor is LDV Convoy R43 BYG.H921 OBE was then re-registered to 436 VVT in February.

LOGIC, Nazeing Vehicles sold are DAF/Plaxton RJI 1976 (D628 YCX) and LAG Panoramic WXI 5174 (D885 UDY)

M&E, Rochford Bristol VR/ECW FKM 875V has been sold for scrap.

MAYHEM EVENTS, Abridge LDV 400 M615 DGH has been withdrawn

McINTYRE, Harlow Ford Transit C235 GNA has been sold

NCS, Widdington Renault Trafic M708 AVW is now withdrawn. Sold are Renault Trafic M601/3 AVW, L678 XDD, J787 BJN, M709 AVW, J810 BJN, J499 BAR and M811 AHJ, Ford Transit G381 BEV, Iveco 49-10 J181 KPX and VW LT35 J447 NOD

NEW HORIZON, Alresford

Toyota/Caetano N46 BRB has been sold. GN 51 GNW is an Iveco 50C/Stanford

NIKITAS TAXIBUS, Rochford Ford Transit CV55 FVS has been acquired.

OLYMPIAN, Harlow A further ex Ulsterbus Volvo B10M/Plaxton is DAZ 1559. This and other ex Ulsterbus vehicles previously recorded, have replaced MAN/Noge YN54 JSU/V/X/Y/Z/JUE/JUF

Scania K113/Irizar L100 SCS is here ex Market Harborough Travel

PJ COURIERS, Corringham Renault Master J306 GRV has been sold for scrap.

PROMPT CARS, Maylandsea LDV Convoy T229 PNA has been offered for sale.

RAYMENT, Prittlewell Mercedes Vito KG51 MTT has been here for some time, but has only just been reported

RICHMON FOUR WHEEL DRIVE, Stapleford Tawney Acquired is Mercedes Benz 609D/Scott WJI 2706 (E369 YGB)

ROSS, Kelvedon Vehicles sold are EHZ 9339 (H103 EDV) a Mercedes Benz 811D/Carlyle and Volvo B58/Duple CAV 620V. The latter was the last B58 in PSV use in Essex and has gone to R&M Driver Training, Canvey Island.

RUFFLE, Castle Hedingham MCW Metrobuses sold are ex Reading A143 AMO and ex London B279 WUL. The ex London vehicle is now with Supreme, Southend, where it is being used for

spares/as a store. Mercedes Benz 308D/Devon Conversions K144 PLP is now with a private owner and Mercedes Benz 410D/Crest M381 CGN and similar K327 EJV but with Autobus conversion are also sold. Further to recent notes Leyland Olympian/ECW C205 GTU was only here on loan from Linkfast, Thundersley, to whom it has now returned.

SM TRAVEL, Harlow. Iveco 59s N662 HBY, N303 FOR and N139 GMJ have lost their "town service" route branding.

SOUTHEND RADIO CARS, Southend
Acquired are Iveco minibuses S636/44 BSF MCW Metrobus GBU 5V has been acquired for spares. This was previously with Presidential, Shoeburyness. Vehicles sold are Ford Transits H3 KMK, K115 FSC, J797 MHD, J704 PEV; Toyota Hiace C623 HJN, J163 VPU; Bedford Midi H629 OTH and Bedford CFL C733 HKK

SOUTHERN STAR, Stansted Acquired from Reading Buses is L529 EHD a DAF SB2700/Van Hool

STANWAY TRAVEL, Layer-de-la-Haye
Ford Transit KX54 EDK has been acquired.

STB COACHES, Chadwell St Mary Bova Europa KEG 689Y has been withdrawn. Former Hedingham, Bedford YMT/Plaxton BHK 710X and Ford Transit V950 DRO have been sold

SUPREME, Southend Ford Transit R308 WPU has been here for some while, but has only just been reported.

TALISMAN, Great Bromley A number of reregistrations have occurred in recent months LSU 788 a Volvo B10M/Van Hool is back to it's original D601 GHY, Setra S250 N5 HGB (N653 OFW) is now NSU 668, Setra S315GT T250 GON is now TSU 182, while similar V35 HAX is now VSU 803 and W2 SET is now LSU 788.

The 'band' buses which are now with Sautier Drexler, Lincoln were re-registered: LSU113 (ex F559UDX, Swiss reg. SG32108) to F559UDX (2.07) and WSU225 (ex W4FWS) to W4FWS (2.07).

THOMPSON, Rochford Acquired is Mercedes Benz Sprinter/Koch BD02 HDX

THORNS OF RAYLEIGH Leyland Tiger/

Berkhof WIL 3624 (C144 SPB) has been sold

TONY GLEW, Little Tey P160 LSC a Mercedes Benz 711D/? has been acquired.

TOWNCARS, Clacton Ford Transit S153 NPO and Mercedes Benz Vito NY04 MWN have been sold

TURNERS, Wickham St Paul DAF 400 minibus L932 TGT has been withdrawn

WARD, Alresford Now has ex Dublin Olympians H693/4 PVW, via Ensign. They have replaced ex IOMT Olympian C67 CHM.

WESTBROOK TRAVEL, Shoeburyness
A further Ford Transit BN02 FLJ has been acquired

Miscellaneous

K125 PGO (ex 18 CLT) DAF/Optare seen 2.4.07 in Witham - (last with Go Ahead North East 3850, originally London Central SP18)

T895SWC LDV Convoy seen 12.3.07 in Colchester with restricted disc.

T913MKL LDV Convoy seen 4.4.07 in Colchester with restricted disc.

ESSEX - Non-PSV Operators

Ramsey College, Halstead

EX56SGU Ford Transit is in (by 2.07)

Chelmsford County High School for Girls, Broomfield Road, Chelmsford HJ05 VZK Peugeot Boxer HDI/Red Kite (seen 23.5.06 and 24.3.07). This may have a lift - either a lift or a pull-out step is under the nearside door.

Chelmsford Borough Council Playbus / Youth Bus FEK 3F is currently parked at council premises Sandford House, Sandford Mill Road, Chelmer Village (map ref. TL739061). It is displaying a tax disc which expired on 30.6.06 (seen 23.3.07).

Maldon Court Preparatory School, Maldon L380SNG Leyland DAF or LDV Sherpa 400 seen 9.3.07

Ian Ransom

*With thanks to Paul Smith (Talisman),
Mike Holden (Crusader), Colin Sigston,
Dave Arnold, John Podgorski, John Salmon*

The Clacton Van Hool



News this month is that long-term resident of the Clacton disposal yard, G841 PNW has finally departed on a one-way ticket to Erith. There was the earlier possibility that it might be saved for preservation, but this seems to have come to nothing. The odd thing about the bus is that it never turned a wheel in revenue-earning service for First Essex.

The Van Hool A600 integral was first registered G680 TKE in March 1990 as a demonstrator, with 'chassis' number YE26000N05C20707, and a B52F 'body'. The A600 model was fitted with a DAF rear-mounted engine and a stepless, ramped floor. It proved quite popular on the Continent, particularly in the Netherlands, Belgium and France, although examples are now getting a little long in the tooth. However, it found little favour in the UK, the only quantity buyer being British Airways, who had a batch for crew transfer work at Heathrow. I don't have a photo of it in demonstrator days, but there is one in *Buses*, October 1994, on page 29.

G680 TKE passed to **Rhodes Coaches** of Yeadon in 1992, who reregistered it to A6 RLR. It joined a varied and interesting fleet which included a Lynx bought new, a Scania K94/East Lancs, new to Jones of Login, two Tiger/Plaxton Derwents, ex-Loch Lomond Coaches, a Tiger/Duple Dominant bus, ex-Wiles of Port Seton, a Leyland-National 2, new to the Cairngorm Chairlift Co., an ex-Eastern Counties Tiger/ECW, an East Lancs bus rebodied on Volvo B10M coach chassis, and an Olympian coach ex-London Country. Rhodes ran a number of routes, including the 10B, 731 and 732, into Leeds from the north of the city, under the name **Rhodeservice**. The livery was an attractive pastel blue and white. They sold their bus services to **Rider Group** (Yorkshire Rider) in June 1994, and before the final day, I was sufficiently keen to flog all the way up to Leeds to record a farewell on film. The photo above shows Rhodes no.315 turning from White Laithe Road, (mispelt on the street sign) into Coal Road, Whinmoor, bound for Leeds City Centre.

The services and buses were passed to Rider Group subsidiary **Quickstep Travel**, but the fleet, being mostly non-standard, was quickly sold on, or dispersed to the poor and needy elsewhere in FirstGroup. The Van Hool was initially loaned, and later transferred to **Brewers** in South Wales in late-1994, without being used by Quickstep. As Rhodes retained the A6 RLR mark, it was reregistered G841 PNW at this stage. **Brewers** also took the Lynx, the two Tiger/Plaxtons and the rebodied Volvo.

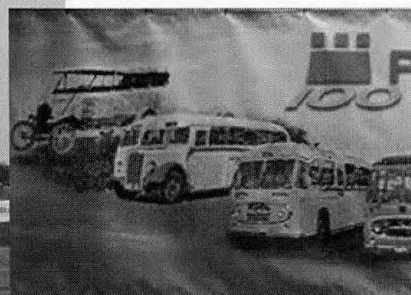
The old-established A E & F R Brewer of Caerau business had been acquired by the South Wales Transport Co. Ltd. in 1988. It was retained as a separate subsidiary (A E & F R Brewer Ltd.) and subsequently used to expand eastwards following the gradual break-up of National Welsh. **Brewers** numbered the Van Hool 506, and the photo below (by photographer unknown) shows it in their red, white and yellow colours. The location is believed to be the new Maesteg depot, in the Heol Ty Gwyn Industrial Estate.

Brewers was absorbed by **South Wales Transport** on 1 April 1998, when the First Cymru name was adopted, and the Van Hool was renumbered 836 in the main SWT series. It was later repainted into SWT's green, red and white scheme. SWT was renamed First Cymru Buses Ltd. on 26 March 1999.

In July 2003, the Van Hool arrived unexpectedly at First Essex, Basildon depot. It was apparently intended for conversion to a mobile computer training classroom, but the project was shelved in favour of using a Mercedes minibus instead. In May 2004, it was towed by recovery vehicle to Clacton disposal yard, where it has languished ever since. It was not, however, overlooked by the SEMA computer system, and the number 67999 was notionally allocated, sometime in 2004.

David Harman





PLAXTON 100 YEARS
cavalcade through Scarborough.

Immaculate YJN 455S makes a brave sight in the cavalcade. She performed faultlessly on the trip up and back - a tribute to the makers and to the work put in at Talisman in restoring her.

Dave Arnold



PLAXTON 100 YEARS Scarborough - 21/22 April

left:

Talisman Coachline's superb former **Staines Crusader** DAF/Plaxton YJN 455S back where it was bodied.

Foden works band coach **OLG 855** which looks very nice, with the chimney towers of the paint booths in the background.

YJN 455S poses by the Valley Bridge near the seafront at Scarborough. Plaxtons were involved in the widening and reconstruction of this in 1925-8.

all Paul Smith



right:

Bedford YMP B630 WNG with 'mini' Paramount body, and now with **Highland Bluebell**. This was at one time in the **Need-a-Bus** of Basildon fleet. *Paul Smith*

Even smaller, but still with recognisable Plaxton 'big coach' features, is Bedford **CF 591 HNM** of **Felix** of Sudbury. *Dave Arnold*

A non-Plaxton that attended was preserved **East Midland Motor Services** Bristol **RE/ECW 7** (NNN 7M), which served in Essex with **Fronrunner** South East.

Paul Smith





Preservation Notebook ~ LYM 732

Tillings Transport (BTC) Ltd took delivery of five AEC Regal IV 9821E with ECW C39F bodies in 1951, namely LYM728-32. The original bodies were identical to London Transport RFWs but were replaced with new ECW 'MW style' bodies in 1960.

Sold off in 1964, all five ended up with Denyers near Ongar although not all were operated. LYM732 was bought by them in October 1969 having worked for KW of Daventry, ABC of Guildford, Whitman of Harrow and Burgur of London N7.

Finally laid aside in April 1977, it was extricated from amongst the trees and brought to life again about 5 years ago. A long, painstaking restoration by Ryan and Ian Mahoney saw it

pass its MOT test on 21 April 2007 and the outstanding work will now mostly be completed during this year. On its first outing a week later it just happened to pause outside your Chairman's house ...

Chris Stewart



Sister LYM 731
with original
RFW-style body.
Tillings Transport

Dreadnought Coaches (www.dreadnoughtcoaches.co.uk) was established in 2002 as a family enterprise by Claire Gilroy. Two routes are operated: the *Alnwick Sightseeing Tour* and the *Coastal Clipper*, which link the many tourist attractions along the Northumbrian coastline between Amble and Bamburgh. The fleet of vintage and classic vehicles is also used for private hire – weddings and other special occasions. Dreadnought was a finalist in the North East England Tourism Awards 2005, receiving the Award for Best Innovation in Tourism.

Dreadnought acquired former Eastern National FLF 2841 (MVX 878C) in October 2006. This had passed from ENOC to Hedingham Omnibuses, and was most recently preserved by Terry Hussey in Hedingham colours (see EBN511). It had also seen use as a driver trainer with three owners before preservation. It has now been repainted in the smart Dreadnought deep red and ivory livery, and was licenced for public use from 1st May 2007.

Current fleet:

- ? PRN 761 Leyland PD2; new to Preston Corporation as ECK 509 in 1952; lengthened and rebuilt with front-entrance body in 1961.
- 1 833 AFM Bristol Lodekka; new to Crosville, 1957; converted to open-top; acquired from MacTours, Edinburgh. (*picture below*)
- 3 XSL 228A Bristol Lodekka; new to Bristol Omnibus, 1961 (NHT 866); convertible open-top; acquired from MacTours, Edinburgh.
- 7 MVX 878C Bristol FLF; new to Eastern National, 1965.
- 6 KYN 306X Leyland Titan; new to London Buses, 1981; acquired from Blackburn Transport.
- 4 THX 291S DMS new to London Transport, 1977; converted to open-top; acquired from Maidstone & District.
- 5 TBR 527V Leyland Leopard PSU3E/4R/Duple Dominant B55F; new to Trimdon MS, 1980, and then to United Auto; acquired from Henry Cooper, Annitsford.

David Harman

with thanks to Chris Stewart, Terry Hussey and Paul Gilroy





Former Eastern
National 2841
(MVX 878C)

all: Paul Gilroy

EASTERN NATIONAL

Enthusiasts Guild

IN A PICKLE WITH 1300

The recent discussions on 434 took me back to the 1960s, when I spent two summers as a 'student' conductor at Brentwood depot. What follows is a rambling anecdote, in which, as it happens, 434 (in its post-1964 guise, 1300) makes a guest appearance. That's my excuse and I promise it won't happen again!

Turning arrangements at terminals were always officially specified, and there were periodic reminders on the depot notice board to this effect. At Brentwood Station for example, the correct procedure was to turn right into Crescent Road, right into Milton Road, right into Victoria Road, then left, back onto Warley Hill. The notices usually included a little hand-drawn map, and the one below gives the general idea for those unfamiliar with the area. For buses on layover, there was a one-bus stand in Victoria Road, not far from a small, pickled-onion bottling plant. Back then, layovers were quite generous, with anything up to half an hour being allowed, and those spent at Victoria Road were distinctly pungent.

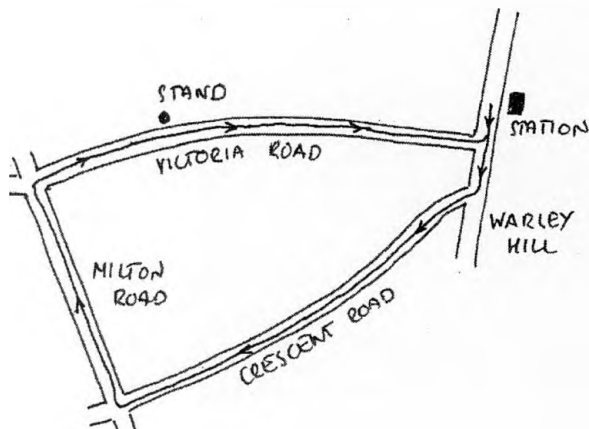
Despite the official instructions, drivers often did a U-turn in Warley Hill, and the 1950s picture postcard opposite shows the road

layout which permitted this. Today, in a Dart, this manoeuvre would be a doddle, thanks to power-steering and other mod-cons, but, in the 1960s, how easy was it in a 'tram' (LS or MW saloon) or 'conker-box' (KSW) with no power steering, manual gearbox and an incredibly heavy clutch? Answer: not easy. Skill and strength were required to achieve a full-lock turn across a moderately busy road on a rising gradient, and against an adverse camber. But, most drivers possessed these attributes, and like many official instructions, the specified turning arrangements were routinely ignored.

There was however, one duty on which the instruction was invariably obeyed, since ignoring it could lead to repercussions. I don't recall the duty number, but let us say it was BL.11 (Brentwood Local 11). The relevant lines on the duty card went something like this (I've omitted stand and running times, car mileage, etc. for clarity's sake):

SD 12	07 34	BSN TO EHN	265
	07 57	EHN TO BSN	265
		PICK UP KEN	
	08 20	BSN TO CGN	260

Translated into English, this told you to take SD 12 (the running number: single-deck car 12) and do the 07.34 265 from Brentwood Station to East Horndon (Halfway House); then do the 07.57 back to the Station; pick up Ken Taylor, the Brentwood Locals schedule compiler; then do the 08.20 260 to Coxtie Green. Ken lived halfway down Milton Road, and thus had the unique privilege of drawing up the duty schedules that enabled him to get to and from work each day.





Brentwood in the 1950s, looking down Warley Hill: Kings Road ahead; "Essex Arms" near right; Station beyond; Crescent Road on extreme left by phone box; Victoria Road just beyond, with Westminster Bank on the corner. 1938 L5G 269 (GPU 419) is in the Station Parade lay-by. 269 lasted until 1959. Apart from the buildings in the middle distance which have been replaced by office blocks, the area is not greatly changed today.

Commercial view

The routine was always the same on BL.11: At the moment you turned into Milton Road, Ken would materialise on his doorstep as if by magic, dressed in an old-fashioned, double-breasted suit. He would board, bid 'good morning' to the crew, and settle in the same seat, halfway down the bus on the nearside, to read his newspaper. It was considered extremely bad form to engage him in chit-chat en route, or to ask to see his staff pass, and no-one ever did. As no stand time was allocated at this time of the day, you proceeded direct to the station to take up the Coptie Green. Ken would then alight at the North Road stop in Ongar Road, from whence he walked the short distance to the depot.

Now, to 1300, which had been transferred to Brentwood from Chelmsford, a year previous. One day, Ron, my regular driver and I had an early-turn duty that finished around mid-afternoon. Again, I forget the

precise number, but we will call it BL.7. What I remember of the last few lines is below.

SD 4	13 44	BLE TO BSN	261
	14 26	BSN TO BD (SHOW O.TB)	261
		HOC TO DUTY BL.30	
	14 30	WALK TO GAR S/OFF	
	14 46	FINISH	

You've probably got the hang of duty card decoding by now, so I will add a few wrinkles: on BL.7, you had SD 4, with which to do the 13.44 261 from Blackmore to the Station, followed by the 14.26 261 to the High Street, but with blinds set to Ongar *Two Brewers*. At the High Street, you had to 'hand over car' (a bus was always a 'car' on ENOC) to the crew on duty BL.30; then walk to the depot (time allowed: 6 minutes), sign-off (10 minutes) and finish.

Any 261 or 266 was a saloon working because of the 'low bridge' in Doddington Road - a gantry which carried telegraph cables to and from a GPO transmitter. On this particular day, car SD 4 happened to be 1300, and as previously mentioned, this bus was unpopular. When drivers were faced with having to drive something they didn't like, it was not unknown for a more desirable vehicle to be taken "by mistake". In single deck terms, this would usually be a 'luxury' - an MW DP; for double-decks, 2510 was the vehicle of almost universal choice. But Ron never broke the rules, so that day we were stuck with 1300, warts and all.

Thus, 14.15 hrs found the three of us at Brentwood Station, and with Ken safely ensconced at his desk three miles away by now, there was no need to adhere to the official turning instructions. However, we had 10 minutes layover, and to avoid blocking the Station stop, Ron made for the pickle-reeked stand in Victoria Road. As he swung 1300 out of Milton Road, he had to stand on the brakes due to an oncoming car, and they locked on for some reason. The bus was now straddling the junction and immovable. Ron tried forward and reverse gears, and stamping on the pedals, but we stayed put, amid protesting noises from the back. Moreover, acrid, asbestos fumes began drifting out from beneath the rear wheel arches.

It was clear that all was not well, so I was despatched to the phone box at the corner of Crescent Road to summon help (note for younger readers: in those days, the mobile phone was just a twinkle in Mr Nokia's eye). There was the usual, slightly wearied reception: "What car have you got? ... hmm ... well, stay where you are (not difficult, given the circumstances), and someone will be down shortly". Back then, the engineering department tended to think that everything would run a darn sight smoother if only crews didn't insist on taking buses out in service and in the process, muck them up.

In the fullness of time, 2754 PU, the Commer service van (the only ex-Moore Bros. vehicle ever to be based at BD) arrived with two fitters. After poking around underneath with

the aid of a torch and a Birmingham screwdriver, they pronounced 1300 to be officially unfit for service, so Ron and I would have to seek advice from the depot. Once more, I ran to the phone box, where instructions to return to base by any suitable means were received. We left the fitters to it, and caught a 252 to the High Street.

Meanwhile, back at North Road, Ken had not been resting on his laurels, not that he ever had time to. He had already phoned Dave, the manager of the ENOC enquiry office in the High Street. Dave sent one of the girls down to the 261 stop to tell the crew on duty BL30 to WALK TO GAR, and pick up the spare car. The 14.26 261 was now very late, so, unbenownst to passengers waiting at the Station, it was rejigged to start from Ingrave Road.

Crisis over, Ken returned to solving his daily puzzle - how to cover 30-odd duties with only 20-odd crews - all quite normal then, due to acute staff shortages. For Ron and I, there was just the paperwork ... he had to complete an 'Occurrence Report' or a 'Lost Mileage Report', or maybe both. I had to fill out an expense form to reclaim my telephone pennies (dipping into the cashbag for incidental expenses was not permitted). Then, there were the overtime dockets, with the promise of some unexpected extra pay to look forward to.

Ron went home to Ilford for his tea. I went to the canteen, to await news of my afternoon's 'gobble' (overtime) from Ken. Last but not least, 1300 eventually limped in, looking slightly the worse for wear. It went straight over the pits to a lukewarm welcome from the duty fitter, and no doubt, he had forms to complete too. ENOC, being an old Tilling company, seemed to have a form for every conceivable purpose. It was a way of life.

As it happens, it was the fitters who had the last laugh (they usually did). Not long after, they managed to get 1300 transferred back to Chelmsford on some pretext, and 1354, an infinitely more rateable motor, arrived from Clacton in its place.

David Harman (N90734)



“... for the Guidance of Employees” (2)

1 Personal Appearance.

Every uniformed Employee must appear on duty clean and neat, and if by any means he should damage any article in his possession belonging to the Corporation, he must report such damage.

2 Conduct.

Employees must always be active and attentive in the performance of their duties. They are constantly called upon to exercise self-control and forbearance, but in all cases they must be polite and courteous. On demand they must give any information which will assist Passengers in travelling to their destination, but must not engage in any unnecessary conversation either with Passengers or with other employees.

8 Penalties.

Any Employee found smoking except as provided in rule 10, or intoxicated, heard using improper language, making a noise in Cash Office or when leaving Depot at night, seen on licensed premises during hours of duty or when wearing the uniform, or otherwise infringing the Rules, Regulations, Bye-laws or Instructions, is liable to be reduced in class, suspended or instantly dismissed.

9 Betting.

Any Employee in the Department found betting on or off the premises or in any way trafficking in the “art” will be instantly dismissed.

10 Standing at Termini.

When vehicles are waiting at the termini, Drivers and Conductors must keep to their own vehicle, and not stand about talking. Smoking is permitted under the following conditions:—

Smoking is permitted at the following termini, always provided that smoking takes place OFF THE VEHICLE:—

Tramway Routes.

Leigh terminus.

Southchurch terminus (not for circular route cars)

Thorpe Bay terminus.

Trolley Vehicle Routes.

Priority Park terminus (not for through vehicles to Eastwood).

Eastwood Boulevard terminus.

Ulamstel Road terminus.

Bankside terminus (not for through vehicles)

Nelson Road terminus

Motor Buses.

Sutton Road terminus.

Eastern Esplanade terminus.

Alexandra Road terminus.

Plough terminus.

Pier terminus.

*Southend-on-Sea Corporation Transport Department
“General Instructions, Rules, Regulations and Bye-Laws for the Guidance of Employees”. June 1936*

Courtesy of Richard Delahoy

The conductor of AEC trolleybus 114 (JN 2114), white-topped cap in hand, is undeniably neat (Rule 1), not obviously intoxicated (Rule 8), despite the between-decks message, nor apparently engaged in “trafficking in the ‘art’” (Rule 9) (running bets?). However, he is ‘standing about talking’ in contravention of Rule 10. Having said that, Rule 10 does seem slightly ambiguous. Maybe ‘standing about talking’ to your own driver was permitted.

David Harman

*Eastwood Boulevard; July 1935
(photographer unknown).*

PCV HOLDER ?

⇒ Full and Part-Time Drivers required

Stephensons of Essex and our associated company, Excel Passenger Logistics are expanding fast and we have vacancies for drivers at our Maldon, Rochford and Stansted depots.

Full and Part time drivers are needed for school services and weekend rail replacement, together with scheduled service work and private hires.

If you're over 25 and have held a PCV licence for two years or more, we'd like to hear from you.

We offer attractive rates of pay, varied work, and a friendly working environment.



⇒ Full and Part-Time PCV Fitters

We also have vacancies for experienced fitters at our Maldon, Rochford and Stansted depots.

⇒ Rail Controllers/Customer Service Assistants

Part-time vacancies exist at Excel for station-based staff on weekends and occasionally evenings, so even if you haven't got a PCV licence, you can still help ensure the smooth running of our rail replacement services.

For more details of any of the above vacancies, contact:

Stephensons: Bill Hiron 01702 541511

Excel: Graham Hayden 01279 681800

