

ESSEX BUS NEWS

Issue 513
January 2007



Essex Bus Enthusiasts Group

serving Essex since 1964

www.essexbus.org.uk

Essex Bus Enthusiasts Group - Directory

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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.

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All orders for publications should be sent to:

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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,
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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>
February	7 February	16 February
March	7 March	16 March
April	4 April	7 April

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). None of the Editors hold spares, so there is no point in contacting them. They cannot help!

■ 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 13 February** - Slide show by *Graham Belfall* - "Wales"
- ▶ **Tuesday 13 March** - AGM, followed by slide show "30 Years AGO" by *Alan G Osborne*
- ▶ **Tuesday 17 April*** - cine/DVD evening with *Peter Carr*, buses & light rail
- ▶ **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.

* NB: 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. Prints, slides and digital photographs can all be shown. *Dave Arnold*

- ▶ **Friday 9 February** - illustrated talk by *Owen Woodliffe* - 'Grey Green - from Ewer to Arriva'.
- ▶ **Friday 9 March** - slide show by *Alan Osborne* - 'Hong Kong in the 70s & 80s'.
- ▶ **Friday 13 April** - slide show by *Trevor Brookes* - TBA.
- ▶ **Friday 11 May** - slide show by *Richard Delahoy* - '20 Years ago - part 2'.
- ▶ **Friday 8 June** - slide show by *Chris Stewart* - TBA.

VISITING FIRST ESSEX PREMISES

We have been asked to remind members that visitors to First Essex property must **always** seek **written** permission from the Fleet Engineer at Head Office **first**. The Group enjoys cordial relations with First and members are particularly requested not to prejudice this.

Cover: 30th December 2006: the final 35. *Richard Delahoy*

Geoffrey Clarkson

We are very sorry to have to record the sudden death whilst on holiday, of Geoffrey Clarkson, the first Managing Director of the privatised Eastern National Ltd. We hope to pay a longer tribute to Mr.Clarkson next month. *Chris Stewart*

Joyce Boylett

It is with considerable sadness that we must also report that John Boylett's wife, Joyce, passed away on the 7th January. John and Joyce had been regular participants on Group coach tours for many decades. *Alan Osborne*

Publicity News

Arriva have timetables for **370/373** (Issue 5) dated 20th August 2006 and **383** (Issue 5) dated 10th December 2006.

Regal Busways issued an eight page A5 size booklet for services 1/1A/1B dated 29 August 2006. Presumably there was identical one issued in May when the service commenced. Reference is made to a Regal Ranger ticket which seems a little unusual as most of their services are Essex CC supported. Are they valid on services like the 52 to Pleshey? There is also an exclusion to concessionary permit travel before 0900 on route 1 which is not mentioned in the list of exceptions by Essex CC.

A timetable for service 31A has been issued on a slip of paper with no reference to any operator (Regal) and is headed incorrectly Tollesbury - Heybridge - Maldon (i.e. route 95 operated by Regal on Saturdays!)

Imperial Bus Company has a double sided A4 for route 320 dated 4th September 2006 which looks as if it has been produced on an Excel spreadsheet!

Essex County Council have issued:

- Colchester Cycle Map dated September 2006 titled "get on your bike".
- Essex Bus Network – Calendar for 2007. It includes one picture per month of local Essex scenes.
- Christmas & New Year 2006 Bus Timetable Information
- Sunday Travel Guide Winter/Spring 2006/07. This is in the A4 format now used for area timetables. This will be the last edition as the information contained within is already available in other formats. The Council say that reducing duplication will enable new and useful publications to be developed.
- August 2006 reprint of the 268/269 leaflet dated 1st September 2003.

Hertfordshire CC have issued a December 2006 version of their Hertford and Lee Valley timetable book which includes some cross border services.

Kent CC and Thurrock Council have jointly produced a leaflet dated July 2006 for the Gravesend to Tilbury Ferry which includes bus connections.

Thurrock Council has a blue A5 leaflet dated 9th April 2006 for the Sunday service on route 64. The twice folded slimline for route 98 (4.9.06 to 9.12.06) now bears a sticker showing Ensignbus as the operator rather than Town & Country. Similarly the leaflet for route 100 on Sundays now carries a sticker saying "Operated by Clintona 2.10.06 to 9.12.06".

The **Lee Valley Regional Park Authority** has issued a 3.06 version of their 2006 map "Come and Visit the Lee Valley Regional Park." This is a revised version of the map shown in EBN504.

Further to EBN504 a third **BAA Stansted** transport map has come to light. Entitled "Local Bus Routes" it is also dated December 2005.

Ian Taylor, Essex County Council

Service Changes

Arriva Southend

11 Dec 06	1	Daily	Shoeburyness, Blackgate Road - Rayleigh Rail Station The 17:25 (M-F) Shoeburyness to Hadleigh now terminates at Thames Drive
	6A	M-F	Belfairs, Woodcutters - Leigh Rail Station Revised timetable to effect better train connections
4 Jan 07	498	Daily	Romford Station - Brentwood, Sainsburys Additional SDO journeys

Arriva East Herts & Essex

15 Jan 07	6	M-S	Harlow Princess Alexandra Hospital - Latton Bush (circular) Revised timetable and now serves The Stow
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Carters Coaches

2 Jan 07	93	M-S	Colchester Bus Station - Ipswich, Old Cattle Market Bus station. Revised route and timetable (For full timetable refer to <i>Network Colchester</i> service 93)
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Crown Coaches

11 Dec 06	104	M-S	Basildon Bus Station - Langdon Hills, Tesco Revised to operate via Laindon Centre and station with an amended timetable
	106	M-S	Laindon Rail Station - Langdon Hills, Tesco Revised timetable

EnsignBus

28 Jan 07	40	M-F	Chafford Hundred - Grays Station. Service withdrawn.
	98	M-S	Orsett Hospital - Lakeside. Service withdrawn.
	380	S	Tilbury Ferry - Orsett Hospital, Rowley Road. Service withdrawn
29 Jan 06	66	M-S	Lakeside - Chadwell St Mary. Revised timetable

First

2 Jan 07	12	M-S	Basildon Bus Station - Dawes Heath, Deanes School Revised timetable
	15	M-F	Southend Travel Centre - Basildon Bus Station Additional journey at 18:35 Tesco Store (Princes Avenue) to Southend Travel centre (replacing part of 15C journey)
	15C	M-F	Southend Travel Centre - Lower Hockley, Dome. Minor timetable revision - 17:50 Lower Hockley, Dome to Southend Travel Centre. Service withdrawn (replaced in part by service 15 journey from Tesco to Southend Travel Exchange)
	16	M-F	Southend Travel Centre - Canvey, Eastern Esplanade. Minor timetable revision - 17:52 from Tesco, Princes Avenue now starts from Rayleigh Station at 18:13
	2	Daily	Southend Travel Centre - Basildon Bus Station. The 05:55 and 06:25 Hadleigh to Basildon (M-F) to operate five minutes earlier.
	20	Daily	Southend Travel Centre - Hullbridge Anchor. Minor timetable revision M-F. On Saturdays frequency reduced from 4 bph to 3 bph
	20C	M-F	Southend Travel Centre - Lower Hockley, Dome. The 17:57 Southend Travel Centre to Lower Hockley, Dome withdrawn.
	22	Daily	Canvey, Leigh Beck - Lakeside Bus Station The 06:48 (M-F) Benfleet to Basildon revised to operate 5 minutes earlier.
	552	M-F	Basildon Bus Station - Ramsden Heath. New peak hour service replacing Ramsden Heath journeys on service 101 with revised timings and rerouted via Laindon, Great Burstead, Billericay then as former 101

	66	Daily	West Bergholt, Queens Head - Old Heath, Speedwell Road. Minor timetable revision
	70	Daily	Colchester Bus Station - Braintree, Fairfield Avenue. Minor timetable revision - the pm SDO now operates 5 minutes earlier
	X40	M-S	Chelmsford, Railway Station - Stansted Airport. New hourly daytime service via Great Notley, Pickpocket Lane.
	100	M-S	Chelmsford Bus Station - Lakeside Bus Station. Service reverting to the new Chelmsford Bus Station.
	200	M-S	Basildon Bus Station - Lakeside Bus Station. New service replacing withdrawn section of service 22.
	22	Daily	Canvey, Leigh Beck - Basildon Bus Station. Reverts to serve Canvey and Basildon only (see new service 200 for Basildon - Lakeside section)
Network Colchester			
2 Jan 07	175	M-S	Colchester Bus Station - Fingringhoe, High Park Corner Minor timetable alterations
	93	Daily	Colchester Bus Station - Ipswich, Old Cattle Market Bus Station. Revised routings and timetable
	93A	M-S	Colchester Bus Station - Ipswich, Old Cattle Market Bus Station - Single journey in each direction.
	93B	M-S	Bentley, Memorial - Colchester Bus Station - Single journey in the one direction.
	93C	M-S	Colchester Bus Station - Bentley, Memorial - Single journey in the one direction.
	95	Daily	Colchester Bus Station - Ipswich, Old Cattle Market Bus Station. Revised timetable
	95A	M-S	Cattawade, Slip Road - Ipswich, Old Cattle Market Bus Station - Single journey in the one direction
7 Jan 07	96	Su	Ipswich, Old Cattle Market Bus Station - Colchester Bus Station - Single journey in the one direction
	96A	Su	Colchester Bus Station - Ipswich, Old Cattle Market Bus Station - Single journey in the one direction
NIBS			
20 Dec 06	46	SDO	Billericay, Mayflower School - Shotgate, Nelsons Coach Station. Service withdrawn (incorporated within service 45)
2 Jan 07	222	M-S	Shotgate, Post Office - Billericay Queens Park. Service extended beyond Billericay Rail Station to serve Queens Park. During daytime (M-F) Wickford to Queens Park. Saturdays Wickford, The Wick to Queens Park
8 Jan 07	45	SDO	Shotgate, Nelson Coach Station - Billericay, Mayflower School. Revised route and timetable incorporating service 46 journey
Regal Busways			
8 Dec 06	1B	M-F	South Benfleet, Tarpots Corner - Canvey, Leigh Beck Service withdrawn.
11 Dec 06	1A	M-F	Canvey, Leigh Beck - Writtle, Highwood Road. Minor timetable revision to improve peak running times.
S M Coaches			
2 Jan 07	SM19	SDO	Harlow - Epping. Revised route and timetable?
Stansted Transit			
2 Jan 07	35	M-S	Southend Travel Centre - Chelmsford, Coval Lane. Direct replacement of the First service 35 (minor early morning timetable changes).
Viceroy of Essex			
31 Dec 06	313	SDO	Thaxted, Guildhall - Saffron Walden County High School Service withdrawn (withdrawal date unknown).

David Tomlin

■ FIRST ESSEX BUSES LTD.

New/Acquired

Ex PMT Volvos 60031 (R346GHS) and 60130 (R344GHS) arrived, repainted in Group standard coach livery, late on 11th or early on 12th December. 60129 no longer features on the allocation list and appears to have been rejected. Neither 60031 nor 60130 had entered service by early January.

Allocation changes

Period 9: 26 November 2006 to 2 January 2007

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

(A)=acquired, including vehicles on loan; Anc=Ancillary fleet; RES=spare/retained (licensed);

D/L(RES)=spare/reserve (delicensed); D/L(D)=delicensed for disposal;

DS=Driving School; PS=Paint Spare

46116 D/L(D)-CF(PS); 46120 CN-HH; 46132 CN-D/L(D); 46139 HH-D/L(D);

46167 BN-BN(PS); 46806 CN-CN(PS); 46810 CN-D/L(D); 46819 CN-D/L(D);

47105 CR-CN; 47106 CR-CN; 47224 CF-CN; 47225 CF-CN; 47226 CF-CN; 47227 CF-CN;

51801 BN-D/L(D); 56001 CR-D/L(D); 56002 CR-CF; 56003 BE-CF; 56009 BE-CF

Vehicle Workings:

November sightings

23rd Olympian BN31374 on 100 (a.m.)

December

1st CR34304 on 64, Lances CF60102 and 60103 on 352

2nd CR62408 on X22

3rd Route 5 BN43738 on 140

4th CR34309 on CN74 (loan to cover CN34314)

5th Route 65 CR65685 on 70

6th CR34056 on DT104 (loan); CF60102 (a.m.), CF60104 on pm 509 (usually Olympian); CR67008 on 193 (usually Olympian)

7th CR67007 on 61

9th CR62408 on X22

11th 46116 on 351 (and again on 15th), CR47103 on 64

12th Olympian CF34815 on 35 (14.02 from SD), CF34815 on 351 (16.05 from Chelmsford), CF53114 on 351 (07.32 from Brentwood), Lance CF60104 on 352, CR67006 on 64

13th CR34308 on 64A; CR47102 on 67 (day), Route 67 CR67003 on mid morning 61 with CR34305, Scania CF65682 on 352

14th Green CF47252 on 42, CR47101 on 78 (day); Route 67 CR67001 on 66

15th CR34310 on 65; CR34315 on 61 (late afternoon), CR43744 on late afternoon 70 (usually Lance or Olympian), CR65679 on X22; CR67008 on 193 (usually Olympian)

16th Olympian CF34807 on 351 (11.05 from Chelmsford), BE46813, 46824 and 46143 all on 352, BE46827 and green CF47252 in 54/56, CR34301 and 34305 on early 61

17th CR47106 on CN74 (loan); CR67005 on 1

18th 46116 on 33, CR67008 on 64

19th 46116 on 352, Scania BN65669 on Hutton 82

20th Lance CF60103 on 33 (usually Dart)

21st BE46813 and CF43730 on 352

22nd Olympian CF34807 on 15.25 service 33, CF34818 apparently off 14.02 from Southend, CF42484 (352-branded) on 351, Solo CF53137 on 17.05 Chelmsford-Brentwood 351 and return (driven by Father Christmas), Dart BN46808 on 73

- (usually Vario or Merc 711), CR67005 on X22 & 65
- 23rd CR67006 on DT104 (replacing failed DT34285), BE46822 on 352
- 27th Primo DT57002 on ECC-supported 104 journeys (and subsequently), CF47220 on 352, BE46827 on 42, Scania CR62408 on 71
- 28th CR34014 on 64A; CR43740 and CR34301 on 61; CR47106 on CN10 (loan), Olympian CF34807 on 35 (11.40 Chelmsford-Southend and return), CF34818 on 351 (07.05 and 09.05 ex Chelmsford), Lance CF60103 on 33, Scania CF65681 on X30 (10.00 from Chelmsford), BE46816 on 352, BE46817 on 33
- 29th BE46816 and 46817 both on 352
- 30th On the last day First operated route 35 (the one-time 'National' and Eastern National 11), the following were noted (departure times are from Chelmsford):
- | | |
|---------------|---|
| 06.45 | Dart BE46817 |
| 07.40 | unknown Dart |
| 08.40 | Dart CF47226; Dart CF47252 (green), having worked 08.05 to Brentwood and back (351) |
| 10.40 | Lance CF60104 |
| 11.40 & 12.40 | not recorded |
| 13.40 | Lance CF60104 |
| 14.40 | Dart CF47252 (green) |
| 15.40 | Lance CF60102 |
| 16.40 | Lance CF60104 |
| 17.40 | Olympian CF34807 (last through working to Southend) |
| 18.40 | to Rayleigh not recorded |

also on 30th: HH40779 on 26, HH46128 on 20, BN46174 on 12, BN43714 on 8, CR67003 on 71, BE46143 on 352, BE46817 on 33

January

- 2nd 352-branded CF42484 and Scania CF65684 on 351, BE46826 on 48
- 4th Olympian CF34815 on 72 (10.02 ex Chelmsford), 46116 on 21, 352-branded CF42483/6 on 72, BE46826 on 42, Lance CF60102 on 352 (14.30 from Chelmsford), CR65679 on 71, CF43731 on 42
- 6th CF43731 on 352

CF56003 operated the 12.30 journey from Chelmsford of the new X40 on both 3rd and 4th January; CF56004/5 had worked the X20 on 30th December.

Other News

Arriva the Shires' Hitchin depot, opened in 1939 by Eastern National and transferred to United Counties with the Midland area in 1952, is due to close as an operational base on 13th January although it will remain in use until late February/early March for engineering purposes. It was one of a number of buildings throughout England & Wales, all showing a 'family likeness', designed by the Tilling Group's in-house Architect & Surveyor H J Starkey – built in the 1930s and the very early 1940s, Eastern National benefited at Clacton (Jackson Road), Chelmsford (Duke Street), Bedford Bus Station, Huntingdon, Maldon, Halstead, Walton, Dovercourt, and Aylesbury. The Walton offices/rest room structures remain in retail use although the depot building has been demolished, the rear office section of Clacton is still in use (and has recently been refurbished) and Dovercourt has long been converted to a library; Chelmsford, Halstead, Aylesbury and Maldon have been redeveloped leaving part of Huntingdon and the whole of Hitchin as the last former ENOC examples from this era. We hope to feature it and some of the others in a forthcoming EBN.

And finally - Clacton depot is reported to have gained a blue and red gritting machine, carrying the number 26007.



1921-2006 ~ farewell to the 35 (and 11)

CHELMSFORD

above: Lodekka 4208 (XVX 19) waits time on the forecourt of Southend Victoria Station in the early 1950s. *Chris Stewart Collection / photographer unknown*

below: Same livery; 50-odd years later. Dart 47252 (M450 MWW) waits time at Southend Travel Centre. *Richard Delahoy*





SOUTHEND

30 December 2006: East Hanningfield: *above:* Lance 60104 (P870 MBF) on the 1040 from Chelmsford; *below:* Dart 47252 (M450 MWW) on the 0940 from Chelmsford. *Chris Stewart*

Southend: *opposite:* Olympian 34807 (C407 HJN) on the last journey: the 1902 departure from Southend; 30 December 2006. *inset:* Slipboard on 34807. *Richard Delahoy*





ALLOCATION LIST as at 2 January 2007 (fleet total 362)

Basildon (69):	30558/9, 31373-5, 41637/40/2/4/5/7/50/1/3, 43712-4/32-8, 46168-74/7/83/4/5/7, 46804/8/25, 51804/5/7, 52580/1/4/5, 61054/7, 62526-32, 65665-77
Braintree (13):	46143/4, 46811-3/6/7/21-4/6/7
Chelmsford (81):	31198, 34807/15/8, 42482-9, 42918-23, 43729-31, 47219-21/3/8/9/52, 53112-37, 56002-9, 60102-4, 65727-30/3, 65680-4, 68521/32/4/5/51/2
Clacton (22):	34311/4, 46130/45/75/6/8/86, 46828-30, 47105/6, 47224-7, 67009-13
Colchester (61):	20102/10, 30560, 34011-4/8/56, 34301-5/7-10/5, 43715/6, 43739-44, 47101-4, 60031, 60130, 62406-10, 65650-4, 65678/9/85-92, 67001-8
Hadleigh (63):	31376/7, 31456/62, 40777-9, 41005-17, 42852-5/7, 43717-21, 46108-10/3/20/8/36/7/8/40-2/6-58/79-82, 46803/14/5/8
Harwich (12):	34280/2/4-6/8/90, 43800, 53138/9, 57001/2
Driving school (7):	46127, 51780, 67036-40
Ancillary vehicles (3):	90236/7/41
Reserve/spare (7):	38790, 46116 (CF), 46167(BN), 46806(CN), 51803(BE), 90230/1
Delicensed for disposal (24):	34816, 46107/11/8/22/4/9/31-5/9, 46801/2/5/9/10/9/20, 51801/8, 56001, 90244

Sources: Own observations, with many thanks to First Essex and to W Bell, A Bird, T Clark, D Edwards, M Farmer, N Field, I Hardie, A Kelleher, F Mulley, A Nugent, D Pretty, I Ransom, C Sigston, S Simister, 'Solo', D Stewart, A Timms, R Webb, W White, R Whitley, Essex Bus and South West y-groups, Real Bus News, LOTS, PSV Circle, Terminus.

Text messages may be sent on 07973 509459, in addition to e-mail and conventional post.

Chris Stewart



above: The 101 ceased at the end of 2006, with part replacement by diversion of the 551 via Outwood Common/ Great Burstead, and extension of NIBS 222 to Queens Park. Scania **61054** (R434 GSF) in Billericay represents the old order. *Kevin Smith*

below: Chelmsford's only Alexander-bodied Olympian, **31198** (L163 UNS) in Coval Lane on 8 December. The new bus station is due to open on 14th January. Note the mix of giant and large numeral blinds, plus the A4 sheet for destination purposes.

Chris Stewart





above: 42855 (P855 VUS): The batch of ex-First Glasgow East Lancs/Darts based at Hadleigh for route 27, have been repainted out of Barbie 2, and have received scrolling LED displays during 2006.

below: Another vehicle to be smartened up during 2006: Hadleigh's ex-Glasgow Olympian 31376 (L164 UNS), unusually working service 21 on 27th December. The giant Glasgow roller blinds have been replaced on this one by an LED display.

Peter Mansbridge



■ ARRIVA EAST HERTS & ESSEX Limited

Vehicles in

From *Arriva The Shires* 2163 12/06

2163 P438 HKN MB 811D 6703032N039221 Ph 948.5MLV4939 B31F 9/96

Allocations

12/06: 2163.WE

Operational Fleet allocation ~ January 2007

Harlow (HA)

Mercedes 115CDI:	1258
Mercedes O810D:	2172/75/77/89/90, 2248, 2370/71/77
Optare Alero:	0443/4
Optare Solo:	2453-60/65-67/73/74
Dennis Dart:	3100, 3356-60/62-64/66-69/71/72, 3413
Dennis Dart SLF:	3230/31
Volvo B6:	3123/24/29, 3336/38/41/46
Volvo B7RLE:	3856-60
MCW Metrobus:	5337/79
Mercedes Citaro:	3907-09

Ware (WE)

Mercedes O810D:	2376
Mercedes 811D:	2163
Optare Solo:	2461-64
Dennis Dart:	3398/99
Dennis Dart SLF:	3417/18/35/39/40
Dennis Dart MPD:	3483, 3828
Dennis Trident:	5423-29/33/42/43/45-47/51
DAF/VDL SB120:	3830-32, 4521/22
Mercedes Citaro:	3901-06

In addition MB 709D 2122/59 are in store

Mark Garrett

■ ARRIVA SOUTHEND Limited

Vehicles in

3975 (W218 CDN) DAF SB120 007562 Wright Cadet A637 B31D

New 8/2000 to Arriva London as CW1

This vehicle is now at Grays in order to meet the PVR increase on route 498 from 4th January. (see EBN512)

Vehicle News

Dennis Dominator 5278 (G628 EKA), reinstated to cover for Dart SLF 3395 was once again withdrawn when 3395 returned to Southend at the beginning of January.

Arriva Southend allocation ~ January 2007.

Southend (69)

Dennis Dominator	5286-8
Leyland Olympian	5089/90/2/392/4-6/9/402-5/807/8/29/81-2/91-5/7
Dennis Lance SLF	3379/84



Arriva Southend's G-reg Dominators bow out
above: 5273 (G663 FKA) at Rayleigh Station on 16th September. *Richard Delahoy*
below: 5278 (G628 EKA) on service 1 on 27th December, during its brief reinstatement.
 Compare with the picture in EBN512 on page 19. This was the last vehicle to carry the now defunct route 1 red branding.
Peter Mansbridge



Dennis Dart	3004-9/123/4/32/3/8/45/50/3/4/175
Dennis Dart SLF	3318/20-6/387/91-7
Volvo B6	3606/9
Mercedes 411	1751-6
Mercedes 810	1188

Grays (38)

DAF/ALX	6225
DAF SB120	3500-13/971-3/5
Dart SLF	3181/204/46/7/388-90/400-3/21/3/5-9/31

Correction to EBN511

Dart/East Lincs 3006 is **L508 CPJ** not L506 CPJ

Peter Mansbridge with thanks to Matthew Arnold and Colin Sigston



Vehicles out

708 (S108 HGX) Mercedes Vario/Plaxton to Burtons.

Vehicle News

Trident 100 (T50 BCL) was in fact not transferred to Burtons last month, as reported in EBN512. Instead, the bus has been repainted into Network Colchester livery, fitted with a Hanover electronic blind and has had its centre door removed, increasing seating capacity to 80. It was first noted in service on 19th December working Mersea school service 632 complete with blue route branding for service 8. It was then seen on route 8 the following day.

Omnikdeka 102 has also received branding for route 8.

Vehicle Workings

Former Route 8 branded step-entrance darts now regularly work service 2. Volvo B10BLEs now regularly work service 8 in place of the darts.

Unusual sightings:

Dec 4th	513 on 1; 514 (2 branded) on 8.
6th	515 (2 branded) on 8A.
14th	524 (1 branded) on 83 & 175.
15th	527 (1 branded) on 8
27th	101 on 83 & 175.
28th	907 (2 branded) on 8A.

Fleet numbers

In addition to 102 listed in EBN512, the following vehicles carry the new TGM fleet numbers: 100, 528-30 and 903-5

Corrections

EBN512 - The registration of Dart SLF 530 is LK55 KZZ not AY54 FRC.

EBN487 - The registration for DS23 is N543 TPK not N543 TPE.

Peter Mansbridge with thanks to Richard Delahoy, Fred Mulley, John Podgorski and Colin Sigston.

Routes 305, 350 passed from **First** to **Selwyns** from 1st October 2006.

The use of B10M/Premieres latterly by First was not in fact unusual, because they had replaced the Scania/Irizars that had gone to **First Coaches** and **First Airport** in Dublin.

The diagam of London-Walton 484 worked by **Stagecoach Viscount** is:

- 1530 London-Walton.
- lodge overnight at Walton.
- return on 0840 Walton-London following day.

The diagram is scheduled 7 days a week.

Galloways of Mendlesham remains the main 484 contractor.

John Podgorski

Hedingham

Disposals

L202 (BRC 836T), **L235** (WJM 831T), **L289** (DCA 529X) to Star Line Tours, Hollywood, California via Ensign (dlr).

Ex-Nottingham Volvo/Alexander Strider **L354** has now been painted. *Dave Arnold*



■ EXCEL PASSENGER LOGISTICS LTD., Stansted

Clockwork Travel Ltd., Gatwick was acquired with effect from 1 December. The fleet comprises:

W100 FFC	Volvo B10M / Plaxton C49F
MX54 XVA	Mercedes Sprinter C16F
GR04 LRK	Mercedes Vianno 6-seater
BJ03 OUP	Setra C49F
V209 EAL	Iveco Maxi C29F
R831 COT	Mercedes Vario / Robin Hood 25-seater
IIL 4821	Leyland National Greenway
BU53 AXF	Mercedes Touro C49F
BU53 AXG	Mercedes Touro C49F

The two Touros were sold to Evobus in exchange for three Scania/ Irizar in early January: R852 SDT, T42 CNN, Y83 HHE. These are allocated to Excel subsidiary, Flight Delay Services Ltd., Manchester Airport, Excel, Stansted, and Clockwork Travel, Gatwick respectively.

Dart K716 KGU, now based at Manchester for a Holiday Inn contract, has been reregistered HI I FDS (Holiday Inn One - Flight Delay Services) and retrimmed with a large luggage pen; revised seating to be confirmed.

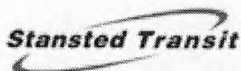
Lyn Watson

Regal Busways

New vehicle

YJ56 AOT Optare Solo M710 . This is the third Solo.

Ian Ransom



Disposals

BVP 761V	Leyland National 2 - scrap
WPT 691V	Leyland National 2 - KJB, Lincoln
P685 RWU	Dennis Dart SLF / Plaxton - Ensign (dealer), Purfleet
YT51 EAM	Dennis Dart SLF / Plaxton - Birmingham Motor Traction (now CentralConnect), Four Oaks
MIB 5354 (F634 UBL)	Leyland Tiger / Plaxton - Ensign (dealer), Purfleet.

Ian Ransom



above: **Stansted Transit** are using elderly step-entrance Darts on the 35. Former County Bus & Coach **J302 WHJ** at Southend Travel Centre. *Richard Delahoy*

below: Ex-Metrobus **K710 KGU** reaches the top of Crown Hill, Rayleigh on the first day. *Peter Mansbridge*



■ DEALER STOCK MOVEMENTS

Vehicles in

from

Renown, Bexhill: Volvo B10M's J227 HMY G138 PGK
Stagecoach East: Volvo B10M N45 MJO
Stagecoach West Scotland: Mercedes 709's N604/8/10/25/38/39VSS, M397KVR M652FYS.

Vehicles out

to

Olympians C639/56 LFT: **A2Z Travel**, Walsall.
Metrobus LAT511V: **Big Red Bus Co**, Palm Springs, CA, USA.
RML2357: **Rob Duker**, St Neots, Cambs.
Volvo B10B M603 TTV, Olympian M650 ELA (AV39), Volvo B10 J227 HMY: **Dunn-Line**, Nottingham.
Dublin Olympians 93-D-10171/2 now L778/9 SNO with **Dunn-Line**, Nottingham.
Mercedes 709's M397KVR N608VSS: **Paul Fawcett**, Nairn, Scotland.
Olympians A544/7 HAC: **Generation Travel**, Guisborough.
Olympian B275 LPH: **Imperial**, Rainham.
Mercedes 709's L373/80 JBD: **Jaycrest Coaches**, Sittingbourne.
Atlantean ERV 250D: **PB Bus Marketing**, Eastleigh, Hants.
Olympians G542/56 VBB: **Renown**, Bexhill.
Mercedes 811 N466 EHA: **Sheffield Community Transport**.
Hedingham Bristol VR's WJM 831T DCA 529X BRC 836T: **Star Line Tours**, Hollywood, CA, USA.
Olympian F41 XCS: **Travel with Hunny**, Ipswich.

■ ENSIGNBUS, Purfleet

Vehicle acquired: *from Metroline Travel, Harrow*

726 R626VEG Dennis Dart SLF SFD212BR1WGW11997 Marshall C39.230 B31F

729/30 were previously in the Thorpes fleet, rather than Metroline. All Marshall Darts have been resealed to B37F with 8 tip-ups.

■ ENSIGN WORKING MUSEUM, Purfleet

EBN 512: HLJ 44 is of course, a Bristol K6A (AEC-engine), rather than K5G (Gardner).

David Harman

with thanks to Ross Newman of Ensignbus

Small Operator News

ALEC LEONARD Basildon KJI 6029 a

Scania/Van Hool has been acquired

ALL TRAVEL ORGANISED Dorchester

Are presumed to have established an operating centre in Essex, as the following have been frequently seen in the Brentwood area on schools work, Volvo B10M/Plaxton HN52 HRW and Volvo B10M/Jonckhree G170 RBD. Also noted in the Wickford area are Toyota/Caetano L215 BPL and Mercedes Benz

Vito S565 DDK.

APT Rayleigh Acquired from Luckett, Fareham is Scania K113/Irizar, while similar P144 GHE has arrived from Worthing Coaches. Vehicles sold are Scania K113/Irizar R877 SDT to Henshaws, Moreton-in-Marsh and Bova Futura RG02 NMM to Reays Coaches, Wigton.

CROWN Thundesley Former Stagecoach Mercedes Benz 709D/Alexander Belfast

M340 LHP has been acquired.

GODWARD Basildon Former Freedom 2 Travel Scania K124/Irizar V256 JTO has been acquired

KEANE Canvey Island Further additions, with fleetnumbers in brackets are Renault Traffic K758 J VX (FF1), L488 VBP (FF3), M380 AJN (—); Ford Transit P119 FRR (6), LDV Convoy R177 DKO (10). The Renault Master previously recorded as R856 XDA, is in fact R957 XDA. Ford Transit E335 UNY has been sold.

Other fleetnumbers now known are Ford Transit L289 JFV (FF15), Renault Traffic L487 VBP (FF2), Citroen Relay N983 AMD (FF8), Fiat Ducato N153 UMO (FF5), LDV Convoy W498 UCF (1), similar S438 RBC (9), Peugeot Boxer X477 OFC (2), similar A8 CFY (3), Renault Master M853 YPX (7) and LDV Convoy P261 CCH (11)

KB COACHES Wickford Acquired from the recently ceased Rays Travel, is Volvo B10M/Van Hool YO1 7353 (B473 UNB).

LODGE High Easter A second Setra S415GT-HD for this operator was displayed at Euro Bus Expo at the NEC.

Registration details are not yet known.

MALCOLMS Clacton Former Colchester Leyland Atlantean/ECW TPU 68R has gone to Jordan (dealer), Coltishall for scrap.

MJR Thundersley Peugeot Boxer T868 FFC has been acquired.

NEED A BUS North Benfleet Acquired from MJR, Thundersley is N806 CKP an Iveco minibus

NELSONS Shotgate A visit here by your sub-editor over Christmas, confirmed that Scania/Alexander H247 LOM is being used for spares.

OLYMPIAN Harlow Volvo B10M/Plaxton coaches acquired ex Ulsterbus are DAZ1558, EAZ 2576/80/88. It is reported that at least one and possibly others are expected.

P&M Crays Hill DAF 400 minibus J872 LJU has been sold.

PHILLIPS COACHES South Woodham Ferrers Bova Futura YD02 PXL has been acquired from Cochranes, Peterlee. It replaces N75 WSB a Bova Futura, sold to Hearson, Nuthall.

SJH Crays Hill Volvo B10M/Plaxton J436

below: **Talisman Coachlines** has Volvo B10M/Van Hool LSU 788, seen here on rail replacement duties on 3rd December at Broxbourne station. It was new as Badgerline 2601 (D601GHY). *Dave Arnold*



HDS has been acquired.

STERLING MINI Basildon A LDV Convoy acquired is R979 XBC

VICEROY Saffron Walden Mercedes Benz 709D/Plaxton K625 ORL has been acquired. Mercedes Benz 0814D/Plaxton YR52 MBY has gone to Warnock Travel, Gourock.

WESTONS TAXIS Clacton Further to EBN 512 Mercedes 110CDI HK02 LWP, also transferred to ownership of Manning & Manning.

YOUNG Shotgate Iveco/ECC N564 DOR has been withdrawn

Due to the increasing number of limousine operators using a restricted disc, it has been decided not to include these in future Essex Bus News.

Ian Ransom, PSV Circle, Essex buses y-group, John Podgorski, Dave Arnold, Colin Sigston

Rail Replacement

A major rail replacement operation on the c2c Rail line between 27 December 2006 and 1 January 2007, saw buses working between Laindon-Shoebury, Stanford le Hope-Pitsea (Southend in peaks) and Leigh-Rayleigh. **Ensignbus** were the principal operator, with the following in support: **Blue Triangle**, **Supreme**, **Peter Godward Coaches**, **Wickford**, **P&M**, **Wickford**, **Galloway European**, **Mendlesham**, **Lodges of High Easter** and **Martins**, a London coach operator. A photo report follows by *Richard Delahoy*.

There was a separate and unplanned program on the *One GE* line between Shenfield and Wickford, due to overhead lines coming down at Billericay. This was in operation on 30th December (with Ensignbus vehicles) and 31st (Blue Triangle).

below: **Ensignbus** ex-East Kent Metrobus **161** (F761 EKM) at Laindon on 27th December. The panelled-over destination box is a feature of several of these buses in the Ensign fleet.





above: **E914 DRD** - one of the two ex-Reading Olympians **Peter Godward Coaches** used in full Reading Buses livery. Seen approaching Southend Victoria (in the wrong lane to turn into the taxi lane there!), Weds 27th

below: **Blue Triangle** Dennis Trident/East Lancs **TL921** (PO51 UMW) on the 27th - the service called at Southend Victoria in order to connect with *One GE* services, as this was far faster for passengers from the Southend area than taking the bus all the way to Laindon (at least that was the theory, until the wires came down on GE as well!!!).

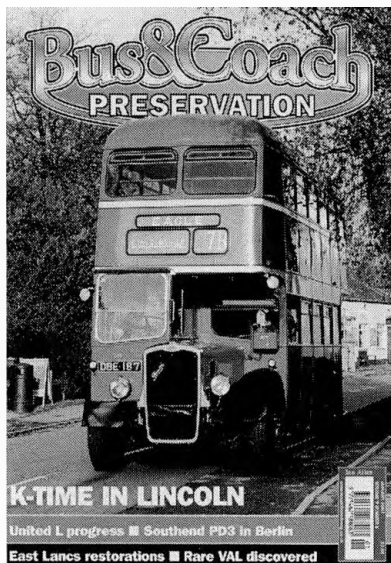




above: **Supreme** ex-London Metrobus C374 BUV at Pitsea. The only clue to the route is the 1 route code sign in the windscreen - meaning Laindon to Shoebury.
below: **Galloway** DAF/Van Hool AY53 EEX at Westcliff, heading for Shoebury, Wednesday 27th.



The Essex Bus ~ in print



Volume 9, No.8. (January 2007); Ian Allan; £3.60.

There are several items of Essex interest in this edition: The first part of John Lidstone's account of the trials and tribulations of Southend Corporation PD3/Massey open-topper no.311, now in preservation in Berlin.

We featured Eastern National 1348 in EBN 512. There are further pictures of this bus in colour in B&CP, plus one in black and white, showing the bus in original guise. As many will have noticed, it has unaccountably had its front radiator grille removed at some point, giving it an alien Bristol/Crosville 'look'.

There are also pictures of another preserved EN MW - 468 (1252 EV), and of Lodges' Bedford YMT / Duple XNM 820S.

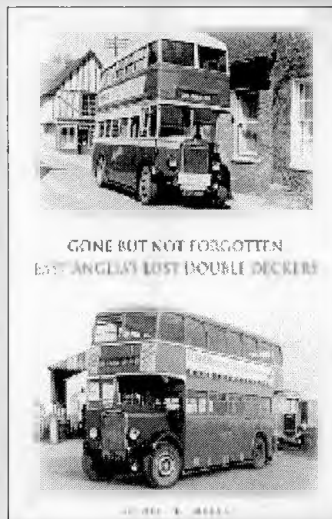
David Harman

GONE BUT NOT FORGOTTEN East Anglia's Lost Double Deckers by Geoff R. Mills.

Newly published, the latest book by the well-known East Anglian photographer, contains details of over 40 bus operators in Essex, Norfolk and Suffolk with fleets of two or more double deckers operated after the war, but which have since ceased to trade. Each fleet reviewed is illustrated with at least one photograph, together with a brief history of the business, details of their double-deck fleets and premises.

£7.95 + 95p post and packing
(cheques made payable to G R Mills, please) from
MW Transport Publications (EBN)
12 Saxon Close, Lexden, Colchester CO3 4LH

>> All orders by Group members will attract
a commission for Group funds <<



Harold Wood Coaches : 1947-2006

Although Harold Wood Coaches were technically just 'over the border' in what is administratively, London, it would be remiss not to mark their closure after nearly sixty years. The final coach hire - a party of children visiting Barking Abbey took place on 28th November. The orange, blue and cream coaches, long familiar in the area, will be seen no more. Courtesy of *Ian Ransom*, extracts from a report in the *Romford Recorder* for 1st December, are reproduced here.

The firm was started by Frederick Leach in 1947. The 25-year old former naval officer was looking for a job, and his father, Sidney, suggested he should buy a bus and run it from what became the company depot - next to their home at Reginald Road, Harold Wood.



The first coach - ARR 710 - a Bedford



The second - SPU 131 - a Leyland PS1/Plaxton

End of the road for family coach firm

By JAMES COLASANTI

IT WAS the end of an era as the final page in a family's 60-year history as Vera, 83, has decided to shut the shop at Harold Wood Coaches and enjoy a well-earned retirement. The firm was started by her late husband, Frederick, two years after the war ended. The 25-year-old former naval officer looking for a job and his father, Sidney, suggested he should buy a bus and run it from what became the company depot - next to their home at Reginald Road, Harold Wood.

Seaside

When we left home in 1947, the first job, the first bus, was a Bedford ARR 710. It was a small, simple vehicle, but it was the start of a journey. We went to the seaside to work on the beach, and then to the office to work on the bus. It was a simple life, but it was a life of hard work and dedication.

The company continued to grow, and we added more buses and more routes. We became a well-known name in the area, and we were proud of it. It was a family business, and it was a business that we loved.



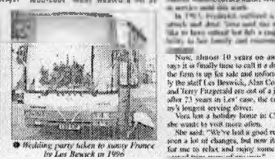
● Vera Leach has decided to sell her Harold Wood Coach firm and finally retire after 60 years of business.

Through the 'golden age' of the 1960s, buoyed by Cliff Richard's film and song, "Summer Holiday", with parties booking trips to places like Blackpool and Margate. During the 1970s, the company was busy taking groups further afield, on ferry trips to France and Germany.

By the end of the decade, their son Raymond, now 52, had begun servicing the coaches, while their daughter, Pauline, 50, was working alongside Vera in the office. Business began to decline during the 1980s with the onset of football hooliganism, and



● Wedding party taken to sunny France by Harold Wood Coaches in 1960s



● Wedding party taken to sunny France by Harold Wood Coaches in 1960s

By the early 1950s, Frederick had bought two more coaches and employed his brothers, Charlie and Alfred as drivers. Mr Leach's wife, Vera, who does not drive and never wanted to learn, ran the office, concentrating on building up the customer list, which included schools, churches, sport and social clubs.

The firm prospered through the 'golden age' of the 1960s, buoyed by Cliff Richard's film and song, "Summer Holiday", with parties booking trips to places like Blackpool and Margate. During the 1970s, the company was busy taking groups further afield, on ferry trips to France and Germany.

By the end of the decade, their son Raymond, now 52, had begun servicing the coaches, while their daughter, Pauline, 50, was working alongside Vera in the office. Business began to decline during the 1980s with the onset of football hooliganism, and



A view through the gate at Reginald Road on 13 December with current and withdrawn coaches in view. *Chris Stewart*

damage to coaches made the company reluctant to take on football match bookings.

New regulations, restricting the working hours of drivers also hit hard and led to a halving of the fleet. But Frederick and Vera persevered, and in 1997, to mark their fiftieth anniversary, Frederick bought two new Volvo/Caetano coaches at a cost of £163,000. Sadly, in the same year, Frederick died, and

although Vera would like to have retired, she felt a responsibility to her family and her customers to continue.

Ten years on, Vera has finally called it a day. Harold Wood Coaches has closed, a sad occasion, particularly for the firm's three regular drivers, one of whom, Les Beswick had served for 23 years.

Final fleet

<i>reg.no.</i>	<i>ex-</i>	<i>chassis</i>	<i>body</i>	<i>bought</i>	<i>name</i>
IL 7195	HMU 425W	Bedford YLQ	Plaxton *	new	
VJI 1151	B291 AMG	Leyland Tiger	Plaxton	new	" Euro IV "
VJI 1152	C391 DML	Leyland Tiger	Plaxton	new	" Euro V "
VJI 1153	D123 HMH	Volvo B10M	Plaxton	new	" Euro I "
VJI 1154	D124 HMH	Volvo B10M	Plaxton	new	" Euro II "
G915 WAY		Volvo B10M	Caetano	new	" Euro VII "
P50 HWC		Volvo B10M	Caetano	new - last purchase	

The following withdrawn vehicles are recorded as still in the yard:-

HIL 7196	CMT 919V	Bedford YLQ	Plaxton	new	
HIL 7197	CMJ 460T	Bedford YLQ	Plaxton	new	
SPU 131		Leyland PS1/1	Plaxton	new (in 1951)	
AOO 759B		Bedford VAL14	Duple	new	
RYL 939E		Bedford VAM14	Duple	new	
UUR 336E		Bedford VAM14	Duple	ex-Premier, Watford; Nov. 1971.	
WUW 692N		Bedford YRT	Duple	new	
KMC 674P		Bedford YRQ	Plaxton	new	

* believed withdrawn.

EASTERN NATIONAL

Enthusiasts Guild

WINGING IT INTO CF - for the second time

(on which subject incidentally, please note the important message on page 3 of this EBN). One or two gremlins infested the captions. Firstly, both photographs were taken by Group member *Frank Church*, in June 1962. Our apologies to Frank for not crediting him with these interesting shots.

The two FS's were FS5G's (5-cylinder Gardners), not FS6G's (with the 6-pot Gardner). They were new in 1960, not 1962. The MW saloon is definitely **434** (1858 F), later renumbered 1300, and not 449.

For those mortally disappointed at not seeing 449 (1863 F), *Chris Stewart* has produced the view below from the EBEG Archive (photographer unknown). Features shared by the first six MW saloons included the 'cream round the windows' livery arrangement and the odd back. Only 434 had the C-B-C heating system. The six were:

434	1858 F	MW5G / ECW B45F	new 1957	renumbered 1300
449	1863 F	MW5G / ECW B45F	new 1958	1301
460-3	1864-7 F	MW5G / ECW B41F (OMO)	new 1958	1302-5

449 is seen at Tilbury Ferry (Riverside Station) on the 53, with two period motorcars in the background, a Standard Vanguard and, I think, a Rover 90.

If we take the year 1964 as an example, the 53 ran on an hourly headway to Clacton (Omnibus Station), even on Sundays. The journey took almost four hours, with a single fare of 6/7d (about £4.50 in 2006 terms), and return, 11/6d (£7.80). In this shot, 449 has a CF (Chelmsford) depot plate, but it later became a BD (Brentwood) car. It was withdrawn in March 1976; 434 had gone in November 1975.

David Harman



Blind Spot revisited



from Nigel Turner

I was very interested to see the Hicks blind published in December's EBN as it displays the somewhat strange relationship between ENOC and Hicks Bros. in the early 1950s. As is well known, Hicks came under the control of Eastern National from January 1950 but was owned directly by the British Transport Commission. The consequence of this was that in the early fifties ENOC sometimes remembered that they had a Braintree depot and sometimes they didn't! Bob Williamson kindly gave me a transcript of this blind some twenty years ago and I have been puzzling over it ever since. My conclusions are as follows-

As originally produced the layout of the blind basically comprised the traditional Hicks destinations in alphabetical order but with an Eastern National section in the middle. Thus the first section started at EXCURSION and ran to WHITE NOTLEY (as in N for Notley, not W for White) followed by ENOC destinations HALSTEAD to BOCKING (FOUR RELEET) and then concluding with Hicks terminals from RAYNE to WITHAM. It is hard to date the blind exactly however journeys to EBENEZER CLOSE were only introduced from November 4th 1951 which therefore gives the earliest possible date. Journeys to Haymeads Hospital (from Bishops Stortford), Boreham Race Track and Coopers End were being operated by January 1953 so I believe that the blind was of 1952 design.

The choice of the Eastern National destinations has puzzled me for years. Prior to 1950 ENOC routes serving Braintree were worked from Halstead although prewar there was a sub depot at Rayne Road, Braintree. It appears that ENOC added those destinations which were used on Halstead vehicle duties which served Braintree but not

on those HD duties which did not reach the town. Thus Gt. Yeldham, Haverhill etc are not included.

Although it might have been expected that there would have been transfers of duties to the most appropriate depot fairly quickly it did in fact take many years for Braintree depot to take over Halstead's Braintree area duties. The first journey to succumb was the 10.30pm departure from Braintree to Wethersfield Air Base on service 21 which was worked from 1952 by a spare Braintree crew. By December 1952, the 5.22pm Hicks service 19 from Braintree to Wethersfield no longer returned empty, but as an extra from Wethersfield Air Base at 6.10pm on EN Service 21. By May 1953 there was a unadvertised journey from Chelmsford Railway Station at 12.10am on Saturday nights/Sunday morning which ran through to Wethersfield Air Base.

The next sign of progress was on August 14th 1955 when service 335 (ex Hicks 35) Braintree - Witham was joined to the ex Quest Witham - Maldon service. This was the reason for the additional destinations added by EN to the blind. Strangely the Braintree town service (312) started on the same day but was not added. Three years later on May 11th 1958 the 311 (ex Hicks 11) Chelmsford - Braintree was joined to the EN Halstead - Braintree service and for the first time Braintree depot could actually use HALSTEAD on the blind. Not only that, but Braintree began working to STISTED on service 325 from this date. Also from this time Braintree regularly worked some journeys on EN service 321 (ex 21) Braintree - Gt. Bardfield as follows-

Monday - Friday

- 6.00am to Gt. Bardfield (Private) and 6.23am return (LD)
- 7.15am to Wethersfield Base, 7.54am to Wethersfield Village Hall (Private) and 8.09am to Braintree (MNO 193/4 or ex Hicks Guy)
- 8.00am to Wethersfield, 9.00am to Braintree

(LWL, usually 351 but sometimes 354/5). This journey was very important as it provided transport from Shalford "Seat" (as it was described in the fare chart) to Shalford School for your scribe. Halstead then worked the off peak and afternoon peak journeys, Braintree taking over again in the evening using PD1's or TD4 rebodies.

Saturday

Braintree worked a single early journey and then most journeys after 1105am.

Sunday

Braintree worked morning and evening journeys using LD's

No doubt there was some logic in the above but I'm not sure what. At this time Braintree was still working Bishops Stortford – Broxted journeys on service 317 (ex Hicks 17) which logically should have passed to Bishops Stortford depot.

As can be seen, after eight years Braintree had still not had occasion to use SUDBURY, GREENSTEAD GREEN or WHITE COLNE. The last named was the most peculiar destination on the blind as it was required just once each Thursday for a journey from Halstead on service 18 (later 88) which might just as well have run light unless ENOC thought there was a great demand for residents of Halstead to visit White Colne. The bus returned to Halstead as an 18B and I think then worked the 10.15am on service 29 to Braintree thence to Sudbury as a 23. Strangely WHITE COLNE was in the Hicks section of the blind rather than the EN part but I think this was simply an error on somebody's part.

By the end of the sixties Eastern National did complete the transfer of duties to the appropriate depot but one does think that it could have been done a bit quicker. Finally to answer a question posed in the

original article, BOCKING (FOUR RELEET) was not a pub. It is a contraction of four-way-leet deriving from the Anglo-Saxon "wega-gelaete" meaning a road junction. It was at this point that most ENOC journeys from Halstead to Braintree turned right to serve Bocking rather than the direct route via Broad Road. BOCKING, on the Hicks part of the blind, actually meant Courtaulds Factory which, now long gone, once provided much traffic for the buses.

from David Whiteside

As always, I enjoyed reading EBN. so thanks to all who make it possible.

Four Releet. This is a cross-roads on the main road between Braintree and Halstead. It is said that the name derives from some ancient description of four roads meeting (as is Four Wantz. The reason for it being a terminal was that any short workings between Braintree and Bocking village had to go as far as the Four Releet to turn - indeed, in relatively recent ENOC times, journeys terminated at the Four Releet. It has disappeared from the First timetables but is still shown as a timing point on HO 89.

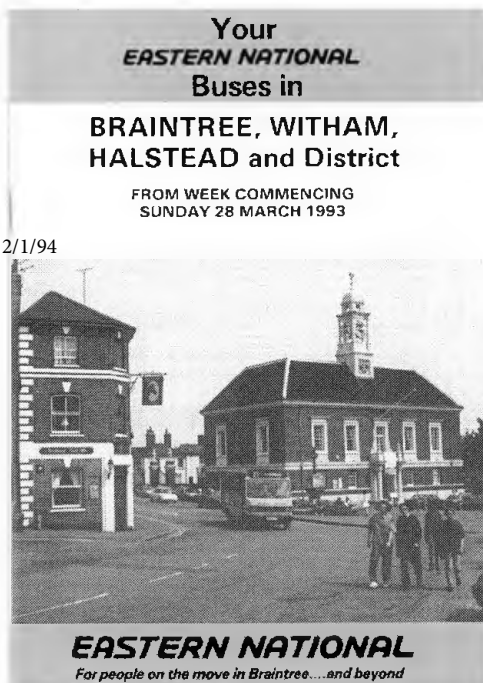
Pods Lane: This I know well as I live in Rayne. It is nothing more than a junction. Whilst the main services between Braintree, Rayne, Felsted, Dunmow went through the centre of the village, in the 1920's the first council houses in Braintree district were built in Rayne, along the back road to Shalford. To serve these houses, Hicks ran a small number of journeys along Shalford Road and Pods Lane was the first place to turn.



Eastern National Ltd ~ timetable books

Eastern National Ltd, as part of the Badgerline Group, issued a number of timetable books in the early and mid 1990s despite their services appearing in Essex County Council publications. The books were all A5 size and were eventually consolidated into two areas (Mid Essex & Herts and North Essex) in 1995. Production ceased in late 1997. Whilst I have the following books this is not necessarily a complete set. I would be pleased to hear of any others in the series. There were dozens of timetable leaflets issued during this period for individual routes but it is not my intention to list all of those!

BISHOPS STORTFORD, HARLOW &
DISTRICT 28.10.91, 1.11.92, 21.2.93,
4.9.94 Also 1/5/94
BRAINTREE, WITHAM, HALSTEAD &
DISTRICT 17.3.91, 7.10.91, 19.1.92,
6.9.92, 6.9.92 (updated to 1.11.92),
28.3.93, 31.10.93, 6.3.94, 6.9.94, 16.10.94
CHELMSFORD & DISTRICT
28.7.91, 1.11.92, 20.6.93, 4.9.94
CLACTON, FRINTON, WALTON ON
THE NAZE 27.5.91, 15.9.91, 16.2.92, Also 2/1/94
24.5.92, 13.9.92, 30.5.93, 12.9.93, 29.5.94
COLCHESTER DISTRICT
9.8.92, 30.5.93, 2.1.94, 4.9.94 (Including
Colchester Town Services)
COLCHESTER TOWN BUSES
2.1.94, 24.4.94
HARWICH & DISTRICT
23.7.90, 1.9.91, 21.6.92, 30.5.93, 13.3.94
MALDON & DISTRICT
29.3.92, 9.8.92, 9.8.92 (updated to
28.3.93), 20.6.93, June 1994
MID ESSEX & HERTS DISTRICT
7.5.95, 3.9.95, 2.6.96, 15.12.96, 1.6.97 to
1.11.97
NORTH ESSEX DISTRICT
28.5.95, 10.9.95, 26.5.96, 15.12.96,
25.5.97 to 1.11.97
WITHAM & DISTRICT
20.8.90, 7.10.91, 19.1.92



Ian Taylor

Ian Taylor requires the following timetables to complete his collection. If anyone has spare copies of any of the following books please contact him at 39 Hollingdean Road, Brighton, BN2 4AA or email ian_taylor1965@talk21.com

ESSEX CC Clacton, Walton Area 6/86; Southend area 6/81 (with 22pp Summer 1982 Supplement) and 5/88

SOUTHEND TRANSPORT Spring 1994

WESTCLIFF ON SEA MOTOR SERVICES 3/46

EASTERN NATIONAL 7/46, 11/46, 4/47, 11/50, 6/52, 12/53, 11/54, plus South West area 6/74 (amended to 3/75)

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



excel  **Stephensons**