

ESSEX BUS NEWS

No. 581
September 2012



Farewell CLINTONA

ESSEX BUS ENTHUSIASTS GROUP
www.essexbus.org.uk



FAREWELL CLINTONA ~ see also page 10

XUT 911S, believed to be a Dodge, at Clarence Road, Brentwood on the evenings and Sundays ECC tendered 262 town service.

Essex Transport Photos, courtesy Brian Pask

The last Clintona stage journey: Mercedes Sprinter **BX56 VTE** prepares to leave Tilbury Town station with a capacity load on 1 September. *Richard Delahoy*



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

EBN dated
October
November

reports to Editors by
October 6
November 3

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

Meetings return for the winter to Wickford Cricket Club, off Swan Lane, Wickford - five minutes walk from Wickford Station and five minutes drive from A130 and A127. In

Cover Rob Staines can be rightly proud of the 51 years Clintona have served the people of Essex, London and elsewhere. Here he is seen just over a week before 'the end' in front of LDV Convoy YX03 HTF. Chris Stewart, with thanks to Rob Staines

Wickford Town Centre, turn right into Swan Lane from Runwell Road (pub is on corner) then turn right - marked Wickford Tennis Club. This is an unmade road so beware of potholes. Go straight ahead towards tennis courts and left at end. The cricket club is in front of you. Doors open at 19.30 for informal chat with main talk or show from 20.00 to 21.45/22.00. A cash bar is available. Members and guests are welcome - £1.50 donation towards cost of room, please. *Richard Delahoy*

- ▶ **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. From the Westcliff takeover in the 1950's onwards.
- ▶ **Monday October 29** - An Olympian Summer. Slide show depicting some of the bus and coach operations of the Olympics with a London/Essex theme.
- ▶ **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 19.15 for an informal chat, with the main talk or show from 19.45 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/digital shows

- ▶ **Friday October 12** - Chris Stewart. New Zealand via Hong Kong and Vancouver.

Group Directory

SUBSCRIPTIONS

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

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

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

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For replacements, contact the Distribution Officer:

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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

- ▶ **Friday November 9** - Steve Maskell
- ▶ **Friday December 14** - Dave Arnold and Gary Sharpe

■ EVENTS

- ▶ **Sunday September 22:** Open Day at Stagecoach Leyton and West Ham Garages.
- ▶ **Saturday October 6:** Autumn Transport Enthusiasts Bazaar, Theydon Bois.
- ▶ **Saturday October 13:** LOTS Annual Transport Sale. Harrow Leisure Centre.
- ▶ **Sunday October 14:** Canvey Island Transport Museum. Open Day and Transport Show. The Group Sales Stall will be at this Event.
- ▶ **Saturday October 27:** Reunion for former Grey Green staff at Knights Templar, Chancery Lane EC3. Details from Owen Woodliffe (see Group Directory).
- ▶ **Sunday November 4:** Ipswich Transport Museum. The Winter Warmer 13.00 to 19.00hrs. (www.ipswichtransportmuseum.co.uk).
- ▶ **Sunday November 4:** Lincoln Transport Museum. Running Day. (www.lvvs.org.uk)

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

Southend Heritage Bus Running Day takes a break

After five years of successful "Heritage Running Days" on New Year's Day in Southend, it has been decided to take a break and hence there will not be a running day on 1/1/13. Principal organiser for Stephenson's, *Richard Delahoy*, explains: "The event has been very well received but takes a great deal of organising and the burden of that falls on just a few people. Equally, we have relied heavily on the same few operators and drivers/conductors and it is time to give them a break to let them enjoy New Year's Day in other ways. Finding interesting heritage buses that have not been seen in the town every year is also becoming more difficult. We know that the decision will disappoint some people, but we have to be realistic.

Through the pages of EBN I'd like to thank all those who have participated, whether as drivers, conductors, schedulers, supervisors, cashiers or the host of other back room jobs - and all the passengers who supported the services. As we reported last month, over five years we have raised more than £6,000 for charity and have provided a valuable local service. We hope to be back in 2014 or 2015, suitably refreshed!"

Service changes

Brentwood Community Transport

1 Sep 12 808 M-F Brentwood Hospital to Hutton: new service.

Carters Coaches

2 Sep 12 93 M-S Colchester to Ipswich: revision to timetable.

Centrebus

3 Sep 12 351 M-S Hertford to Stansted Airport: minor revision to route and timetable.

Chambers			
3 Sep 12	753	M-S	Colchester to Bury St Edmunds: timetable revisions with service 753 operating Colchester to Sudbury, service 754 operating between Sudbury and Bury St Edmunds. School journeys are numbered 755.
Ensign Bus			
3 Sep 12	22	M-S	Aveley to Stifford Clays: minor late afternoon timetable adjustments on Mondays to Fridays.
	23	Coll	Belhus to Palmers College: new college day service.
	33	M-S	Grays to Lakeside: one am peak hour journey extended from Grays to Palmers College on College days only.
	44	D	Grays to Lakeside: one am peak hour journey extended from Grays to Palmers College on College days only.
	66	M-S	Lakeside to Chadwell St Mary: minor timetable revisions to early evening journeys on Mondays to Fridays.
	83	M-S	Lakeside to Chadwell St Mary: minor timetable revisions to early evening journeys on Mondays to Fridays.
	99	M-S	Tilbury Station to Tilbury Ferry: new service.
First			
28 Aug 12	21	M-S	Basildon to North Benfleet: further additional Monday to Friday journeys to be introduced.
	251	Sun	Warley to Southend: further additional Sunday journeys to be introduced.
Florida			
4 Sep 12	44	M-F	Halstead Town Service: revised route and timetable.
Fords Coaches			
4 Sep 12	5	ATh	Southend to Burnham: revised route and timetable.
Go Ride			
16 Jul 12	72	WS	Clacton to Colchester: additional journey introduced on Mondays and Fridays.
	73	M-F	Clacton to Colchester: new service
	79	M-Th/S	Clacton to Brightlingsea: revision to timetable.
London Bus Company			
3 Aug 12	396	MFS	Harlow to North Weald: new free service until 1st September 2012.
Nelsons (NIBS)			
2 Sep 12	478	Sch	Willingale to Brentwood County School: new schoolday service.
New Horizon Travel			
1 Oct 12	13	M-F	Walton Circular: revised route and timetable.
Regal Busways			
28 Aug 12	2	MWF	Southend to Chelmsford: service re-instated.
	6	TTh	Southend to Chelmsford: service re-instated.
	R3	M-F	Rawreth to Rayleigh: service reinstated.

1 Oct 12	7	M-S	Chelmsford to Epping: revision to route and timetable.
	B1	M-F	Bournes Green to Basildon: new service replacing a contract.
	B2	M-F	Sutton Cemetery to Basildon: new service replacing a contract.
Roadrunner			
24 Sep 12	R1/31	M-S	Harlow to Sumners: revised timetable.
S&M			
20 Aug 12	67	D	Southend to Leigh: this summer open top service ceased operating.
Stagecoach Cambridge			
2 Sep 12	7	D	Cambridge to Saffron Walden: minor timetable revisions.
TGM Group (Network Colchester)			
21 Aug 12	120/1	D	Bruff Close to Colchester Stadium: new services.
	122	D	Colchester to Colchester Stadium: new service.
Travel with Hunny (TWH)			
18 Sep 12	261	M-S	Brentwood to Blackmore: service withdrawn.

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

Publicity News

Obtained at Stansted Airport, were **BAA** onward journey leaflets. These give basic first bus/last bus (or train if appropriate), a line map and brief details about the destinations for the following

Chelmsford & Southend

Bishops Stortford, Stansted

Mountfitchet, Saffron Walden,
Stevenage, Ware & Hertford

Ipswich, Colchester & Braintree

Cambridge

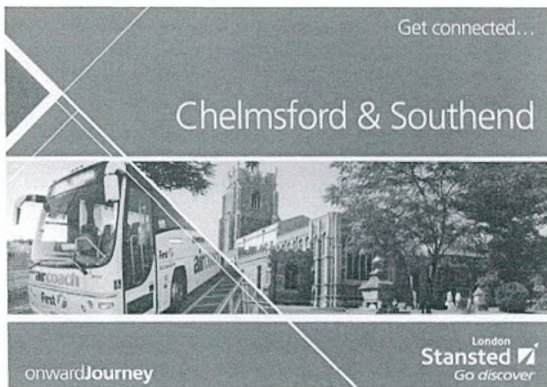
Bishops Stortford,

Sawbridgeworth and Harlow

Norwich, Kings Lynn and

Peterborough

Oxford, Birmingham, Nottingham & Leicester



LogicBus: L3 Harlow-Cuffley, wef 6 August, Issue 3.

TWH: 555/E20/X5, effective 4 to 31 September 2012; X5 Romford-Harlow (Saturday)

Ian Ransom, Owen Woodliffe



"Back in Time" Bristol Lodekka Tour ~ 14th August 2012

This evening tour, using Viv Carter's preserved former Crosville FS6G, 312PFM, was an opportunity to ride on a type of vehicle once common in the eastern counties, albeit only two FSs made it into the Eastern National fleet. Viv acquired the vehicle from Russell & Henderson of Truro in 2008, a long way from its original home – when I saw the vehicle in Crosville's Warrington depot in July 1977 I could never have imagined I would be able to travel on it in East Anglia some 35 years later! The vehicle is now in demand for wedding and private hire specials and is in superb condition.

After departure from Colchester North railway station it was soon evident that this was no ordinary FS – 314 PFM is now fitted with a Gardner 6LXB engine formerly in a VRT, and this super power was put to good use on the A12 and to our first stop, Carter's premises at Capel St Mary. The Group visited here last year and the fleet has not changed significantly, although several older vehicles have been withdrawn. Dennis Tridents and Enviros predominate; Plaxton Primo BU08 ACV in Carter's 25th anniversary (1985 – 2010) livery, and newest vehicle in the fleet,

DAF MCV Evolution AY60 BVD were also present.

After a short break we headed north towards Ipswich and joined the A14 for an exhilarating return run over the Orwell Bridge, retracing our steps to the A137 towards Brantham and Manningtree. Note for those of us who still think of the Orwell Bridge as a "new" structure – it will be 30 years old this December.

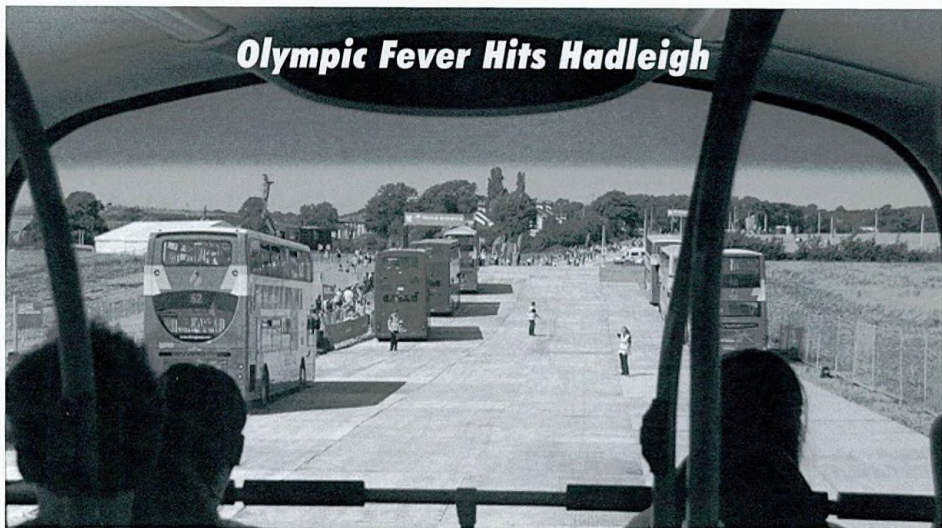
Manningtree level crossing decided we should see a selection of "Greater Anglia's" fleet, so after three trains had passed, we were allowed to progress into Manningtree and a short photo halt beside the river in the last of the evening light.

The evening had been a warm one so the next halt, in Dedham, sampling the wares of either The Marlborough Head or The Sun was much appreciated, following which a swift run through Constable Country (part of it anyway) brought us back to Colchester and the conclusion to a fine evening.

Our thanks go to owner and driver, Viv Carter, assisted by Mandy Potter on the platform and to Keith for organising the tour.

Richard Huggins

Olympic Fever Hits Hadleigh



As briefly illustrated in last month's EBN, the Olympic mountain biking event on Saturday August 11th & Sunday 12th at Hadleigh Farm brought a lot of bus interest to south Essex. We covered the trial event last year in EBN 569 (September 2011) and once again, the fields of the Salvation Army farm on the cliff top between Leigh and Hadleigh played host to a massive pop-up bus station.

First Group held the contract for spectator transport to Olympics events and used a large number of new or nearly new deckers

from their own provincial fleets, as seen at other Olympic events this summer. Most were in the new corporate livery but a few were in the previous version, nearly all with "First for London" adverts on both sides. The majority were Wrights Gemini bodied Volvo B9TLs but a few Enviros 400s also made an appearance. They were assisted by Ensign Bus (ten deckers both days) and Sullivan Buses (eight deckers noted). On the Sunday I also saw a number of Translink buses from Northern Ireland, although I didn't spot any of those on the Saturday.

top: The temporary bus station as viewed from the top deck of a First Wrights Gemini.

below: The entrance to Hadleigh Bus Station, showing the temporary roadway laid across the cliff top; Kent is in the far distance.

All photos: Richard Delahoy



Various community transport minibuses also provided accessible transport, although the full-sized buses were of course accessible DDA types anyway.

Before, during and after the event, First Essex provided staff transport to and from Leigh Station, including, on the Friday before, the Citaro demonstrator, as well as some of the



Caught in the late afternoon sunshine on the Friday before the event, the Citaro demonstrator on loan to First Essex and Trident 33132, only recently transferred in to Hadleigh, were both employed on shuttles for workers at the site.





Waves all round as SEZ2349, normally Belfast Citybus 2349 in Northern Ireland, leaves Hadleigh for the Barleylands Farm P&R site.

Tridents recently transferred into Hadleigh, all devoid of fleetnames.

Transport for the estimated 20,000 spectators involved three routes:

- 61 - Leigh Station, for c2c trains
- 62 - Case New Holland Tractor factory, Basildon, park & ride
- 63 - Barleylands Farm, Billericay, park & ride.

In the early event plans, it was announced that there was to be a third park & ride site at Waterside Farm on Canvey (which had been the only P&R site used for the trial event in 2011), but nearer to the date press reports stated that it was not being used after all, causing protests from Canvey residents who felt snubbed! In the event, a few buses were observed displaying blind displays for "62 - Waterside Farm", see for example Russell Young's picture on page 11 last month, and there were reports that three buses were allocated to the route on both days, although there was no loading point

advertised in the bus station.

The weekend of the event was blessed with great weather and there were certainly big crowds in attendance, but the bus operation seemed to work very smoothly most of the time; the biggest numbers were going to and from Leigh, where the station forecourt was closed off, causing the diversion of local service 26/A/C via Hadleigh Road.

Subsequently, more of the Gemini bodied deckers were regularly seen in Southend during the Paralympics, taking drivers to and from hotel accommodation in the town.

I'm not sure what qualified as the most bizarre sight of the weekend, the massive temporary bus station laid out in the fields or the police on duty frantically waving goodbye to the good-natured spectators! I doubt we will see the like again in my lifetime.

Richard Delahoy

Farewell Clintona

Around 02.30 on Sunday 2nd September, Clintona Minicoaches' Mercedes Sprinter GK02SOC returned to their depot at Little Warley from a private hire to the Clerkenwell area of London. In itself that wasn't unusual, Clintona vehicles often being out at all hours of the day and night on such work. However it marked the end of Clintona after 51 years, Robin (Rob) and Barbara Staines having decided to retire and close the business Rob had started in 1961.

Rob was a bus enthusiast at school, where he met Peter Newman (now, of course, Chairman of Ensign) with whom he later organised coach trips. Rob was also an avid ticket collector, raiding used ticket bins like many others did! He went from school to work at 55 Broadway in LT's Traffic Development Office which involved, amongst other jobs, drawing maps of new housing estates then being served for the first time by LT buses. After National Service he returned to LT in the Fares and Charges Office before transferring to the Country Bus section in Petty France under George Fernyhough. In the meantime Rob had met Alan Lewington who worked for Eastern National at Brentwood and later for Green Line as a conductor; together they arranged trips out and before long it was suggested that they buy a minibus. This resulted in the purchase of XBU202, a blue 11-seat Commer diesel which cost £700 (borrowed from Rob's father) from an owner in Dog Cross, Manchester - minibus PSVs were a recent innovation at that time. With it came the advice to "work out your price and stick to it", which was a maxim Rob continued to follow up to the end. As young jazz enthusiasts, he and Alan came up with the name Clinton Coaches (after Clinton Ford, singer for Kenny Ball and his Jazzmen) but were told they could not register it using someone else's surname so Clintona was born. One of their first private hires was to a London Theatre at a charge of £2 15s (£2.75) - theatre outings (including for a time a club offering all-inclusive bookings) featured heavily in Clintona's history.

Both Rob and Alan were still working for LT; Rob had no PSV licence although in due course he took a minibus one, in central London. Having gained a school contract in North Weald, Rob left LT and took a job as a night telephonist at Ingatestone telephone exchange so he could drive during the day - luckily he usually spent at least half the night asleep anyway! They bought more minibuses - a Standard Atlas 7-seater and a Ford Thames amongst them - but differences in their approaches led them to part amicably after two years, Rob keeping the minibuses and Alan moving on to larger vehicles.

The vehicles were originally kept outside Rob's parents' house in South Weald Road, Brentwood - until the neighbours complained! Parking grounds after that included Spital Lane, Payne's Brook Garage in Brook Street and then, after the split, behind the BP garage in Ongar Road which had interestingly been the site of Frank Fuller's Regent bus company in the 1930s. The Commers were serviced at Last's in Ingrave Road and the Fords at Hensman's in Brook Street - a Mark 1 Transit was the first vehicle bought new, and they also ran a later Transit with an experimental larger engine under the eyes of Ford Research Centre at Dunton. It was only with the move to Paragon Petroleum's premises in London Road (now Kwik-Fit) during the early 1970s that their own fitter was employed. This move also brought undercover parking for the first time, but before long Paragons needed more space themselves so Clintona moved to a workshop alongside the 'Plough' PH in Mountnessing.

The site at Little Warley was found for them by the Paragon rep - it had been used by William Press Ltd for their natural gas conversion van fleet and initially the office was a Portacabin. Landlord John Brett's parents lived in the bungalow alongside but he gave Rob first option to buy the yard and bungalow when they eventually died which came about in 1983, although finances were none too easy initially. The maximum size of

the fleet was always determined by the size of this yard.

Clintona ran exclusively school contracts and private hire – weddings, theatre trips, regular groups and one-offs – until Deregulation in 1986 when some contracted bus services were started (using a variety of vehicles, including Reebur-bodied Transit HKN 333V and ex West Midlands Sherpas D531/2 NDA). The evening and weekend Brentwood local 262 was taken on along with the Southend-Foulness service 18 and various other workings in the Southend/Leigh-on-Sea area (the last of these running in 1991), including also for a time the Sunday 11A to Chelmsford. The Wickford/Brock Hill/Ramsden Heath 223 was another early operation, followed from 1989 by the 99 Bradwell to Broomfield Hospital. In 1993 this became one of the hubs of the first ECC 'Easybus' services E10-E15 serving North Springfield, Galleywood, Great Baddow, Boreham, Oxney Green and Ingatestone on various different days of the week. More 'Easybus' services (E40-E46) followed in February 1994, linking St Margaret's Hospital,

Epping and Whipps Cross Hospital with Loughton as well as Princess Alexandra Hospital, Harlow with Hatfield Broad Oak. Four tail-lift fitted tri-axle Talbot Freeways (L469-72 DOA) were acquired new for these routes, joined by a secondhand example (F239 PAC). Other links between Waltham Abbey, Epping and Waltham Cross took Clintona just into Hertfordshire while the Basildon-Dartford 240 took them to Kent.

West Essex routes 210 (Loughton-Chigwell), 217 (Ongar-Epping), 394 (Abbess Roding-Epping), 396 (Hastingwood-Harlow) and 214/215/219/220 (Loughton/Debden) were operated for several years as was the Sunday Harlow network. North Springfield was served by their 97 from 1998 to 2004 and the Sunday 100 from Basildon to Lakeside in late 2006/early 2007. Brentwood local services 71/72 (Stondon Massey) and 261 (Blackmore) were operated for ECC from August 2000 after Arriva withdrew (and they also ran the 80 Brentwood-Shenfield via Bracken Bank for a time), with the 261 becoming a commercial service from January 2001 until the loss of the linked 71/72 on re-tendering. Meanwhile



Clintona's first vehicle was this Commer 11 seater, **XBU202**, which came from and is seen here with owner Rob Staines, presumably in Brentwood although the exact location has become somewhat lost in the mists of time. (Photo courtesy Rob Staines)



The last Clintona vehicle out on the road before the business closed was Mercedes Sprinter **GK02 SOC**, which was found resting at the depot on 24th August, eight days beforehand. *Chris Stewart*

Clintona ran Thurrock contracts 11 and 374 for several years, also taking over the rail replacement 99 from Tilbury Ferry to Tilbury Town after Town & Country went out of business. This proved to be their last bus operation (a day after the final evening contract 5 in Basildon), low floor Mercedes Sprinter BX56 VTF carrying a full load on the 19.09 from Tilbury Ferry on Saturday 1st September (and duly photographed and travelled on by Richard Delahoy - see inside front cover).

The white and blue livery has remained unchanged from soon after Clintona was formed, and nothing with more than 33 seats has ever been operated. Two MPD Darts were bought for the 374, but apart from a Plaxton bodied Bedford VAS (AYS 899S), a MAN coach (A500 MHK) and a Leyland Swift (G932 HRN) all other vehicles have been minibus/minicoach based, albeit that they have grown bigger over the years! The 1996 PSV Circle fleet list G24 still shows half the 24-strong fleet being Ford Transits, these having been a feature since the 1960s (including some with Strachan or Dormobile

bodies, as well as former Midland Fox bus C477 TAY). Ivecos (both buses and coaches) featured in the late 1990s and early 2000s, but by July 2013 Mercedes-Benz predominated, as will be seen from the following fleet list as at late July 2012:

GK02 SOC	MB Sprinter 16 seats
AK52 LYU*	MB Vario 33
FX03 GJU	MB Autobus Nouvelle 29
MX03 PPV	MB Vario 19
YX03 HTF	LDV Convoy 13
YN04 WSV	MB/Plaxton Cheetah 33
MX54 ZBJ*	LDV Convoy 16
YX54 GYZ*	MB/Plaxton Beaver 33 (DP)
AE55 VPO*	MB/Plaxton Beaver 33 (DP)
BX06 XZA	LDV Convoy 16
VU06 KFE	MB/Plaxton Vario 33
BX56 VTE	MB Sprinter low floor 25
BX56 VTF	MB Sprinter low floor 25

*sold before the end of operations.

Much of the above is based on a talk given to in October 2001 to EBEG by Rob Staines, who has been a good friend to enthusiasts over the years. We wish him and his wife well in their retirement from the business.

Chris Stewart

■ FIRST ESSEX BUSES LTD

Acquired vehicles

33072	LN51GOC	Dennis Trident 21828	Plaxton 7613	new 12/01 to First Capital
33073	LN51GOE	Dennis Trident 21832	Plaxton 7614	new 12/01 to First Capital
33074	LN51GOH	Dennis Trident 21829	Plaxton 7615	new 12/01 to First Capital
33098	LN51GOA	Dennis Trident 21885	Plaxton 7639	new 2/02 to First Capital
33133	LT02ZBZ	Dennis Trident 22138	Plaxton 7787	new 5/02 to Centrewest

33072-4/98 have chassis prefix SFD336BR21GX and 33133 has SFD336BR22GX

All are ex First Centrewest Ltd, but 33073/4 had been in use with First Midland Red at Redditch for about a week before transfer to Essex.

First Eastern Counties Dart 43471 (R471CAH) had been received at Braintree by 1st September, followed by 43474 which was seen in use on 4th. 43473 was/is also due. These are understood to be replacements for East Lancs bodied Darts 42852/5/7 as MOTs expire.

Allocation changes (August 2012 - Period 5 ending 24th August)

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

33072 FG-HH; 33073 FG-HH; 33074 FG-HH; 33098 FG-HH; 32860 HH-FG; 32864 HH-BN; 32877 HH-FG; 33132 FG-HH; 33133 FG-HH; 33134 FG-HH; 33136 FG-HH; 34282 CF-D/L(D); 34309 D/L(D)-sold; 41014 HH-sold; 60102 D/L(D)-sold; 65524 D/L(D)-sold; 67003 D/L(D)-sold; 67004 D/L(D)-sold; 67005 D/L(D)-sold; 67008 D/L(D)-sold; 67009 D/L(D)-sold

Disposals

34309, 41014, 60102, 67003/4/5/8/9 to Alpha Recovery, Dudley, Cramlington, Northumberland (for scrap) (all removed between 2nd and 10th August, except 41014 taken on 20th)

Subsequently, by 4th September, the remaining Lances at Braintree were removed by Alpha

32860, 32877 to First Midland Red Buses Ltd at Redditch (see also HH notes below)

Area News - workings and sightings

Route branding indicated [thus]

Olympic Mountain Bike Event, Hadleigh Castle

Over the weekend of 11th/12th August, member Nigel Clark noted the following on Park and Ride shuttles (to Leigh on Sea, Barleylands at Billericay and the New Holland Tractor Factory in Basildon) with First Essex 33132/4/6 on workforce duties, 30903 on support work and Stagecoach 10050, 19524 on 'other' operations:

Saturday 11th

First Group Volvo/Wright Gemini 36169, 36241/3-8/50/1/3-65/7/71/2/4-7/9/80, 37111, 37362/3, 37521/6/53/61, 37682/3, 37713/20/33/4
First Group ADL Enviro 400 33658/9/65/8/80/92/3, 33703/38/4/44-55
Ulsterbus Volvo B9TL/Wright 2275/94 (PEZ7275/94) from Newcastle, Co.Down
Citybus Volvo/Wright 2351/2 (SEZ2351/2) from Newtownabbey (Belfast)
Ensign 108/10, 913/58/9/98
Sullivan Buses ALX1-5, TAL131, TN1

Sunday 12th

First Group Volvo/Wright 36169/70, 36243/5/6/8/50/1/4/6/7/9/60/1/4/5/7/70-2/4-7/9/80, 37521/6/53/8, 37680/2, 37713/20/34
First Group ADL Enviro 400 33656/8/9/65/8/80/92/3, 33703/38/41/4-55
Ulsterbus 2260 (OEZ7260), 2272-5 (PEZ7272-5) from Newcastle (2260/72/3) or Downpatrick (2274/5)
Citybus 2339/40/4/9/51 (SEZ2339/40/4/9/51) from Falls Park (2339/40), Gt Victoria St or Newtownabbey (2349/51/2)
Ensign 105/7/13/6/20/3/43/91-3
Sullivan ALX1-5, TAL132, TN1
Stagecoach Enviro 400 10034

Subsequently a handful of First Group Volvo/Wright double deckers has been seen in Southend during the Paralympic Games (29th August to 9th September) on shuttles collecting/delivering drivers who have been accommodated in the town. These duties were covered during the Olympics by subcontracted coaches. Vehicles noted include Enviro 400 33754 and Gemini 36205/71.

V Festival

The following were noted in use on V Festival shuttles to/from Chelmsford's Hylands Park over the weekend of 18th/19th August:

Friday 17th

First Essex 30888, 30902/3, Mercedes demonstrator BN12CLO and various Fourways Coaches Olympians

Saturday 18th

First Essex 30900-2, 32478/82/4/5, 32818/62/68/94, 34011/3/8/56, 34284, 34301/4/5/7/8/10/5, 42933, BN12CLO
First London 32360, 33036/44/75/8/85/7, 33232, 33536/52/61
Fourways E851/2/6DPN, G937/81FVX, H691/9PTW, J267SPR
Stephensons H551VAT, K874CSF

Sunday 19th

First Essex 30900-3, 32476/80/4/5, 32809/50/5/62/86/94, 34011/3/8, 34284/6, 34301/5/7/8/10/5, 42919/33
NIBS EU05ECV, YN08OCR, EU58BLJ
Fourways E852DPN, G937/81FVX, H691/9PTW
Stephensons H155BKH, H551VAT, K874CSF, L953MSC

Monday 20th

First Essex 34307 and BN12CLO

Clacton (CN) & Harwich (DT)

Olympian 34610 had returned from loan to FEC Ipswich by early August. On 2nd

September 41644 moved from CN to HH.

Colchester (CR)

From 14th-20th August there was some disruption to services 1, 63, 64/A and 75/B owing to works on Maldon Road, Colchester (caused by a power cut). The Maldon Court stop was temporarily relocated to the "country side" of Beaconsfield Avenue, by Maldon Road Garage.

August

- 3rd CR32483 [61/62] on 63
- 6th CR34308 on 61
- 7th CR32483 [61-62] on 65
- 14th CR32477 [61/62] on 65, CR32478 [61/62] on 11, CR32485 on 88
- 17th CR34307 on 67A
- 19th CF42933 on CR depot
- 20th CR34308 on 62
- 21st CR34056 on 61
- 22nd CR65686 on 61, CR65688 on 88
- 23rd CR32476 [61/62] on 68, CR65521 on 61
- 30th CR34307 on 71A

September

- 2nd CR34308 on 71/71A

Chelmsford (CF) and Braintree (BE)

The Mercedes demonstrator saw use at V Festival and on driver shuttles to and from Westway whilst type training took place. It appeared on the 351 to Brentwood on 31st August and remained on that at the time of writing (7th Sept), although Saturday 1st Sept found it on the 42. Yellow School Buses have also seen frequent use as driver shuttles during summer holidays.

August

- 9th CF34310 on 42
- 10th Step Dart CF46158 on 42A
- 11th CF34286 on 351, CF34310, CF42447 and CF46158 on 42 (mid pm), CF53125 on 42A (pm), CF53132 on 36 (13.39 ex South Woodham)
- 13th CF46158 on 45
- 15th CF34310 on 351 (and 16th), CF46158 on 56
- 18th CF46158 on 42, CF53125 on 36 (09.39 ex SW)
- 20th CF34310 on 36 (14.09 ex SW)
- 21st CF46158 on 45
- 22nd CF65029 on Sandon P&R
- 23rd CF34310 on 36 (07.45 and 14.09 ex SW), CF34286 on 42 and 36 (18.14 ex SW)
- 24th CF34286 on 36X (07.27 ex SW), CF53116 on evening 31X, CF53128 on 36 (18.14 ex SW)
- 28th CF65031 on 31 & 36
- 29th CF53131 on 31X
- 30th CF34286 on 42A
- 31st CF65032 (a.m.) and CF34284 (20.09 ex SW) on 36, CF34286 on 71, BN65671 on X30

September

- 1st BN65671 on X30 (and 4th)
- 4th Volvo coach 20102 (N602APU) on X30, borrowed from Great Yarmouth FEC to whom it had been returned by 6th; BE43474 on 70X
- 5th CF53135 on 31, CF42927 on 71A

6th CF46158 on 45 (and 7th Sept on 54)

7th BE43471 on 70X

Basildon (BN) & Hadleigh (HH)

As at 14th August, 33132/4/6 were all in service at HH whilst 33098 had arrived (without MOT) on 13th. On 17th August, 32860 was driven to Redditch in exchange for 33073, followed on 20th by 32860 to Redditch, 33072 coming back from there to Essex and 33074 & 33133 arriving under tow. 32894 subsequently went to Redditch on 30th with 32884 going the following day.

August

23rd BN32864 on 200

25th BN34314 on 25, BN41542 on 100

29th Tridents BN32863/4 on 200, BN34314 on mid-day 551, BN66827 on peak hour 21

31st BN34301/14 on 25, BN34315 on 25B, Trident BN32863 on 200

September

4th BN34314 on 8, CF66830 on 100

5th BN65676 and CF66830 on 100

6th HH32857/81/5-7, 32905, 33001/2, 33132/4/6 on 21/27

Sources: Own observations, with many thanks to *First Essex* and to R Appleton, S Austin, A Bird, N Clark, T Clark, D Edwards, M Farmer, D Flatman, M Hart, F406LTW, J Long, J Podgorski, D Pretty, I Ransom, C Sigston, 'Solo', R West, the *Essex, East Anglia and British Buses in North America* yahoo! groups, *Essex Buses* Google group, www.buslistsontheweb.co.uk, *Real Bus News*, LOTS, PSV Circle and 'Terminus'.

Reports relating to First Group may be sent by text on 07973 509459, by e-mail to shenfield252@gmail.com or by conventional post. Many thanks to all who do so.

Chris Stewart

Arriva

■ ARRIVA SOUTHEND LTD

DAF Cadets 3501 (KE51 PTZ), 3506 (KE51 PUK) and 3507 (KE51 PUO) have arrived although it has not been reported that these have entered service yet.

The additional Versa 4200 (YJ57 EKG) reported as due last month entered service on 9th August. It is required as a new timetable introduced on service 9 from 2nd September has increased running time to improve reliability which has resulted in a pvr increase of 1. It is reported that 4200 will receive 'Wave' branding for service 9 in due course.

Further Dart SLF withdrawals are 3421(P421 HVX), 3428 (P428 HVX) and 3431 (P431 HVX).

Peter Mansbridge with thanks to Richard Delahoy

TGM Group

■ NETWORK COLCHESTER

Scania N230/East Lancs Olympus 105 and 106 have both been transferred to TGM at Heathrow. 103 is expected to follow shortly.

Peter Mansbridge with thanks to Richard Delahoy and Keith Sadler

Hedingham

Acquired vehicles

T801 RFG	Dennis Trident 2	East Lancs Lolyne	H47/32F	ex B & H 801
T802 RFG	Dennis Trident 2	East Lancs Lolyne	H47/32F	ex B & H 802
W828 NNJ	Dennis Trident 2	East Lancs Lolyne	H47/31F	ex B & H 828
W829 NNJ	Dennis Trident 2	East Lancs Lolyne	H47/31F	ex B & H 829
W83 NNJ	Dennis Trident 2	East Lancs Lolyne	H47/31F	ex B & H 830

Five more are due to arrive – proposed 814/817/821/822/823. These vehicles had been withdrawn from Brighton & Hove and used, de-branded by Go-Ahead London for Olympic duties before coming to Hedingham.

X509 WRG Dennis Dart MPD Plaxton B25F ex Regent, Whitstable

Withdrawn Vehicles:-

L281	M107UWY	Volvo B10M	Plaxton Premiere	C53F	to Ensign
L285	M517NCG	Volvo B10M	Plaxton Premiere	C53F	to Ensign
L296	M441CVG	Volvo B6	Plaxton Pointer	B40F	scrapped

Transferred Vehicles

L341	R273LGH	Volvo Olympian	Northern Counties	H78F	Chambers
L366	S127RLE	Volvo Olympian	Alexander	H74F	Chambers

Subsequent Owners

L281 M107 UWY AC Williams Coaches, Ancaster, Grantham, Lincs.
L285 M517 NCG AC Williams Coaches, Ancaster, Grantham, Lincs.

Route Changes

Chambers 84 revised timetable in operation from 3rd September.

New route allocations

8	CN	16	HD	83	TY
11	KN	17/18	CN	87	CN & KN (1
14/15/A	KN	34/A	HD		late duty)
15	KN & TY	37	TY	89 (Sats)	HD

Allocations:-

L312	TY - CN	L334	KN - HD
L341	CN - Chambers	L343	TY - CN
L346	CN - KN	L349	TY - CN
L350	TY - CN	L366	CN - Chambers
L385	TY - KN then to CN	L387-91	TY
L392-3	HD	L394-5	TY
L396	CN		

General

The Excels are all to be based at Tollesbury; L389 arrived at Tollesbury first, shortly followed by L388 and L391. L387 was collected ready painted from Dereham on 17th August and reached TY by 24th August. All Excels have had their conventional destination blind equipment replaced with electronic before entering service so far. L388/L391/L394 entered



NEW TO HEDINGHAM ~ 1

Dart L396, formerly DP207 with Blue Triangle, still in London red with deep cream skirt applied over it. St Johns Road, Colchester on peak hour route 11 on 31 August 2012.

Russell Young

Former Trent/Konectbus Excel L389 at Tollebsury depot. *Dave Arnold*



service from TY on 24th August. At the same time L343/L349/L350 were transferred to CN. L385 was also transferred to KN then to CN with the short Dart MPD L346 eventually replacing it at KN for use on 14/15/15A.

To update EBN 580, L388/L389/L391 are confirmed B45F. L387 is confirmed B40F with wheelchair bays either side of aisle. L390 was the last of the Excels to arrive in Essex, having arrived at HD on 7th September.

L394/5 had their Brighton & Hove vinyls removed by 7th August. The B&H red, cream and black swirl livery has been kept with the addition of red Heddingham vinyls on the front and sides. The fleetnumbers are also red. The B&H black wheel rims have been retained. Destination equipment has been changed to electronic. The livery complements the current application to the Enviro 400 L386.

L396 received a partial re-paint and new LED destination equipment before entering service at CN.

The Tridents started arriving mid to late August and are the first East Lancs bodied deckers in the fleet since the five Atlanteans acquired with the Norfolk's business in 1991. They will operate initially in modified B & H livery adapted to Heddingham livery from CN depot.

Chambers N532 LHG visited KN to receive repairs to its floors on 22nd August.

August 28th saw the use of L325/6 MPD's on services 34/34A and L301 on service 16 from HD.

TY had L387 working the 15, along with L388 working the 83. L394/5 performed the 37. KN contributed L385 to Chelmsford services 14/15/15A. It was of interest that the commercial services in Clacton saw use of partly re-painted, and non-repainted vehicles L396 and T801RFG to allow full liveried vehicles to perform tendered routes.

The transfer of L341 and L366 to Chambers allowed two Olympians acquired with the Chambers sale to be disposed of to Ensign. By 29th August Chambers Volvo Olympians P475 MBY & R987 KAR had both been withdrawn and sent to TY awaiting disposal. L341 and L366 have both been fitted with very small electronic displays, L341 is reported as having a tree guard fitted to its front.

31st August saw the arrival of X509 WRG a Dennis Dart MPD from the Ensign dealership, in return for the two Plaxton Premieres withdrawn. The bus had previously been hired to Regent Coaches of Whitstable, but also had S M travel legals. The MPD was new as Go Ahead North East 509; in fact when it arrived with Heddingham, it still wore the ex Go North East "Wallsend Links" livery it last plied its trade with when in Go Ahead ownership.

In addition to the LED destination equipment fitted to the new intake as above, L325/L326/L330/L334 have been fitted with new LED destination equipment ahead of the August ECC tender start dates.

Early September saw L392 R227 HCD being prepared in the HD paint shop with L393 R229 HCD being used from HD in ex B&H livery with Heddingham names and fleet number on the front. X509WRG had also moved to HD depot. A further two Plaxton Premiere Volvo B10M coaches are planned to pass to the Ensign.

Mark Lloyd with thanks to Dave Arnold, Paul Clarke & Essex-Buses yahoo group



All change at Little Waltham

Hedingham L301 resting opposite John Salmon's house after operating early morning 16 from Wethersfield to Chelmsford. (Driver appeared to be cleaning the bus).

Regal Optare Pullman P03 operating the 11 service from Dunmow to Chelmsford. This becomes a 1 and continues to Canvey Leigh Beck. (The driver stated "we change the destination display somewhere between the Ship Pub in Broomfield Road and Duke Street!"). *both John Salmon*



DEALER STOCK MOVEMENTS

Vehicles in

Arriva The Original London Sightseeing Tour

Astons Transport

Centrebus

Garnetts Coaches

Go Ahead South Coast

Hedingham Omnibuses

Irvine's Coaches, Law

London Heritage Travel

Mardens Signs

Olympian CoachesE

Rotala

SM Coaches

Stagecoach East

Stagecoach Fife

Stagecoach Oxford

Stagecoach London

J339 / 340 BSH
CN04 NFD/E
CN05 DZF/FJ55 XBC
CN07 HVG
CN06 BXF/H
CN07 KZL/K/M
CN54 HFD

BX55 NZU
A620 THV
V600 CBC/S640 MGA
X649 WTN
R974 MGB
L503/4 AJT
R929 JYG
T110 AUA/8015MM
M933 ROS/S611 VAY
T866-9 JBC
R94 LHO
A175 VFM
R384-5 LGH
L127 ELJ/M136 KRU
M138/947KRU
M73/8 CYJ
T186 AUA
M107 UWY/M517 NCG

EU06 KDJ
ALD 989B
CUV 299C
JJD 588D
JJD 411D
SMK 714F
JJD 516D
AZ 2576 / DAZ 1558
F126/128/133 PHM
FJ57 CZB

R366 / 368 DJN
EU08 FHB
R156/170 VPU
P271 VPN / P688 JBD
L641 LDT / M951 TSX

X243/44/46/56 NNO
Y367/73/7/82/6 NHK
Y514 NHK
X225-34/6 WNO
Y242/6-9/347 FJN

Olympian/Alexander
Volvo B12M/Plaxton Paragon
Volvo B12B/Plaxton Paragon
Volvo B7R/Plaxton Panther
Solos

BMC Falcon
Leyland Titan
Mercedes 814/Marshall
Mercedes 814/Alexander 100
Mercedes 814/?
Optare Delta
Bova Futura
DAF SB3000/Ikarus
Javelins
MAN/Marcopolo
Volvo B10M Plaxton Premiere
Leyland Olympian/ECW
Olympian/NC Palatine II

Optare Spectras 3127/136/138/147
Dart Pointer 900/902
DAF SB220 Ikarus 506
Volvo B10M/Plaxton Premiere
Dart SLF/Caetano
RM1989
RML2299
RML2588
RML2411
RML2714
RML2516
Volvo B10M/Plaxton Premiere
Volvo D10Ms/Alexander
Volvo B9TL/Wright Gemini ex
Wessex Connect 7511
Olympian/East Lancs
Enviro 200 101
Olympian/Alexander 16056/16070
Olympian/Alexander 16641/16688
Volvo B10Ms/Plaxton Premiere
52251/52211
Trident/ALX400 17243 etc

Dennis Dart SLF Plaxton 34225 etc
Dennis Dart SLF ALX200 34242 etc

Stagecoach Midlands	R221 / 224 CRW	Volvo B10Ms/ Alexander PS 20221/4
Stagecoach West	P827 FVU	Volvo B10M/ Alexander PS 20827

Vehicles out

Neil Roget Transport (t/a AOT) Hucknall, Notts

	R551 LGH	Olympian/Northern Counties
Axe Valley, Seaton, Devon	T68 KLD	Trident/ALX400
Bear Buses, Feltham, Middx	X319 HLL	Trident ALX400
Big Lemon, Brighton	M78 CYJ	Dart Pointer
	X224/228 WNO	Dart SLF Plaxton
Yellow Buses, Bournemouth	EU08 FHD	Enviro 200 ex SM Coaches
C&R Travel, Abertillery	CN04 NFD	Volvo B12M/Plaxton Paragon
Carters Coaches Capel-St Mary, Suffolk	X249 NNO	Trident/ALX400
Centrebus	Y534 XAG	Dart SLF Plaxton
	Y242/6/7 FJN	Dart SLF ALX200
Coach Services, Thetford	W387 PRC	Volvo B10M/Plaxton Excalibur
Economy Minibuses, Mitcham, Surrey	R447 SKX	DAF SB3000/Plaxton Premiere
Edward Thomas, Epsom	EAZ 2576	Volvo B10M/Plaxton Premiere
Evergrow Ltd, Birmingham	F133 PHM	Volvo D10M/Alexander
First Group	EU08 FHB	Enviro 200 ex SM Coaches
	DK57 SPZ	Enviro 200 ex Townlynx
	MX07 OZ	Enviro 200 ex Townlynx
Florida Coaches, Halstead, Essex	R974 MGB	Mercedes 814
Fords Coaches, Althorne, Essex	R156 VPU	Olympian/Alexander
Geldards Coaches, Leeds	T41/3/76/8/9 KLD	Tridents/ALX 400
Gibson Direct, Glasgow	CN04 NFE	Volvo B12M/Plaxton Paragon
Grant Palmer, Flitwick, Beds	Y546/7 XAG	Dart SLF Plaxton
	P720 GND	Olympian/Alexander
Greys Coaches, Ely, Cambs	M691/2 TDB L392	LNA Dragons
Heddingham Omnibuses	X509 WRG	Dart MPD Plaxton
Ipswich Buses	Y272 / 273 FJN	Dart/SLF ALX200
Keepings Coaches, Cardiff	M782 NBA	Javelin
Landmark, Arlesey, Beds	R261/5/6 LGH	Olympian/Northern Counties
Lewis Travel, Greenwich	P158 ASA	Volvo B10M/Plaxton Premiere
	P710 OOA	DAF SB3000/Caetano
	M636 RCP	Van Hool
	NKZ 8970	
Marchants Coaches, Cheltenham	M136/8 KRU, L127	ELJ/M947 KRU Optare Spectras
Red Route Buses, Northfleet, Kent	S640 MGA	Merc 814/Marshall
Regent Coaches, Whitstable, Kent	X511 WRG	Dart/MPD
Rotala Group	BU05 HDO/V	Dart/MPD Alexander Dennis
	YJ55 WRA	DAF SB120/Wright
Selwyns Coaches, Runcorn	YJ57 BBE, BNB	DAF DB250s/E Lancs
Seaford Motor Services	M73 CYJ	Dart Pointer
Sleafordian Coaches, Sleaford, Lincs	V132 MEV	Trident ALX400 ex Ensign 132
Smiths of Marple, Cheshire	K354 DWJ	Olympian/Northern Counties
SM Travel, Harlow	LX51FHA/B/J/K	Dart SLF ALX200
Stotts, Oldham	X352/358 NNO	Tridents/ALX400
Sullivan Buses, South Mimms	LY02 OAX	Trident/ALX 400
Talisman Coachlines, Colchester	A620 THV	Titan ex Garnetts Coaches

TD Travel, Bridlington
TWH, Loughton, Essex

Wide Horizon, Burbage, Leics
AC Williams, Ancaster, Lincs

Xelabus, Eastleigh, Hants
Youngs Coaches, Cambridge

R224 CRW
A823 SUL
X507 WRG
A175 VFM
V136/185 MEV
M517 NCG/M107
T74 KLD/T218 CLO
R384/5 LGH

Volvo B10M/ Alexander PS
Titan
Dart MPD Plaxton
Olympian/ECW
Tridents/ALX400
UWY B10M/Plaxton Premiere
Tridents/ALX 400
Olympians/Northern Counties
Palatine II

Olympians R366/8 DJN, R176 VPU: Drew Wilson Coach Sales, Glasgow.
Bova R929 JYG, DAF SB3000 T110 AUA/8015MM, Javelins M933 ROS/S611 VAY, MAN's
T866-9 JBC, Volvo B10M R94 LHO: Bob Vale Coach Sales, Thruxton, Hants.
Olympian K358 DWJ : UKVF, Chorley, Lancs.
Titan CUL 88V : Mr Karl Parke, Stourbridge, W Mids.
Titan KYV 372X: Mr Shane Searle, Earith , Cambs.
RM1989: Marden Signs, Benfleet, Essex.
Titan CUL 139V: Woods Village Shop, Sidmouth, Devon

Volvo B10M H185 DVM: Mr Amos Andirie, Bindiira, Zimbabwe
Mercedes 814s V600 CBC / X649 WTN: Zlomax SCA, Pikusa, Poland

■ ENSIGNBUS CO LTD.

On 27 August the assets and goodwill of London Heritage Travel were acquired. This included the fleet of Routemasters which were RML2299, RML2411, RML2588, RML2714 and RM1989. RML2588 is to be retained in the operational Ensign fleet, the rest will be sold.

Vehicles acquired

649 Y249FJN Dennis Dart SLF Alexander ALX200 ex Stagecoach London 34249
Purchased for the Tilbury Ferry shuttle service which starts on the 3rd September.

Vehicles withdrawn

163 P563 SWC Volvo Olympian/ Alexander R sold to Farleigh Coaches, Rochester, Kent.

Mark Lloyd with thanks to Ross Newman

Regal Busways

Acquired Vehicles

606 (please see EBN 580 for further details) is still being prepared for service.

Repaint and Overall Advert

611 has received a white based overall advert (three sides) for Braintree Freeport. The front has been repainted into new livery. It was first seen in this guise operating routes 1 and 11 on August 30th. Incidentally, this vehicle, despite being a single door full sized Dart (10.7m), only seats 29. It was new to Central Parking Heathrow and retains standing areas on both sides at the rear of the low floor section (behind the wheelchair area there is one row of forward facing tip up seats followed by one row of normal seats and then the standing areas).

Stage Services

See EBN 580 for details of service changes from August 28th.

Regarding Essex County Council contracts, 208 was used on the last day of Regal operation of the 71 / 72 on August 25th (205 had been used the day before on the last weekday service). Incidentally, on the following Tuesday, the first day of Stephenson's operation of the 71 / 72, another Solo was in use, 323, which has become the regular vehicle on the route. Also on August 25th, the last day of contract on routes 261 and 269, 604 was on the former and 603 on the latter. 603 was then on the 261 on the first day of commercial operation, August 28th. The competing Travel With Hunny 261 service (which had already been deregistered from September 19th) did not materialise.

Newly won ECC contract 7 / 7A (Stansted Airport to Bishop's Stortford) is worked by Solos with crew changes taking place at the airport. 202 and 203 have been allocated to the route, which is worked from Cooksmill Green, although there are plans to allocate this to the Braintree outstation at a later date.

Route 1 now only serves Writtle and Oxney Green in peak hours. During the day it interworks with new route 11 to give a service from Great Dunmow through to Canvey. For example, an 11 arriving at Chelmsford Town Centre from Great Dunmow at 15 minutes past the hour becomes the 15 minutes past route 1 to Canvey. This provides new links for patients, staff and visitors to Broomfield Hospital and the 11 also offers new local links, it operates via Little Dunmow and does not directly compete with First route 42A.

Workings and Observations

Regal undertook transport for the Scout Jamboree held from August 19th to 25th at Boyton Cross near Roxwell. Two services were operated from there: to Chelmsford Railway Station, upon which Olympians 1204/6, Tridents 1301/3, Javelin N320 JHY and Volvo J734 CWT were noted and to Skenes Camp Site, upon which step Darts only could be used due to the narrow/uneven road (501/11/14/15 were used).

Regal operate a private contract for First Data (an IT company) which has two large office blocks about one mile apart at Pipp's Hill and Basildon Festival Leisure Park. The bus brings staff in and out, and also acts as a shuttle between them as required. 607 was working this contract on August 29th. Regal had deemed route 3 to be no longer suitable for Lynx or Tempo operation due to length restrictions following the re-routing via Hyde Hall (as reported in EBN 580), however, on August 23rd Lynx 103 was operating the route.

Further observations this month are as follows:

September

- 7th 603 on the Friday only (only one journey each way) Chelmsford to Black Notley 344, 204 on 31A, 511 on 7B, 604 on 261, 605 and 608 on 3, 1204 on Brentwood schools, 1206 in Chelmsford on driver shuttle.
- 5th 201 on 52, 205 on evening 45, 502 on 31A, 802 on Braintree Freeport Shuttle, 1303 in Chelmsford on driver shuttle.
- 4th PO2 on Braintree Freeport shuttle, 603 on 261, 611 on 565 (702 had been a mainstay on this route during August), 1203 (still in service, see EBN 580), 501 and J734 CWT (still in Heddingham livery) all on schools routes in Brentwood.

August

- 30th PO2 on 4
- 29th 801 on 1 and 11 (and again on the 30th and 31st), 1302 on B1 (a closed contract service)
- 26th 607 on 11A, 701 on 88, 702 on Braintree Freeport shuttle
- 24th 1204 on 52
- 23rd 1203 on 52
- 23rd one of PO1-3 on 52

22nd 1204 on 7 (Epping)
 21st 1206 on 52 and also on evening B1 instead of normal Trident (which were being used on private hire work)
 18th 103 on 1
 15th 601 (still with Village Link 14/15/15A branding) on 71 (a very rare working)
 12th 601 and 603 on 11A;
 10th 1303 on Braintree Freeport shuttle
 7th 607 on 34/34A

Adam Kelleher

SM Coaches

Dart LX51 FGU is now in livery. *Adam Kelleher*

Stephensons of Essex

Acquired vehicle

Acquired from Souls of Olney is Dennis Dart EG02NZD (which was originally CIE's DP32, 02-C-20217), Plaxton B37F; further details next month.

Withdrawn

401 N541TPF, Dart/East Lancs is withdrawn and being cannibalised for parts, the shell will then be sold for scrap



Solo 323 (EU07FVN) heads across the A12 Brentwood by-pass into the town on the first morning of **Stephensons'** operation of the ECC 71/72 contract between Stondon Massey and Brentwood. *Chris Stewart*

707, G707TCD and 747, H347SWA, low-height Olympian/ Alexander are sold to UK Private Vehicle Hire Ltd, Bolton

Operations

Two new outstations have been established. One bus from the Witham allocation is out-based at Fourways Depot at Highwoods, west of Chelmsford, to work Brentwood to Stondon Massey routes 71/72. This will normally be a Solo from the 321-324 batch. The second outstation is at Dons Coaches of Dunmow, where one of the Haverhill based deckers will be parked overnight for a new contract to Cambridge Regional College, changing on a daily basis as the bus rotates back to the parent depot.

Richard Delahoy

TWH

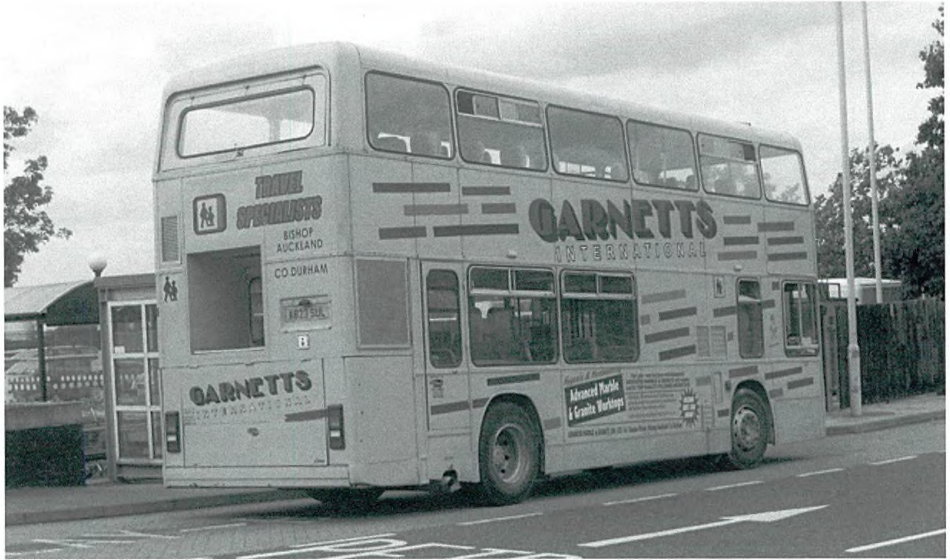
Acquired Vehicles

X507 WRG	Dennis / Plaxton Mini Pointer Dart	
A823 SUL	Leyland Titan	Both from Ensign in August 2012

X507 WRG was new to Go Wear Buses (507) in January 2001 (B25F). It was acquired in Go North East all-lime green livery. It has since been repainted into all over TWH dark blue, but with the roof remaining lime green. It was first noted in service on route 269 on August 31st. Since acquisition its front LED destination equipment has been removed and when seen on the 269 it displayed the route number and destination on a cut out blind in the windscreen.



Travel With Hunny commenced operation of ECC contract 268/269 on Tuesday 28th August using their Mecca Bingo liveried MPD Dart, but on the first Friday this former Go North East MPD (X507 WRG) operated the service for the first time. It is seen heading down King's Road, Brentwood. *Chris Stewart*



The distinctive rear of the Leyland Titan is rare nowadays, particularly on stage service. **TWH** has recently acquired via Ensign, **A823 SUL**, which was on their X5 service on 24 August still with bright yellow livery and fleetname of Garnett, Bishop Auckland. Is the driver Alf?

Golden Boy operate a midday service into Harlow town centre from Pinnacles for staff of Pearson Education. **GB10 BOY**, a VanHool 916, is the first glass roofed coach in the UK and also has seats on a inclined floor to improve forward view for rear passengers.

Owen Woodliffe



A823 SUL was new to London Transport as T823 in August 1983. Ensign acquired it from Garnetts of Bishop Auckland in July this year. It was first seen in service with TWH on August 25th on service X5 still in a yellow all over advert livery for Garnetts' own tours.

T152 AUA has also either been acquired or is on loan. It is a Dennis Dart SLF with Alexander ALX 200 body and is in Metroliner red livery with blue skirt (although the white pin stripe between the two colours has been removed). It was new to Armchair, Brentford in May 1999 (B27D) and retains dual doors. It had recently been operating with Carters before passing to TWH. It was first seen in service on route 31 on August 31st (but may have been operating the route in the three days before this). It has also had its front destination equipment removed (which suggests it may have been acquired rather than be on loan) and had "31" stuck to the nearside of the destination display and "Chelmsford & Maldon" (in capitals) as a lazy destination stuck to the middle of the display.

Services

TWH duly commenced the ECC contracts for route 31 (Monday to Saturday evening journeys only) and route 269 (including school days only 268) from August 28th (please see EBN 580 for details). On the first day, Plaxton bodied Mini Pointer Dart SJ53 AXB, in an all over pink advert livery for Mecca bingo, operated the 269 and also the first 31 journey (the latter route requires two vehicles, the other vehicle was not noted). SJ53 AXB was new in 2004 to Davidson Buses, Bathgate (B29F) and was acquired a while ago from Blythswood. As noted above, X507 WRG also operated the 269 and T152 AUA the 31 in the first week of the contracts.

Regarding route 261 (see EBN 580) there have been no reports of TWH operating the route.

Observations

619 (R619 VEG) in full TWH livery of dark blue with gold band plus fleet names was seen in Brentwood High Street on September 4th, with a blank destination, "268" on the front nearside scrolls and a cut out "269 Grays" blind in the windscreen. It was not thought to have been in service as it was seen ten minutes after the 1615 to Grays (operated by SJ53 AXB) had departed. This bus is no stranger to Brentwood, having been Ensignbus's 719 and used on route 81 from when Ensign took over that route from First in May 2010. Whilst with Ensign, this bus (new to MTL London Northern and then to Metroliner upon the takeover of LN) had LED displays which have also been removed by TWH.

*Adam Kelleher, with thanks to Ross Newman,
Kevin Smith, Chris Stewart, Ian Ransome and Owen Woodliffe*

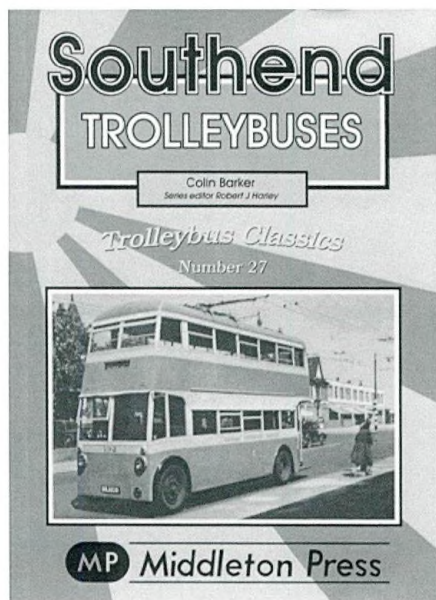
Other Operators etc

S&M COACHES, South Benfleet: Operation of the Southend seafront service 67 ceased suddenly and without warning in mid August (the last confirmed sighting of it was on the 16th). The open top Metroliner mentioned under the Mardens heading last month did not in the event come on hire to S&M and was returned to its owner without any work being undertaken on it.

MARDEN COACHWORKS: They have sold Routemaster RML2516 to Ensign and have acquired RM1989 in return (this was one recently bought by Ensign from London Heritage Travel) for their preserved fleet.

Richard Delahoy

The Essex (Trolley)bus ... in print



Southend Trolleybuses

By Colin Barker;

Middleton Press

Trolleybus Classics series, no. 27

169mm x 234mm, soft back, 96 pages, £16.95

Books about Southend Corporation Transport don't come along very often but are usually worth the wait. It's good that Middleton Press have got round to covering Southend in their "trolleybus classics" series, and Colin Barker presents a fantastic collection of photos that cover pretty much every aspect of the system. Southend started running trolleybuses in 1925 to supplement the ailing Prittlewell tram route, then expanded them to serve areas not covered by the trams or inaccessible to trams, before finally using trolleybuses to partly replace the tramway as it closed in stages up to 1942.

If there was a golden era for SCT's trolleybuses, it was probably the late 1940s

and early 1950s, with the frequent eastern and western circulars, but the system was relatively short-lived, closing in October 1954, just ahead of the implementation of the Coordination Agreement with Westcliff & Eastern National. Over the 29 years the system was in place, Southend ran 52 trolleybuses (plus a 53rd briefly, a Guy demonstrator), including a number of one-offs, and every type is illustrated here, along with the all-important tower wagons. The first part of the book presents a geographical survey, then illustrates each batch of vehicles.

I must confess to having had some involvement in checking and correcting a draft of the book. I have had a life long interest in SCT's operations and vehicles, although I can only claim the most tenuous of links with the trolleys. Firstly, in that my mother was in the very early stages of carrying me when she used the trolleys to and from work at Starline Paints from her home in Westcliff (including travelling back home for lunch – just about possible in those days with the high frequency of the western circular), and then secondly in that I have very faint memories of the withdrawn single decker 142 in use as the "Mighty Mouse Space Ship" children's playhouse in Priory Park!

A picture of that bus in the park is one of the very few omissions from what is a really comprehensive collection of atmospheric pictures (pictures of it, and of the AEC Q cut down and used as a mobile control tower at Southend Airport exist but the photographer was unwilling to give permission for their use). I have a very comprehensive collection of photos but was pleasantly surprised to find ones I'd not seen before, including pre-war shots of the camera-shy AEC Q and only the second shot of AEC single decker 103 that I have ever seen. There are a goodly number of pre-war shots, particularly valuable as they show the green

& ivory livery in various forms, before it was superseded by the more familiar blue & cream. Of course, those shots are in black & white as are all the 120 pictures inside, but the covers feature two early post-war colour shots from the late Clarence Carter. The book also illustrates 116 in its afterlife as mobile ladies toilet number 1! (There was a number 2 as well, based on an ex Bournemouth trolleybus that had been converted to a motor bus. I suppose I can claim those as other memories of Southend trolleys, as I saw them in use at the annual Carnival fete).

The book is highly recommended. My only minor gripes are firstly that it is a soft back (as compared to Middleton Press's tram and railway series titles, which presumably sell in greater numbers to justify the extra binding costs of a more durable cover) and

secondly that some of the pictures have been cropped rather too tightly or into the spine binding – a pity, but these are only minor criticisms. The author also points out that we both missed a typo in the dates of the loan of 124-127 to Bradford during the War, as quoted in the introduction; the dates stated alongside the amazingly rare picture of 124 in service in Bradford *are* the correct version.

Colin Barker is to be congratulated in presenting a fascinating collection of pictures. Buy it today!

Richard Delahoy

(The Group will have some limited stocks but it is also available directly from www.middletonpress.co.uk or at rally sales stands).

One of the most atmospheric pictures in the book is *Dennis Gill's* view of Victoria Circus, with the Municipal College to the left and Victoria Avenue stretching away in the distance. The only buildings visible here that are still standing today are the Southend Library, now a museum, and part of Southend Victoria Station. Dennis was a staunch supporter of the trolleybuses and wrote a detailed article in the local *Southend-on-Sea and County Pictorial* in 1953 arguing for their retention – sadly, his arguments fell on deaf ears.



Terry Challis reflects on Services 1 and 7

I was interested to see the article in the June EBN (678) about the last double-deckers with Arriva Southend. Service 1 was always one of the front-line routes for Westcliff-on-Sea Motor Services. For instance when the first K5Gs were delivered after the Second World War, BJN 111-4, they were regular performers on the 1 when new.

The usual way of operating routes 1 and 7 was for the service 1 vehicle to continue as a 7 when it arrived at Rayleigh High Street and in the same way the number 7 became a number 1 when it arrived at Rayleigh having come via Hockley. This avoided the need to reverse or perform a U turn at this

increasingly busy location.

When the Southend Co-Ordination Agreement came into operation in 1955, Southend Corporation Transport took on these routes as well as the 8, but did not use their newest buses on these routes. The usual allocation was the AEC Regent Is (236-8, BJN 94-96), the Daimler CVA6s (239-41, CHJ 439-441 – a very rarely photographed small batch that only lasted until 1957/8) and CVD6s (251-6, DHJ 427/6/8-31) and the AEC Regent IIIs (257-62, EHJ 441-6).

Of course, SCT had some spanking new 1954 Leyland PD2/20s, 276-80 (HJN 836-40) with



Looking somewhat down at heel, 254 was photographed by *Bob Mack* at the depot, blinded up ready for a 7 to Rayleigh, High Street. 254 ran for SCT from 1949 until 1961 – many of the early post-war deckers only had lives of 11 or 12 years in Southend and then went for scrap – presumably reflecting the poorer quality timber used out of necessity in the first few years after the war ended; the Regent IIIs fared better, clocking up service lives of 15/16 years. To the left is 264, one of the ex London Transport D class Daimlers rebodied by Massey.

Massey bodies and 281-6 (HJN841-6) with MCW Group bodies built by Weymann, both batches to the lowbridge, sunken side gangway layout. I think that it was Derek Giles, SCT's Traffic Superintendent, who told me that the Weymann batch were a few inches too high for the bridges at Hockley and Hawkwell, hence not appearing on the 7 or 8.

When the LHJ batch of PD2/12s arrived (287-98, LHJ 389-400), as shown on page 32 of EBN578, they were low enough to negotiate these bridges and they became regular performers on routes 1,7 and 8. All consequent deliveries of lowbridge Leylands (PD2s 299-310 and PD3s 311-6) were built to the same lower height.

Paul Bateson, who was a traffic clerk with SCT in the 1960s, confirms that 276-86 were all regarded as too high to safely go under the offending bridges. E-mailing from Canada where he now lives, he explains "On the Traffic Office bus allocation board, buses 276 - 286 had red metal tags that fitted on hooks whilst low height buses such as 287 - 298 had black metal tags that fitted on screw heads (as well as the hooks, of course). A clever system that avoided a high bus going on a low bus working".

On the excellent sct61 web site, *David Lang* continues to recount his experiences as a conductor with SCT in 1967. Here are two examples of the interworking that Terry describes above. First, on April 8th, 1967: "An early duty today, up at 6:40 and in for 07:23 having got to bed at half past midnight, guess I was younger then.

Took Bridgemaster 317 out of the garage to Southend Central Station for the 7:43 route 8 to Rayleigh High Street, arriving at 8:25 and leaving at 8:31 back to Shoeburyness Cambridge Hotel at 9:30, then the 9:41 route 7 back to Rayleigh arriving at 10:40 turning into a route 1 for the 10:47 back to Southend arriving at 11:25 where handed it over".

A couple of weeks later he had a more eventful late shift on April 24th: "In for work at 14:40. Started in 314 on the 15:00 route 1 to Rayleigh but the driver managed to crash it at a pedestrian crossing before we reached Victoria Circus, so a change of bus to Bridgemaster 317 and started 15 minutes late on what I described as "a hair raising ride" to make up time - not sure who the driver was.

Then became the 15:46 route 7 at Rayleigh through to Shoeburyness Cambridge Hotel - really busy from Golden Cross to Kursaal added to which we picked up Inspector Girling who had a bad reputation but all was OK. Then back on the 16:56 route 8 to Rayleigh arriving at 17:55 and the 18:02 route 1 to Southend".

David's daily diary is on-line at www.sct61.org.uk/article/summerdiary.

Richard Delahoy adds that it was not until the revisions of May 25th, 1969 that the 1, 7 and 8 were extended from Rayleigh High Street down Crown Hill to terminate on the station forecourt. This meant that interworking was no longer so necessary, and had the obvious benefit of linking the bus services with trains - why did it take so long for this simple act to be achieved, I wonder?

rear cover

SOUTH ESSEX ROUTE CHANGES

Ensignbus's new X1 Lakeside - Basildon service, seen in Ashdon Way, Basildon on 8th September. This E400 was new to JPT (Middleton) as VT59 JPT, and came via the Sales department to the operational fleet as 124. Prominent advertising for the new service is carried. *Russell Young*

First Essex 41542 ex First London Dart SLF/Caetano at the Warley terminus of Sunday service 251 (Southend - Warley) on 26th August - the first day of First operation of this Essex CC contract. *Peter Mansbridge*



NEW TO HEDINGHAM ~ 2

Ex Metrobus and
Brighton & Hove
Dart L394 in
Hullbridge Road,
South Woodham
Ferrers on 28th
August on the 37
tender taken over
on that day.

Russell Young

... and at Kelvedon
depot.

Dave Arnold



Ex Trent/
Konectbus Excel
L388 in Lexden
Road, Colchester;
28th August.
Russell Young



www.essexbus.org.uk