

# Essex Bus News

**No. 675;  
July 2020**



**Essex Bus Enthusiasts Group**

**£4**

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top  
Last month, we showed, 36842, one of the Scania X30 deckers whilst on loan to Basildon and on X10. Here, we see sister vehicle 36840 at Broomfield Hospital, Main Entrance on the 42 on 23 June. They do operate on the X30 as branded but two at a time are loaned to Basildon  
**Kevin Smith.**



Bottom  
The Southend seafront service 68 is this year being operated by Ensign Bus. On the first morning (11 July), 339, TSU 639, is seen on Western Esplanade with the tide firmly out, in its new red and silver livery. It is a Dennis Trident/Alexander new to Stagecoach as 17078, T687 KPU.  
**Richard Delahoy.**

## Front Cover Picture

First have repainted a second bus into Westcliff Motor Services livery. 37985 becomes the company's third bus in heritage livery, joining the existing Westcliff Trident 33191 and Thamesway liveried 69520. 37895 had previously been in X30 livery but emerged on Tuesday 23 June in this absolutely superb finish, a real credit to Mardens of Benfleet who undertook the work. Entering service at 14.00 that day, **Richard Delahoy** was on hand to catch the bus on its first round-trip on service 26 at Leigh Station.

EBN675ifc

# July 2020

## **Missing/defective EBN's; please contact ...**

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### **Service Changes**

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# Essex Bus News

is the "house magazine" of the...

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Ian Ransom  
Alan Osborne  
Richard Delahoy  
Wayne Bell  
Paul Harvey

*Views expressed in EBN do not necessarily reflect the opinions of the Essex Bus Enthusiasts Group.*

### **Welcome to new member**

|                         |         |      |
|-------------------------|---------|------|
| <b>Jonathan Brenson</b> | Felsted | 1161 |
|-------------------------|---------|------|

A calendar year subscription is £22. New members may join from any month, but subscriptions will always run to December, from whichever month the member chooses. Those joining from February to December inclusive will pay a pro-rata subscription calculated at £2.00 per month. For example, a member joining in March would pay 10 x £2.00, i.e. £20.00. Contact Richard Delahoy, address below.

### **Membership Secretary & Data Protection**

A statement of our compliance with the GDPR is available on our website or by post. For any membership or data protection issues, please contact:  
Richard Delahoy, 272 Shobury Road,  
SOUTHEND-ON-SEA SS1 3TT  
[richard.delahoy@blueyonder.co.uk](mailto:richard.delahoy@blueyonder.co.uk)

### **Reports and observations**

Members reports, quality photos, prints, slides or JPGs to about 5"x4" size and 300dpi resolution and original articles are always welcome to the Editor or the relevant Sub Editor. 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.**

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EBN675p1

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

**MID-ESSEX MEETINGS by Maurice Austin.** We will review the sense and practicalities of resuming meetings in 2021 during the Autumn of 2020. We will need to look at the prevalence of Covid-19, social spacing, travelling to and from, especially for those using public transport and so on. Members views will be sought before we make any decisions.

**\*\*\* All our Chelmsford meetings are now CANCELLED until at very least January 2021 \*\*\***

**NORTH ESSEX MEETINGS by Dave Arnold.**

**\*\*\* All Colchester based 2020 meetings have now been CANCELLED. \*\*\***

There has been notification from Colchester Quakers that the rooms are to be refurbished and room hire is to be increased to reflect this upgrade. It has been decided that in the circumstances it will not be viable to continue and sadly these meetings will not resume in 2021.

## A Blast From The Past

**Paul Harvey.**



Eastern Counties XAH 871H Bristol RELL ECW RLE871 parked on layover in London Road, Southend before operating service 599 to Cambridge during 1978.

**Paul Harvey.**

EBN675p2

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

## EVENTS

**Saturday 15 August 'Thank You NHS' Charity Truck Convoy.** Starts from Generals Farm at Boreham A12 Interchange from 11.00 and proceeds north on A12 to Copdock Interchange near Ipswich and return. Lodge Coaches have entered two vehicles in this run.

**Sunday 23 August Lodge's Centenary Open Day.** The Garage, High Easter. No public transport is to be provided and a one-way system with limitation of numbers to comply with current Government guidelines within the Museum and Garage will be in operation. Entry £2.

This is the situation at present but could change in the meantime— see Lodge's website ([www.lodgecoaches.co.uk](http://www.lodgecoaches.co.uk)) for any updates.

**Sunday 27 September Showbus Flyby.** On 25 mile stretch of A40 between Beconsfield and Wheatley.

Buses will travel from both directions starting from 10.00hrs with photo stops for 5 minutes at Tetsworth Green and Stokenchurch Kings Head (southbound); Wycombe Retail Park by Old Thames Valley Depot and Milton Common (northbound) and High Wycombe Bus Station (both directions). Enthusiast stalls will be in West Wycombe Village Hall 10.00 – 15.00. Website: [showbus.com/display](http://showbus.com/display)

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 or altered.



Top. Eastern National and Grey-Green commenced their jointly operated Essex commuter services in 1983. Coach seated Olympian B691 BPU, (4503) waits time at Millbank on Service 195 to Braintree and Dunmow with a Grey-Green Leopard behind. In 1990, the Office of Fair Trading ruled the joint operation anti-competitive but as neither had any intention to compete against each other each operated their own routes and passengers lost out at common points.

**Owen Woodliffe.**

Bottom As John Card mentioned in EBN673, Southend Transport were often hired by Grey-Green in the 1980's, this Leopard even had a special display on its destination blind.

**Owen Woodliffe.**

EBN675p3

# More on Bedford VAL's in Essex

**Fred Lawrance, Robert Downton, Peter Oughton & Ian Pritchard.**

Further to Robin Jenkinson's interesting article about the Bedford VAL's in Essex in EBN673, it is amazing what one can find to occupy to one's time during a period of confinement to home! After giving some thought to the subject my initial thoughts were not probably not that many but, the more I thought about the subject along with the assistance of the internet, I was surprised with what I came up with. Being a person of a certain age, I have included Essex Operators that existed in parts of Essex that were sadly plundered and given to Greater London. I am certain that I have missed numerous other vehicles, especially the ones that had been acquired second hand. **[FL]**.

Prior to starting College and for a further 4 years, I worked as a seasonal driver for Harris of Grays, where I did a considerable number of hours driving 3 of 4 of their Bedford VAL14's. My view of these rather unusual vehicles is:-

- § ride and manoeuvrability excellent,
- § brakes reasonable- but required frequent adjustment, whilst those fitted with a Telma or similarly gave you a feeling of security.
- § on a dry road the road holding was excellent, especially on winding roads. However, during heavy rain, with or without a Telma, describing them as "lethal" can best be described as the ultimate in politeness!!!! **[FL]**

**Robert Downton** writes "I can remember quite a few Essex operators running them (including 4 at West's Coaches where I worked as a cleaner during schooldays) during the 60's".

This list is an amalgam of separate ones forwarded by Fred and Peter (from research), Robert (from memory), & Ian. Thanks to all.

- Audawn, Corringham** 7999 MD with prototype Plaxton body, (ex-World Wide, London).
- Boons of Boreham** LBW 868E - Plaxton, HMJ 469F - Plaxton & HNO 31H - Plaxton-(New).
- Brandon, Blackmore End** BKM 91C — Plaxton.
- Broadway Coaches, Loughton**
- Drewery, Loughton, T/A Red Car** TJU 283H - Duple, KLK 468K - Duple and SAN 913L - Plaxton. All new.
- Elm Park Coaches, Romford** 255 JCG - Duple, ECG 795D - Duple, ECG 796D - Duple & FAA 435D - Duple. All new.
- Harold Wood Coaches** A00 759B-Duple. New.
- Harris of Grays** CVW 928B & DEV 66B - Harrington Legionaire with square sided roof, LVX 320C — Harrington Legionaire with curved roof, all new 1964/5 & OVW 569D — Plaxton Panorama 1, new in 1966 these were all powered with Leyland 0.400 engines. **[PO]**
- Harwich & Dovercourt** SYX 577F - Duple (ex-Grey Green).
- Highway Coaches, Canvey Island**
- Jennings, Ashen —** AEG 564J - Plaxton (ex-Whippet).
- Kemp, Clacton** POM 808G - Plaxton.
- McIntyre, Roydon, T/A Golden Boy —** RAR 679J - Plaxton, RAR 688J - Duple, CAR 359K - Plaxton, CAR 360K - Plaxton, ANO 395L — Plaxton, LUR 600L - Plaxton & MRO 200L - Plaxton. All new.
- Morris Coaches, Harlow**
- Pathfinder, Chadwell Heath** 985 ROO - Duple & KHK 997C-Plaxton. Both new.
- Red Car Coaches, Chigwell — who had the last one built.**
- S & M, Benfleet** EMH 811B - Duple (ex-Banfield, London) + 2 others unknown.
- Staines Crusader, Clacton** 8750 HA - Harrington, EXD 525B - Duple (new to Seamarks).
- Super Coaches, Upminster** TGX 877F - Duple N & TGX 878F - Duple N. Both new.
- Supreme, Hadleigh** PAR 821H - Plaxton. New. Hadleigh - KPR 352G - Plaxton ex-Randell
- Thatched House Group, Barking** 2870 AP - Duple, ADY 724B-Duple, ADY 926B - Duple, FMV 126B - Duple, KNJ 716E - Duple N, RYO 412E - Plaxton & SGO 344F - Plaxton. All New.
- Thorpe, Dagenham** BOO 165B - Plaxton. New.
- West Coaches, South Woodford.** BHK 519B - Duple, JTW 969C - Duple, BAR 826F - Duple & JAR 619G - Duple. All new.

Just over the Border into East London the following were frequent visitors to Essex

- Lacey, E6** 2, 1 x Harrington & 1 Plaxton.
- Essex Coachways,** E15 — x 5.
- Clarke, E16 —** x 2 both Duple.
- Popular, E16** x 1.
- Thorpe, E17** x 2.

Upper pic. Reading Robin Jenkinson's excellent page on Bedford VALs **Ian Pritchard** was reminded of a visit to Wells Coaches Hatfield Peverel rather wet yard around Christmas 1970. They had a very mixed fleet of coaches including Plaxton bodied Bedford J2s, various Ford coaches including a very flash looking new Caetano bodied Ford R226, KTW 103J and ULG 39E a Duple bodied Bedford VAL14 new to Jackson, Altrincham in 1967, photo below. It was missing a chrome hubcap, perhaps lost bouncing over the potholes in the yard!



Lower pic. Broadway Coaches, Loughton - Fleet (VAL far right) at Debden Broadway, Loughton, 1966. **Robert Downton.**



# More on Trams (and Conker Boxes).

**Peter Oughton.**

Chris Stewart's article in EBN673, pp4&5 attracted a lot of interest. Peter Oughton has had a long interest in ENOCs first Bristol LS bus, partly as he has a photo of it whilst allocated to Basildon [BN] garage. This is shown below, it will be noted it is in standard dual-purpose livery so it may be a rare picture. It can just be made out that from the destination screen that it is allocated to the 258 service. There is a small winged motif below the windscreen. The official ENOC picture shown on EBN673p5, there was a blank space!



Peter refers to Chris's comment that United Counties and Eastern National had the first two production Bristol LSA bus bodied chassis. Numerically, the first of these was the UCOC LS ordered by Eastern National with chassis number 89.003. ENs first LS bus was numbered 89.004, the fourth chassis produced after the two prototypes. The first being for Bristol Tramways and the second for Eastern Counties, which had a single door. The UCOC vehicle was registered HNV 729, fleet number 436 with ECW B43D body. ENOC's was UEV 829 with DP41D body with high backed seats. Originally numbered 4174 in "National" series it became 359 and ended up as 1200. It was rebuilt to single door and listed as DP38F but looked like a coach in the sense that it was in the cream with green window surrounds livery. It worked with two similarly rebuilt buses for a coach/air service. They carried roof mounted boards advertising the service.

Later, in 1962, it became DP43F and gained ENOCs standard dual-purpose livery of cream top half and green lower half colours (Eastern National Fleet History PF4 by the PSV Circle gives the dates of rebuilding). The picture is by **Peter J. Relf**, copyright **Alan Cross**.

Peter points out that Peter Relf lives on the Isle of Wight when he took the picture; co-incidentally, he reminds us that Southern Vectis, who did and still do, run most of the bus services on the island has a solitary LS bus that was nicknamed "The Jukebox". Whether this referred to its melodious gearbox tones, he cannot say but he is certain it was much quieter than a "Conkerbox"!

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## Woolworth's on Wheels.

**Chris Stewart.**

In 1957, Woolworths launched a mobile shop, which was intended to be the first of a fleet. A single decker AEC Reliance became a small self-service shop crammed with a selection of household items and toiletries. It was sent to towns in Essex where the firm did not have a traditional store. Buslistsontheweb.co.uk says the vehicle was registration 126 SMD, chassis AEC Re MU3RV 1939, body Eustace & Barkers, shop, Woolworths & Co, London NW. Further details are available on the Woolworths Museum website at <http://www.woolworthsmuseum.co.uk/50s-mobileshop.htm> but we don't have permission to use it.

# Is This an Overlooked Centenary?

David Grimmett.

A leaflet is reproduced in 'The Westcliff-on-Sea Motor Services Limited, A Company History' (Peter Clark, The Omnibus Society PHRG, 2014) giving details of a 'Daily Return Service' run by the company from London (actually Woolwich) to Southend which commenced on Saturday 10 July 1920. It is a shame we are unable to celebrate the centenary of this operation with a char-a-banc run but we cannot let it pass unnoticed!

The fact that both single as well as return fares were available elevates this service from simply a regular day excursion to Southend into a fledgling Express Service. This pre-dates Westcliff's more well-known operation from the Walthamstow area by a year and is possibly the earliest example of a regular motor coach service from London to an Essex coast destination. But if you are going to start some speculative venture why do so from Woolwich? The directors of Westcliff-on-Sea Motor Services Limited followed several rather less-than-obvious paths during the company's history but the routing of this service seems very strange.

It commenced from Woolwich at 8 am then picked up at New Cross at 8.20 a.m. Presumably it then used the Rotherhithe Tunnel to reach the next pick up at Canning Town (8.50 a.m.) before finally calling at East Ham at 9.20 a.m. Why seek passengers south of the Thames when there was so much traffic in Metropolitan Essex? The half-hour journey from Canning Town to East Ham could surely have generated some traffic? Several well-known operators were establishing themselves north of the Thames on the London side of the River Lea and avoiding competition with them might have been a logical course to take but travelling out to Woolwich for business seems a bit excessive. Presumably as the service ran daily a vehicle was garaged in South London overnight, but where?

Historically this seems a very significant operation but one about which almost nothing is recorded. In this centenary year, can anyone add to the history of this service?

Your Editor did ask EBEG Founder Member **Alan Osborne** for any details he may have in his extensive collection of timetables and public transport ephemera; here is his reply:

"Have had some time to mull the Woolwich service over and can add some comments/opinions [but no details] below if you think they are worth including.

Westcliff established a large number of express services from north London to Southend from Holloway, Barnet, Finchley, Enfield as well as Wood Green. At some later stage they even ran an express service to Cardiff.

So why run from Woolwich to Southend. Firstly, the residents of south London could have already sampled Herne Bay, Margate, Ramsgate, Folkestone, Hastings, Eastbourne and Brighton so perhaps they fancied somewhere else, possibly nearer. In Kent their choices would have been limited to Allhallows-on-Sea, Sheerness and Leysdown, so bustling Southend-on-Sea would have been a useful option. Mentioning Leysdown reminds me of Maidstone & District's E14 from Leyton and Stratford to Leysdown, which served a similar corridor in the other direction.

Secondly, and I do not know the answer, to this one, but there may have been significant numbers of families who had relocated from one area to the other (war damage). For example, a large number of Scots moved from Glasgow to Corby for jobs in the steelworks. Subsequently, Barton ran a very successful express service between the two.

My own personal experience also comes into play. My parents decided that they wanted to go somewhere different for a holiday and chose Dymchurch in Kent. I was all in favour because of the RH&DR light railway nearby. So, we went to Haydens coach booking office in Ilford to arrange transport. This was limited to one 'direct' coach on Saturdays only from Ilford (Clements Road) to Dymchurch. However, the operator turned out to be Lewis Coaches of Greenwich. Since my father was disabled that the coach was 'direct' this was a considerable advantage.

The coach turned up (a rather old Bedford SB) and picked up quite a load of people all going to different places. We headed off through the Rotherhithe tunnel and made our way to the Lewis Coach Station in Greenwich for a transfer and were then off on our way in a more modern vehicle to Dymchurch. So, there was a demand from the north side of the Thames for Kent, presumably also true in the opposite direction.

Just some ramblings, but if you have space to fill ...."

Upper picture Eastern National DT1885 (BNO 675T), Leyland National new in 1978, leaving Harwich bus station on 29 September 1990, working local service 120 to Parkeston Quay. **Robert Appleton.**



Lower picture Browsing through my photographs — well, what else does one do during a pandemic lockdown — I came across the above photograph that I took in Clacton Bus Station on 19 June 1963. It shows Eastern National 1364 (TNO 675) and I immediately realised what a suitable candidate for “675 to go with EBN675”. Many photographs have a story behind them and on this day, I did photograph several buses at the bus station until an EN Inspector approached me and told me that I must not take photographs. **Paul Bateson.**

EBN675p8

# From White and Red to Green: A Ticket History of the National and Eastern National bus companies, with observations on the tickets of Southern and Western National

Author, Martin Eastale, Transport Ticket Society. Reviewed by Richard Delahoy.

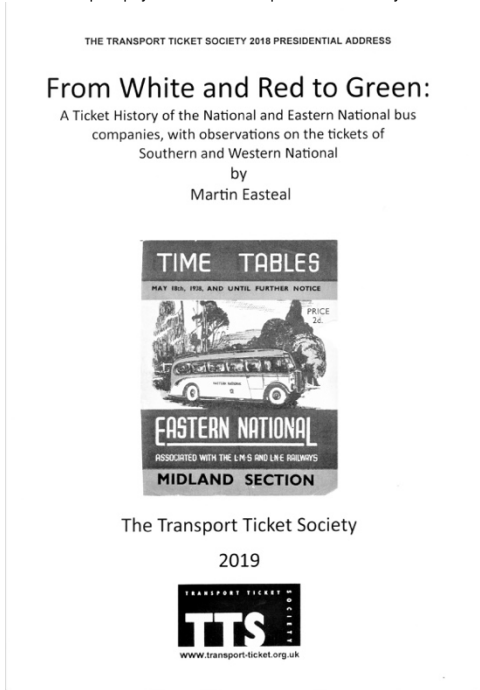
I recently came across this book, published last year by the TTS, based on their 2018 Presidential address. There is a very brief general introduction to the company history, then 57 pages, all in colour, featuring illustrations of tickets and leaflets related to National and ENOC and acquired companies, plus a further 8 pages on Southern & Western National. This is not a definitive history but rather an interesting look back at the variety of ticket systems and designs used. Around 40 different operators' tickets are featured, including well-known names acquired by or absorbed into EN, such as Hicks, City, Westcliff and Moores, through to the more obscure such as the Horn, Ashdown, Primrose and Rose.

The tickets are not dated but the oldest go back over a hundred years to the days of the National Steam Car Co in London. There are many examples of the inevitable Bell Punch style, plenty of Willibrew, Insert Setright and a couple of Belgraphics (at Hicks), through to a few more modern Wayfarer examples (in multi-journey pouches, including, oddly for a book on EN, one issued by Southend Transport). Particularly fascinating are the examples of weekly tickets, seasons and staff passes. There are also a few of the Insert Setrights used specially on the X10 long after the type had otherwise ceased to be used on EN.

To most readers of Essex Bus News, if asked what type of ticket do you associate with Eastern National, I'm sure we would say without hesitation "Setright Speed" - and yet that type barely merits a mention and there is not a single one illustrated (although two do appear in the SNOC/WNOC section). I found this omission quite bizarre and raised it with the author, who dismissed it on the basis that they are "of a standard type" and, by inference, too boring to illustrate. Yet he also notes in the book that "the tickets remained interesting and colourful - even the rolls used in the Setright Speed machines changed colour with amazing frequency". Is this actually correct? My modest collection of EN Setright Speed tickets are mostly a light brown colour (although the shade of brown varies), with a small number on cream paper and a solitary one that's red. Do members have examples of other colours in their collections? And was the red one a special issue for a specific service or purpose?

That aside, this is a fascinating book with loads of good illustrations, but don't expect a scholarly history of ticket types or an explanation of how different ticketing systems worked.

It runs to 82 pages, A4, with card covers and is good value at £12 post free from the TTS, 6 Breckbank, Forest Town, Mansfield, NG19 0PZ - make cheques payable to the Transport Ticket Society.



# Service Revisions

by Paul Harvey.

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

This month's report again has two sections, the usual bus changes and a report of current service situation re the "Virus arrangements".

## 11 July 2020

- |    |                                                                                         |                  |
|----|-----------------------------------------------------------------------------------------|------------------|
| 68 | Southend Pier to Leigh on Sea Station (D)                                               | <b>Ensignbus</b> |
|    | New summer open top bus service introduced until 6 September operating every half hour. |                  |

## 23 July 2020

- |   |                                                                                                                                                                              |                       |
|---|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|
| 2 | Harwich Town Service(M-S)                                                                                                                                                    | <b>Panther Travel</b> |
|   | Revision to timetable on schoolday the 14.05 from Harwich will terminate at Parkeston. This includes the permanent withdrawal of the 12.05 journey which has been suspended. |                       |



Panther Travel  
DC62 PAN  
(YX62 FCA)  
Alexander Dennis  
Enviro 200, 39  
seats, on Marine  
Parade in  
Dovercourt, on 24  
June 2020, working  
16.05 Harwich -  
Parkeston 2. This  
service, a mixture of  
tendered and  
commercial journeys,  
has been retained by  
Panther Travel  
following re-  
tendering by Essex  
County Council.  
**Robert Appleton.**

## 26 July 2020

- |      |                                                                                                                                                                                                                                                                         |                                       |
|------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|
| 4    | Stanway to Hythe (M-F)<br>Service withdrawn                                                                                                                                                                                                                             | <b>Arriva Kent Thameside</b>          |
| 11   | Colchester Station to Highwoods (M-F)<br>Service withdrawn.                                                                                                                                                                                                             | <b>Arriva Kent Thameside</b>          |
| 16   | Old Heath to Colchester St Helena School (Sch)<br>Revision to route and timetable with the 07.56 and 15.20 journeys withdrawn.                                                                                                                                          | <b>Go-Ahead Konectbus (Hedingham)</b> |
| 16A  | Colchester Canwick Grove to Colchester St Helena School (Sch)<br>Revision to route and timetable, to commence from Napier Road at 07.49 via Canwick Grove to arrive school at 08.20. Return journey departs at 15.20 and is extended from Canwick Grove to Napier Road. | <b>Go-Ahead Konectbus (Hedingham)</b> |
| 63/A | Colchester to West Mersea (M-S)<br>Revision to timetable affecting running times within Colchester. A new permanent timetable was introduced from 6 July 2020 under Covid-19 which may replace this change.                                                             | <b>Go-Ahead Konectbus (Hedingham)</b> |

## 27 July 2020

- |     |                          |                       |                    |
|-----|--------------------------|-----------------------|--------------------|
| 2/A | Clacton to Mistley (M-S) | <b>Panther Travel</b> | Service withdrawn. |
|-----|--------------------------|-----------------------|--------------------|

## 14 August 2020

- |        |                                                                                                    |                             |
|--------|----------------------------------------------------------------------------------------------------|-----------------------------|
| 421/22 | Little Chesterford/Great Chesterford to Saffron Walden Schools (Sch)<br>School services withdrawn. | <b>Stephensons of Essex</b> |
|--------|----------------------------------------------------------------------------------------------------|-----------------------------|

## 31 August 2020

- |     |                                      |                 |                           |           |
|-----|--------------------------------------|-----------------|---------------------------|-----------|
| 971 | Hadleigh to Colchester Schools (Sch) | <b>Beestons</b> | School service withdrawn. | EBN675p10 |
|-----|--------------------------------------|-----------------|---------------------------|-----------|

### **COVID-19 (Updated Bus Operator Information)**

**Due to the Covid-19 (also known as Coronavirus) almost all school transport services are suspended and bus companies had introduced emergency timetables providing less journeys throughout the week due to low demand, although most operators have started to increase services from 1 June 2020 to cater for social distancing and return to work. As more facilities begin to open bus services are continuing to see increases in timetables - check operator websites or social media accounts for latest details.**

### **Arriva Kent Thameside**

5 July 2020 increase in most services.

**Southend Area services** 1, 7/8 & 9 normal school holiday timetable re-introduced. Service 4A normal Sunday timetable. Service 6 Mon to Sat every 40 mins, Sunday hourly. Service 29 Mon to Sat every 30 mins, Sunday hourly.

**Colchester area services**, service 1 Mon to Fri every 20 mins, Sat every 30 mins. Service 2 Mon to Fri every 45 mins, Saturday every 90 mins. Services 4 & 11 normal Mon to Fri timetable, service 8 Mon to Sat every 30 mins Sunday normal timetable. Services 77/A normal Mon to Fri timetable. Service 133 Mon to Fri hourly and Saturdays & Sunday 2 hourly. Service 900 continues to be suspended. Reintroduction of Colchester Park & Ride service with normal Mon to Sat timetable.

**Harlow area services** 1 Mon to Sat every 30 mins, Sunday 2 hourly. Services 2/3 Mon to Fri every 15 mins, Sat every 20 mins & Sunday 2 hourly. Service 4 Mon to Fri every 30 mins, Saturday hourly & Sunday 2 hourly. Service 8 Mon to Sat hourly & 2-hourly on Sundays. Service 9 Mon to Fri every 40 mins & Saturday hourly. Service 10 Mon to Fri every 30 mins peak time/every hour off peak, Saturday hourly & Sundays 2 hourly. Service 59 Mon to Fri hourly, Saturday & Sunday 2-hourly. Service 66 Mon to Sat every 90 mins. Service 86 continues to be suspended. Service 87 Mon to Sat hourly. Service 251 Mon to Sat every 30 mins. Service 308/309 Daily hourly timetable. Service 508-510 Mon to Sat every 20 mins, Sunday hourly. Service 724 Mon to Sat hourly & Sunday 2-hourly.

### **Braintree Community Transport**

25 March 2020 service SB28 Stisted to Braintree suspended.

### **Brentwood Community Transport**

24 March 2020 service 808 Brentwood Community Hospital Circular service suspended.

### **Coggeshall Community Transport**

23 March 2020 Coggeshall to Kelvedon Station & Coggeshall Local Services suspended.

### **Ensignbus**

9 June 2020 service Z2 additional journeys introduced.

15 June 2020 extra journeys introduced on Mon to Fri timetables for services 22, 33, 44, 66, 73/A, 88 & X80.

Services 73 & 83 are reintroduced on Mon to Fri.

20 June 2020 services 73 & 83 reintroduced on Saturdays. Some Saturday journeys introduced on service 66.

Services 22, 44 & X80 increase in frequency on Saturdays.

29 June 2020 extra journeys introduced on services 33, 44, 66 & 88 Mon to Fri and Saturdays on service 44.

30 June 2020 extra journey at 15.29 Tilbury to Grays introduced on Service 66. Extra journeys introduced on X80 1830 Chafford Hundred to Bluewater & return at 19.00 from Bluewater.

1 July 2020 service 44 17.55 from Lakeside withdrawn.

Service Z2 additional bus from Rainham to Amazon introduced at 18.15.

4 July 2020 service 99 resume normal circular routing via Brennan Road upon completion of roadworks & revised timetable.

### **Epping Forest Community Transport**

27 March 2020 all services suspended except for service 13 Waltham Cross to Epping St Margaret's Hospital.

### **First Essex**

15 June 2020 timetable revisions to Mon to Fri services. Service 37 revised off peak timetable with most journeys extended to Warley. Service 42 06.27 Chelmsford to Broomfield Hospital advanced by 2 minutes and extra journey introduced at 06.28. Service 70 06.35 from Chelmsford to operate at 06.45. Service X10 introduction of three additional journeys in each direction.

20 June 2020 timetable revisions to Saturday services. Service 36 frequency increased to hourly with every other journey operating as 36A. Service 37 frequency increased to every 20 mins with hourly extension to Warley. Service 42 additional journey introduced 20.09 Broomfield Hospital to Chelmsford. Service 45 frequency increased to every 20 mins. Service 351 frequency increase to hourly & X10 as Mon to Fri above. /cont next page.

**South Essex** Service 5/A/B Basildon to Pitsea section increased to every 20 mins. Services 8/A increased to every 15 mins (8/A combined), service 9 increased to hourly, service 20 increased to every 20 mins, service 21 minor timetable changes, service 22 increased to every 20 mins, service 26 minor timetable changes, services 27 & 28 increase to every 20 mins, service 100 increased to every 20 mins.

**North Essex** service 61 increased to every 15 mins, service 64/A increased to every 10 mins (64/A combined), service 65 increased to every 15 mins, service 75 increased to every 70 mins, service 88 increased to every hour & service 103/104 increased to every hour (103/4 combined).

5 July 2020 revised timetables with a number of weekend service frequency increases and additional journeys. Service 40 revised Saturday timetable every 30 mins Channels to Chelmsford hourly to Boreham. Services 42/A/B Mon to Fri daytime revised timetable frequency unchanged. Saturday service increased to operate every 15 mins between Galleywood & Broomfield Hospital continuing hourly to Stansted Airport or Braintree. Service 45 Mon to Fri daytime timetable revised, frequency unchanged. Services 54/56 Saturday service increased to operate four journeys per hour with two buses per hour continuing to Broomfield Hospital as service 56B. Service 70 additional Sunday journeys introduced at 10.00 & 12.00 Chelmsford to Braintree and 10.47 & 12.47 Braintree to Chelmsford. Service 71 Saturday service will operate as service 71 instead of 71A, Boreham Village served by service 40 as per Mon to Fri timetable. Hourly service will operate between Chelmsford & Colchester additional trips providing half-hourly service Chelmsford & Springfield Sainsbury. X30 two-hourly timetable will operate 7 days a week. Chelmsford Park & Ride reintroduced between Sandon P&R Site & Chelmsford City Centre operating every 15 mins.

6 July 2020 service 75 additional journey introduced at 06.08 Colchester to Maldon Mon to Sat.



Brentwood High Street was experimentally converted to buses and cycles only for an initial two weeks from 4 July, as part of Essex CC's 'Safer, Greener Healthier' initiative which is also intended to aid 'social distancing'. On 6 July First Enviro 44596 (EU60 LFS) heads down the High Street on town service 37. **Chris Stewart.**

## Fords Coaches

27 March 2020  
3 April 2020

service 6 Burnham to Chelmsford suspended.  
service 3 Tillingham to Chelmsford suspended.

## Go-Ahead Konectbus Chambers

15 June 2020

services 753/4/6 minor timetable revisions affecting schoolday journeys. Services 757/8 suspended.

## Go-Ahead Konectbus Hedingham

28 June 2020

increase in Clacton area services. Service 3 revert to normal timetable with additional new journey from Harwich at 1910. Service 4A to operate every 20 mins between Clacton & Jaywick Sands Mon to Sat and 4 journeys on Sunday. Bocking Elm section included in service 6/A/B. Service 4 Clacton Circular via Great Clacton every 30 mins Mon to Sat. Service 5/A reverts to normal timetable. Service 6/A/B revised route to include Bocking Elm Mon to Sat. Certain journeys continue to serve St Osyth's Beach Mon to Sat. Services X76 & 97/98 will operate up to every 30 mins Mon to Sat.

6 July 2020

Pre-Covid timetables will be resumed on the following services in the Colchester/Maldon area: services 15, 50/A, 82/A/B, 83/A/B, 88, 89, 91, 92, 95, D1 & D2. Service 63/A will operate to a new permanent timetable.

## NIBS

6 July 2020

new timetables introduced on services 21 (Ongar) & 81 (Brentwood).

## Stephensons of Essex

6 July 2020

service 1 (Basildon) reinstated, services 16 & 301 full timetable reinstated, 38A revised timetable (no service 38) and 6A (Leigh) reinstated.

## Trustybus

15 June 2020

service 351 Hatfield to Bishop Stortford revised Mon to Sat timetable introduced providing 9 journeys Mon to Fri & 4 journeys on Saturdays.

1 July 2020

service 420 Ongar to Harlow additional journey from Ongar introduced.

6 July 2020

service 386 Stevenage to Bishop Stortford timetable changes.



Trustybus  
Scania N230  
OmniLink  
B41F,  
YN56 NNE  
on 410  
Waltham  
Cross to  
Harlow at  
Tesco,  
Cheshunt,  
taken during  
"Lockdown".  
The blind  
alternates  
with the  
destination  
**Allan  
White.**

EBN675p13

## Allocation Changes

BN-Basildon; CF-Chelmsford; CR-Colchester; HH-Hadleigh; DS-Driving School; FG-First Group cascade (to / from another First company); oos-out of service.

## Period 3 2020/21 (24 May - 27 June)

32547 CR (oos)-CR, 32551 FG-CF (oos), 33080 CR (oos)-Disposal, 33087 CR (oos)-Disposal, 33095 BN (oos)-BN, 33507 BN (oos)-BN, 33548 BN-BN (oos), 33555 BN (oos)-BN, 33572 BN (oos)-BN, 36837 BN-CF, 36840 CF-BN, 36842 CF-BN, 36843 BN-CF, 37004 CR (oos)-CR, 37005 CR (oos)-CR, 37006 CR (oos)-CR, 37053 CR (oos)-CR, 37054 CR (oos)-CR, 42487 HH-CF, 42555 CF (oos)-Disposal, 42556 HH (oos)-Disposal, 42557 CF (oos)-Disposal, 42561 HH (oos)-Disposal, 44001 CF-HH, 44002 CF-HH, 44003 CF-HH, 44004 CF-HH, 44005 CF-HH-CF, 44006 CF-HH, 44080 CF-HH, 44081 CF-HH, 44659 CF (oos)-CF, 62191 CF(DS)-Disposal, 62242 CF(DS)-Disposal, 62408 CR (oos)-Disposal, 63333 CR-CR (oos), 65679 CR (oos)-Disposal, 66719 CF (oos)-Disposal, 66823 CF (oos)-BN, 67161 BN (oos)-BN, 67189 CF-HH, 67190 CF-CR (shuttles)-HH, 67191 CF-CR (shuttles)-HH, 67193 CF-HH, 67194 CF-HH, 67197 CF-HH, 69519 BN-HH, 69520 BN-HH, 69910 BN-BN (oos)

Although they had been allocated to CF before the 29 March service reductions, 67189, 67193, 67194 & 67197 had been in storage at Hadleigh before entering service there, please see Amended Timetables & Vehicles Returning to Service in EBN674 for more detail.

## Disposals

62408 was towed to Ensignbus on 23 June 2020. 65679 was collected from Quayside by Dan's Coach Travel, Stowmarket on 25 June. This marks the end of Scania single deckers in the fleet.

65679 has joined 62410 at Dan's Travel. They are to be used for rail replacement work.

Other vehicles to Ensignbus June 2020: 33080 (towed there on 29th), 33087, 42556, 42561, 62191, 62242, 66719. Of these, 33087, 62191 and 62242 on to Shelton Motors, Ely for scrap later in the month.

To Alpha Recovery, June 2020: 42555, 42557.

Further to EBN672, 42489 went from Ensignbus to Shelton Motors for scrap in June.

Further to EBN673, 33047 also went from Ensignbus to Shelton Motors for scrap in June.

Further to EBN674, 33078 also went from Ensignbus to Shelton Motors for scrap in June.

Of the buses that were listed as going to Ensignbus in EBN674, at least 42955 and 67640 had been offered for sale for further use. 42955 has been purchased by Seaford & District. 67641, the Enviro 300 that did not enter service with First Essex, was seen on tow on the M25 on 7 July, possibly on its way to Shelton Motors.

Further to EBN672, 41522 was collected from Basildon depot for preservation on 2 July.



67192 on route 28 at Southend Travel Centre on 20 May 2020, the first day of the Chelmsford Park & Ride vehicles being used in service from Hadleigh.  
**Matthew Evans.**

## Repaint

37985 has been repainted at Mardens from X30 livery into heritage pre-war Westcliff-on-Sea livery. It was completed and back at Hadleigh by 20 June and entered service on route 26 on 23rd, after taking part in a photo run around Leigh and Westcliff with similar liveried 33191. It will ultimately be a replacement for 33191, but for the present 33191 remains in service. There is one main difference between the two liveries. Both have bonded windows and so on 33191 it was decided not to continue the cream around the upper deck windows, instead there is a cream band underneath. However, 37985 does have cream around the upper deck windows.

## Vehicles Returning to Service

This is an update to the information published in EBN674 and lists changes since then.

Tridents / President: 33095, which had been out of service since 19 March, returned to service three months later on 19 June, on route 25. It is confirmed that 33178 has been out of service since the 29 March service reductions and that its ticket machine was being used in another vehicle. The other vehicle turned out to be "anagram" 37138. This has now been corrected. 33080 and 33087, which had remained in service until the 29 March reductions, have been sold.

Volvo B7TL / ALX400: 32482 and 32483 are confirmed as having returned to service, although use of them has been sporadic (they are normally used on school services).

Volvo B7TL / Eclipse Gemini in the 370xx series: 37005 was first seen in service, on route 65, on 11 June. 37053 re-entered service, on route 88 group, on 23 June. 37054, which was acquired on 17 January this year, finally entered service, on route 65, on 18 June. 37010 had gone from Quayside by 25 June, possibly to have a new engine fitted.

Enviro 400s: In EBN674 it was reported that, according to Bustimes, 33548 had only made one return journey on route 25 (on 3 June) since 29 March. It has not been reported in service since, so is now shown in the Allocations above as out of service. 33425 (route 5 on 6 July), 33507 (route 25 on 22 June), 33555 (route 8A on 12 June) and 33572 (route 25 on 22 June) have now returned to service.

Mid Length Darts: All four have now been sold.

Mid Length Enviro 200s: As previously reported, these all moved from Hadleigh to Chelmsford after the 29 March service reductions but returned to Hadleigh for the 1 June service increases. However, 44005 unexpectedly returned to Chelmsford on 12 June, on route 45 that day. It stayed there until 3 July (on route 45 in the morning) before once again returning to Hadleigh, on route 20 on 5th. Then on 8 July, 44004 returned to Chelmsford (also on route 45).

Enviro 200 MMCs originally purchased for X10 & X30: 67161, which had not been seen / reported in use since 22 April, returned to service on 18 June, on route 16.

Park & Ride E20D / Enviro 200 MMC: 67190 moved from Colchester, where it had been in use as a driver shuttle, to Hadleigh, on route 28 on 12 June. The Sandon (only) Park & Ride service resumed on 6 July (see below), on the first day 67192, back from Hadleigh, and 67196, the only one that had remained at Chelmsford since the end of March, were in service. By 8th, 67190 and 67191 were also back at Chelmsford, on the same day, 67189, 67193, 67194, 67195 & 67197 were still in use from Hadleigh.

Scania L94JB / Solar: 62408 and 65679 have been sold in the last month, marking the end of this class in the fleet. The class did not return to service after the 29 March service reductions, although 62407 was on route 64A on 29 March itself. 62407 and 65679 were used briefly as driver shuttles at Colchester after this date, 62407 last seen in this role on 21 April and 65679 on 3 April.

Volvo B7RLE / Eclipse Urban in the 66xxx series: Driver trainer 66848 remained SORned as at 8 July. 66810 and 66828, both on loan to Basildon from 5 June, have returned to Colchester, the former was on routes 103/4 on 19 June (route 8 the previous day) and the latter on 61 on 17th (route 25 on 15th). 66819 returned to service on 3 July, on route 100.

Volvo B7RLE / Eclipse Urban 2: 69516, 69517, 69519 and 69520 have returned from Basildon to their pre-29 March depot of Hadleigh.

E30D / Enviro 300: It was reported in EBN674 that 67735 had not been seen / reported in use since 21 May. The 21 May was the only report on Bustimes of it in service in either May or June and it may have been inaccurate as it had not physically been seen in service since 30 April. It returned to service on 29 June.

Volvo B10BLE / Renown driver trainers: these have now both been sold.

## Further Timetable Changes

The following are a summary of changes to the table dated 31 May in EBN674. They are as at 5 July, but most were implemented before this. Please note, these changes apply to the Saturday daytime service ONLY, unless otherwise stated.

### Southend & Basildon

5/A/B: increased from every 30 to 20 minutes between Pitsea and Basildon, remains hourly on to Langdon Hills or Grays.

8/A: increased from every 20 to 15 minutes.

9: increased from every 75 to 60 minutes.

20, 22, 27/A/X, 28: increased from every 30 to 20 minutes.

25: increased from every 60 minutes Southend to Basildon and two buses per hour Wickford to Basildon to 20 minutes throughout. Saturday extension to Basildon Hospital removed, reverted to terminating at the Bus Station (Sunday extension remains).

100: increased from every 30 minutes Lakeside to Basildon and every 30 to 60 minutes on to Chelmsford to every 20 minutes throughout.

X10: increased from four journeys each way to seven (Monday to Friday service similarly increased from 15 June).

## Chelmsford & Mid Essex

36/A/B: increased from every two hours to 60 minutes.

37: increased from every 40 minutes to 20 minutes, extended from Brentwood Station to Warley once an hour.

40: changed from every 30 minutes Chelmsford to Springfield Sainsbury's and every 40 minutes Chelmsford to Channels to every 60 minutes Chelmsford to Boreham and every 30 minutes Chelmsford to Channels (from 11 July).

42/A/B: through service from Galleywood to Broomfield increased from every 30 minutes to 15 minutes (previously only the section Chelmsford Bus Station to Broomfield was every 15 minutes) from 11 July. Remains hourly to Stansted (42A) or Braintree (42B) and extra buses from bus station to Broomfield at the busiest times continue.

45: increased from every 30 to 20 minutes.

54/56 group: increased from every 30 minutes (54, 56 combined) to 15 minutes (54, 56B combined) from 11 July.

70: Sunday service remains at every two hours but with two additional journeys between Chelmsford and Braintree at 1000 and 1200, returning from Braintree at 1047 and 1247 (from 5 July).

71 group: An additional hourly service from Chelmsford to Springfield Sainsbury's only, numbered 71, has been running since at least 31 May (additional info to EBN 674). The main Chelmsford to Colchester service changed from every 60 minutes as 71A via Boreham village to every 60 minutes Chelmsford to Colchester as 71 (the 40 has been reinstated to Boreham) from 11 July (with the every 30 minutes Chelmsford to Springfield Sainsbury's shorts continuing).

80A/C: no changes, but a correction to EBN674, these Sunday services each run two-hourly, but their combined frequency is hourly.

351: increased from every two hours to 60 minutes.

X30: Sunday service increased from six return trips to every two hours in line with the Monday to Saturday service. The slightly reduced service on Mondays altered to full service. With the X10 increases above, this provides a co-ordinated hourly service for the main part of the day between Chelmsford and Stansted Airport.

Chelmsford Park & Ride: Sandon service resumed from 6 July, every 15 minutes Monday to Saturday, 0700-1920 (Chelmer Valley service remains suspended).



Ventured into Colchester this afternoon [7 July] to try and get some photos, I attach my photo of First 36839 YN69 XXW E400MMC on service 70 from Colchester to Chelmsford via Braintree, 16.30 departure from Osborne Street Bus Station Colchester.

**Mark Lloyd.**

EBN675p16

## Further Timetable Changes (continued).

### Colchester & North Essex

61: Monday to Friday daytime service changed from up to every 15 minutes to every 15 minutes. Saturday daytime service increased from every 20 minutes to 15 minutes.

62/B: Monday to Friday daytime service changed from up to every 20 minutes to every 20 minutes.

64/A: Monday to Friday daytime service increased from up to six buses an hour to every 10 minutes. Saturday daytime service increased from every 20 minutes to 10 minutes.

65: Monday to Friday daytime service changed from up to every 15 minutes to every 15 minutes. Saturday daytime service increased from every 20 minutes to 15 minutes.

75: Monday to Friday daytime service changed from up to every 30 minutes to every 30-35 minutes (with one additional journey at 0609 Colchester to Maldon). Saturday daytime service increased from two-hourly to every 70 minutes.

88/A/B: increased from two-hourly to every 60 minutes.

103/4: The Monday to Friday daytime service had been increased to 19 Colchester to Harwich journeys and 21 Harwich to Colchester on 1 June but just a week later on 8th this was reduced again, to 12 and 13 respectively. On Saturday daytimes, the 8 June timetable had 10 journeys each way, this was increased to 12 on 28th, with journeys more evenly timed to give a virtually hourly frequency.

### Area News and Workings

From 15 June, face coverings have been required for the majority of passengers (there are a few exemptions) on all public transport. Travel is no longer for essential journeys only, but the message remains that public transport should be the last option, to be used only if other means of travel are not possible.



EBN674, reported that Scania L94UB / WrightBus Solar 62409 (YS03 ZKD) had been sold to Alpha Recovery. Here it is in March 2020 in the withdrawn line at Colchester. However, it carries registration YS03 ZKE so may be 62408 with the bonnet from 62409!

**Ian Dann.**

Ian has sent a photo from April 2004 of 62409 at Weymouth depot, in its first year of service which we hope to show when possible – **Ed.**

EBN675p17

## Area News and Workings, continued.

### Colchester (All vehicles listed below allocated to CR)

All remaining Trident / Presidents at Colchester are now out of service. They were due to be withdrawn anyway with the recent acquisition of more Volvo / Geminis, but their last day of use was brought forward to 28 March due to the timetable reductions that came into effect the next day. The type remains in use at Basildon and Hadleigh.

With the sale of 65679, 32629 is now the only vehicle in the fleet in Barbie livery.

The ECC contract for route 2/A, Clacton to Manningtree, passes to Ipswich Buses from 26 July. For the last two years, since Clacton depot closed, this has been operated by Panther Travel as a sub-contract on behalf of First Essex.

Unusual / Interesting Workings as follows (all June unless stated). Since the reduced timetable on routes 103/4 was introduced from 8 June (compared to the increased one that had been introduced a week earlier) most journeys are operated by Enviro 300s. Some exceptions: 66804 (12th); 63340 & 66801 (19th); 37036 & 37037 (20th); 63342 (24th); 63331 (25th plus 3 July); 37006 (26th); 32628 & 37004 (27th); 37027 (2 July, also on 102 in evening). On Sundays, route 102 interworks with route 75, with double deckers sometimes being used, 37006 & 37007 seen on 21 June, none on 28th, 32669, 37004 & 37054 on 5 July. 32547 on 102 on 21 June.

### Chelmsford (All vehicles listed below allocated to CF)

From 4 July, the day that pubs, restaurants, hairdressers, etc., re-opened, Brentwood High Street was mainly closed to all traffic except buses and cycles, to allow pedestrians to more easily social distance. There is a manually operated barrier at each end to allow buses through.

Since the resumption of near normal timetables, routes 37 & 351 continue to be interworked on Mondays to Saturdays (they were not before the 29 March reductions) meaning that the 351 is mainly now Dart and Enviro 200 operated with only a few Volvos, the Volvos are too long for the 37.

Not previously reported is that driver trainer 62191 was on loan to First Eastern Counties at Norwich from November to December 2019. This has now gone for scrap (see above).

Unusual / Interesting Workings as follows (all June unless stated). Double deckers on short 42 workings: 36838 (12th, 25th & 30th, 2 July); 36837 (16th & 1 July); 36839 (18th & 23rd); 36841 (22nd); 36843 (26th); 32482 (29th). 66796 on 73 (13th). Enviro 200 MMCs on 32: 67165 (18th); 67169 (30th & 1 July); 67170 (22nd); 67171 (19th & 23rd). 67196 on driver shuttles 13th, 14th, 15th & 22nd. 67191, back from Hadleigh, on driver shuttles on 8 July. 67169 on 70 (18th). 36843 (6 July), 36839 (7 July) & 36841 (8 July) X30 liveried buses on 70. 67901 on 71 (4 July).



**Basildon & Hadleigh** (All vehicles listed below allocated to BN except where stated)

The subways linking Basildon Railway Station with the old market car park are being removed. As at the middle of June, there was only one road lane in use, meaning that buses westbound were having to divert via Cherrydown past the bus depot.

66794 was on loan to Basildon from Chelmsford from 15 (route 5B) to 19 June (route 8). It was back in service from CF on route 36 on 23rd.

**Unusual / Interesting Workings** as follows (all June unless stated). Route 9: 44910 (16th, 26th & 7 July); 69520 (16th, last day at BN before return to HH); 33086 (17th & 29th); 33549 (18th & 8 July); 33544 & 33570 (24th); 33561 (26th); 33077 (4 July); 33546 (7 July); 33574 (8 July). Many StreetLites on 94/A, plus also all of X10 liveried 67160-67164 have appeared on the routes in the last month. 44910 on 251 on 21st and 5 July. 67161 (18th), 33553 (6 July) & 33551 (8 July) on 16.



Above First Essex 67163 (YY66 PAO) E200MMC in Essex Airlink livery on route 25 on 30 June in Rayleigh Town Centre.

Ian Dann.



Picture left 66810 (MX05 CDF) Volvo B7RLE / Wright Eclipse Urban in Colchester green livery on 25 towards Southend on the Eastwood Road 10 June. Ian Dann.

**Sources** own observations, and with thanks to R Appleton, S Barham, T Clark, J Clayton, J Collins, R Delahoy, D Edwards, J Elliott, R Hannah, J Lidstone, W Morrison, R Newman, J Podgorski, D Pretty, J Salmon, K Smith, C Stewart, Bustimes, Facebook, Essex Buses Google group and Terminus.

EBN675p19

At **Southend**, from mid-June many vehicles were reinstated and staff recalled from furlough, both for the increased M-F frequencies on 1, 9 & 29 from 15 June (albeit they were not yet at their normal headways) but also to allow duplicates to run on 7 & 8 (and occasionally on 1 as well) to provide additional capacity as passenger numbers start to increase. Then from 5 July, the full service was restored on services 1, 7, 8 & 9. The 6 however remained at every 40 minutes (hourly on Sundays) and the 29 was increased on Saturdays to every 30 minutes in line with the existing M-F headway; Suns remain hourly.

Buses returned to service included, 3937, 6458, 6505-8 (as well as those listed last month). In addition, four Streetlites 4328/31/7/8 received from Northfleet in temporary exchange for E400s 6511-3/5, entered service from Monday 15 June being noted on services 1, 6, 7 & 8. They are in Sapphire livery with signwriting for services 480/490 and feature white (rather than orange) destination displays. However, they were returned to Northfleet over the weekend of June 27/28 so only ran in Southend for just under two weeks. In return, E400 deckers 6511-3/5 came back to **Southend** from Gillingham. Those buses previously without driver assault screens, Volvo saloons 3816-9/22/5, E400 6458 and Versa 4182, were being fitted prior to re-entering service (the latter being dealt with at Tunbridge Wells depot). 3818 was noted in service by 26 June and 3817/9/22, 3935 & 4182 by 6 July. As of 6 July, the only Southend buses still in store were 3816/25 (B7RLE) and the only loans out were 6503/4 (E400) at **Colchester**.

It will also be recalled that four white short ADL E200s, B26F, used at London City Airport were in store at **Southend**. All four (YX68 UUK/L/M/N) have now been noted in use on staff shuttles between the garage and the Travel Centre, first noted on 16 June.

At **Colchester**, Dart/Plaxton 1558/9 have had driver screens fitted and re-entered service at the end of June, but the four Caetano bodied Darts, 1562-5, are not fitted and remain out of public service, although at least 1562/3 have been noted on staff shuttles. The Park & Ride re-opened on 6 July and hence E200s 4071-5 were back in traffic from then. From 13 July frequencies were improved as follows: Service 1 to every 15 mins M-F (vice 20) and every 20 mins on Sat (vice 30); service 2 to every 30 mins M-F (vice 45) and every 45 mins on Sat (vice 90) and service 8 to every 20 mins M-S (vice 30). The ECC contracts for services 4/11 in Colchester have been lost on re-tender to Ipswich Buses after 24 July. This will reduce the pvr at Colchester by 2.

At **Harlow**, services were also enhanced from 5 July on routes 1 (M-S increased to every 30 minutes all day), 2/3 (each increased M-S to every 30 minutes all day), 9 (improved to every 40 minutes M-F), Harlow to Stansted Airport increased to 3 per hour M-S with reintroduction of service 509; 724 (increased to hourly M-S); services on other days and on other routes were unchanged. Further vehicles returned to service at Harlow in the last month comprise Citaros 3892-4; Volvo B7RLE's 3815, 3820, 3826 and 3889; and Versa 4184.

Optare Solo 1454 (YJ06 FXT) the last remaining vehicle carrying Network Harlow livery had received Arriva interurban livery (not the current light blue livery) by June. Stevenage allocated Wright Streetlite 4276 (GN14 DXU) has been working from Harlow since mid-June.



Arriva Southend has been storing four short E200s in an anonymous all-over white "livery" since operations shut down at London City Airport. With the increase in services at Southend from 15 June, they have been pressed into use for staff shuttles between the garage in Short Street and the Travel Centre, to ensure that drivers can maintain social distance and not be reliant on the currently infrequent service 6. Continued below.

Here YX68 UUL has just picked up a driver at the Travel Centre on June 18th, as First Streetlite 63169 passes.

**Richard Delahoy.**

EBN675p20



As reported, two E400MMCs from Southend are on loan to Colchester. On 7 July 6503, SN66 WHW was on service 8 in Colchester High Street heading towards Monkwick. SN66 WHX was also on route 8 that day and the P&R buses were back running. **Mark Lloyd.**



With “social distancing” in place, capacity on buses was severely restricted. First put clear notices in the window next to the door, so that they are easily seen by intending passengers. Arriva by contrast has used rather scruffier notices taped to cab doors. Contrast the notices on First 32547 (normal seating capacity 74) (right) and on Arriva 4328 (normal capacity 44) (left). At the time of writing it was not clear what impact the relaxation to “1m plus” in places such as pubs etc from early in July will have on bus capacities. **Richard Delahoy.**



EBN675p21

## **Vehicles withdrawn** June 2020 pending sale to their prospective buyers.

East Lancashire bodied Dennis Trident  
(Formerly numbered 273, 274, 278 and 285 with their previous owner Yellow Buses, Bournemouth.)  
T273 BPR, T274 BPR, T278 BPR and V428 DRA.

Mercedes-Benz 814 tilt-lift low loader H682 ELX

## **Other news**

School journeys recommenced mid-June to and from Chelmer Valley High School with a reduced number of buses.  
Look at 'The Running Card' [EBN675p3] for events involving Lodge Coaches.



## **The PSV Circle Historic Journal. Lists of Essex Vehicles.**

**Bob Palmer**, member no. 105 wishes to advise EBEG members that the PSV Circle has just finished publishing in their quarterly "Historic Journal" vehicle registration lists for the traditional County of Essex from 1903 to 1965 when the western boundary was the River Lee (or Lea). These include all PSVs and known service vehicles registered new by Essex County Council, Southend, East Ham and West Ham County Borough Councils. These lists contain a wealth of information. At this time, 117 years later, they are never going to be 100% per cent accurate but they are the best we are going to get!

They contain, for each vehicle, registration no., chassis maker, body builder, seating capacity, date first registered, first owner, subsequent owners and eventual fate where known.

Just a word of warning! Where a vehicle is new to what the PSVC consider to be a "major" operator, then only the reg. no. and owner are given and one will have to consult the relevant fleet history for further information (basically NOTC/ENOC, Colchester, Southend and City Coach).

The East Ham & West Ham listings include vehicles new to those so-called "pirate operators", e.g. Hillman Group until they moved their HQ to Romford. From 1933, they only include coaches including the London Co-operative Society and Essex County Coaches.

The efforts of the PSVC deserve support at this difficult time.

Bob also writes "it will be interesting to see just how many operators (not just in Essex) make it into September and the start of full-time education and if buses and coaches play a major part in school transport. He suspects some college/uni contracts will be cancelled as a result of changes in teaching methods.

SERVICE  
PRIVATE  
EMERGENCY RAIL SERVICE  
SCHOOLS SERVICE  
BASILDON Bus Station  
CANVEY E.N. Depot  
SOUTH BENFLEET  
ROMFORD  
SOUTHEND Seaway  
SOUTHEND Bus Station  
LONDON Wood Green Kings Cross  
LONDON Victoria  
CORRINGHAM  
GRAYS  
CLACTON  
WALTON-ON-NAZE  
TILBURY FERRY  
WIVENHOE  
COLCHESTER  
KELVEDON  
CHELMSFORD Patching Hall Lane  
BASILDON Bus Station  
BROADMAYNE Timberlog Lane  
PRIVATE  
JANET DUKE SCHOOL  
LAINDON PARK SCHOOL  
LANGDON HILLS The Crown  
LAINDON Fortune of War  
BULPHAN  
DUNTON Doesgate Lane  
FORDS RESEARCH CENTRE  
WEST HORNDON Rail Station  
EAST TILBURY Bata Works  
VANGE Five Bells  
VANGE Barge  
PITSEA Broadway  
HADLEIGH  
PITSEA Rail Station  
BASILDON Bus Station  
LAINDON Rail Station  
VANGE Bull  
GRIMSTON ROAD  
BASILDON Fodderwick  
NICHOLAS SCHOOL  
PITSEA Kenneth Road  
PRIVATE  
INDUSTRIAL SITE NO1  
INDUSTRIAL SITE NO2  
FORDS TRACTOR SITE  
BASILDON Marconis  
EASTWOOD Kent Elm Corner  
GT. BURSTEAD Church

OUTWOOD COMMON  
BASILDON The Knarres  
BASILDON Bus Station  
BILLERICAY Rail Station  
BILLERICAY Sun Corner  
NORTH BENFLEET  
STANFORD-LE-HOPE  
SOUTH HANNINGFIELD  
RETTENDON Turnpike Corner  
SOUTH WOODHAM  
WICKFORD Rail Station  
WICKFORD White Swan  
CRANFIELD PARK RD.  
BROCK HILL  
RAMSDEN HEATH  
SHOTGATE  
RAYLEIGH  
BRENTWOOD  
RUNWELL HOSPITAL  
PRIVATE  
BASILDON Tylers Ave  
BASILDON HOSPITAL  
SOUTHEND Centra Bus Stn

PLC. 'LIST NO. 1' ON HEMS  
PRINTED BY NORBURY BROS.  
OCT 1970.

'LIST NO. 1' DEC 1970  
(NORBURY BROS)

AS ABOVE EXCEPT:  
DEL. ●, SUB 'ELMS'  
AT +, AND \* IS

TYLERS AVENUE

ANOTHER OCT. 1970  
BLIND HAD & (ADBN)

CHELMSFORD Patching Hall Lane

## The Blind Spot

By R.J. (Bob) Williamson.

Another of Bob's occasional series of pre-electronic (but splendid, nevertheless!) roller blinds. This one is from Basildon (BN) garage and is dated October 1970, so it is nearly 50 years of age!

The infrequent nature of these articles is not of Bob's making! Your Editor has had it in his in-tray for almost a year but routine news and more recently, the dreaded Covid-19 has pushed such treasures to one side.

I know it is said "publish and be damned" but in this case, it is a case of "damn it, I will publish now!".

These blinds always invoke memories from our members; your Editor looks forward to yours!

## Covid-19 Precautions.

Reports of bus operations during the pandemic are covered by individual Sub-editors and whilst we have shown many pictures of empty street and almost empty buses, we haven't illustrated much of the special arrangements that have been introduced. This edition of EBN [p21] shows a few of the special publicity posters concerning reduced seating capacity.



This picture by **Ryan Hannah** (who is a driver for First at Colchester) shows the interior of 63334 at Quayside on 27 May 2020 showing the seats that have been taped off out of use.

No doubt we will return to this matter!



Mark Lloyd with thanks to Ross Newman.

# Ensignbus

## Dealing Stock Movements – June 2020

### Vehicles in

|                                |                             |              |
|--------------------------------|-----------------------------|--------------|
| A2B Travel                     | MX08 ZDZ                    | E200         |
| Chambers Farms                 | YJ56 AOM / AOR              | Solos        |
|                                | N761 JNO                    | Olympian     |
| First Essex                    | LN51 GMO / LN51 GNP         | Tridents     |
|                                | YS03 ZKE                    | Scania       |
|                                | WX05 UAN / SN05 DZX         | Darts        |
|                                | Y939 CSF / X685 ADK         | B10BLEs      |
|                                | WX54 XDC                    | B7RLE        |
| First S Yorks                  | WU02 KVI / KVV / YU52 VYE / |              |
|                                |                             | Volvo B7TL's |
|                                | LT52 WUC / LT52 WWK         |              |
| First Wessex                   | YN04 GNV / GNY / GNZ        | Scania's     |
| First West of England          | LK55 ACJ                    | Scania       |
|                                | W122 CWR/WX55 HVZ           | Volvo B7LAs  |
| Go-Ahead London                | EU5 3PYJ / SN03 YBA         | Darts        |
|                                | LX56 ETK                    | E400         |
|                                | Y819/822/823 TGH            | Volvo B7TL's |
| Manchester Community Transport |                             |              |
|                                | MX62 AWG/MX12 DZB/DZC       | E200s        |
| Metroline                      | LK04 ELV/NMA/NNA/CVP/CUJ    |              |
|                                |                             | Volvo B7TL's |
|                                | LK58 KHG                    | E400         |
|                                | LK07 BBI / BBN              | Scania's     |
|                                | LK57 KBE                    |              |

|               |                        |             |
|---------------|------------------------|-------------|
| RATP London   | YN08 DEU / DHA         | Scania's    |
| Tower Transit | SN64 CVF / CVR         | Streetlites |
|               | BJ11 DVH/K/U/DSO/V/DTY |             |
|               |                        | Volvo B9TLs |

### Vehicles Out

|                                      |                      |                    |
|--------------------------------------|----------------------|--------------------|
| A2B, Cambridge                       | MX12 JXD/DZB         | E200's             |
|                                      | MX62 AWG             |                    |
| Banga Buses, Wolverhampton           |                      |                    |
|                                      | MX12 CFE / CFJ / JXC | E200's             |
| Bear Buses, Feltham, Middx           |                      |                    |
|                                      | Y819 / 823 YGH       | Volvo B7TL's       |
| Candy Coaches, Slough                | SF05 XEC             | Volvo B12M         |
| Connexions Buses, Harrogate          |                      |                    |
|                                      | YN04 GNV / GNZ       | Scanias            |
| Galleon Travel, Roydon, Essex        |                      |                    |
|                                      | YK05 CDO             | Solo               |
| Minibus Direct, Gloucester           | LK58 CNU             | E400's             |
|                                      | SN09 CFD / CFG       |                    |
| Seaford and District                 | WX06 OMM             | Dart               |
| South Staffs Coach Hire, Tamworth    |                      |                    |
|                                      | YU52 VYE             | Volvo B7TL         |
| South West Coaches, Yeovil, Somerset |                      |                    |
|                                      | LX09 AEK             | Scania's           |
|                                      | LX58 CFN / CFG       |                    |
| Squarepeg Buses, Leeds               | X201 WAE / WK52 MTV  | Darts              |
|                                      | MX08 ZDZ             | E200's             |
|                                      | DK60 AHL / AHP       |                    |
| Stantons Coaches, Stoke              | LX58 LJV             | E200 was 09-D-3731 |
| Warringtons Own Buses                | SN09 CEF / CEK / CDX | E400's             |
| Whealers Travel, Southampton         |                      |                    |
|                                      | LK07 BBN             | Scania             |
| Wrights Coaches, Hoveton, Norfolk    |                      |                    |
|                                      | YN08 DEU / DHA       | Scania's           |
|                                      |                      | EBN675p24          |

## Other Movements

|            |          |                                                 |
|------------|----------|-------------------------------------------------|
| Volvo B7L  | MV02 VBZ | Northampton Transport Heritage.                 |
| Volvo B7TL | LJ05 GRF | Feeding Britain, London SW1.                    |
| Volvo B7TL | X798 NWR | Barway Services Ltd, Cambridge.                 |
| Solo       | WX05 RSO | Wealden PSV, Tonbridge, Kent.                   |
| Scania     | LK57 KBE | Wealden PSV, Tonbridge, Kent.                   |
| Volvo B7TL | LT52 WUC | Burgers, Wings and Ribs Ltd, Colchester, Essex. |

## The following all to Shelton Motors for scrap

|              |                                                                                                                              |                |                                |
|--------------|------------------------------------------------------------------------------------------------------------------------------|----------------|--------------------------------|
| Volvo B7TL's | LK04 ELV / YU52 VYJ / VYL / KP51 WBY / Y822 TGH / LK04 NNA / LF52 ZNH / LF52 ZNG / LT52 WWK / BX54 DID / BX54 DHL / LJ03 MHY | Scania's       | LK07 BBJ / YN04 GNY            |
| Darts        | SN53 KJY / EU53 PYJ                                                                                                          | Tridents       | LN51 DVM / LN51 GMO / LN51 GNJ |
| E400         | LX56 ETK                                                                                                                     | Volvo B10BLE's | Y939 CSF / X685 ADK            |
| Olympian     | N761 JNO                                                                                                                     | B7LA's         | W122 CLR / WK55 HVZ            |
| Solos        | YJ56 AOR / AOM                                                                                                               | Javelin        | P899 FMO                       |

## ENSIGN FLEET – June 2020

**Mark Lloyd with thanks to Ross Newman & Richard Delahoy.**

Ensignbus have registered the Southend open top seafront service 68 Leigh – The Kursaal circular to start from 11 July. Ensign have struck a deal with Go-Ahead to take over the service, which Go-Ahead London has run for the last 3 seasons. B7TL Wright Gemini (392) 392 MBF was being prepared for service, the route is a two-bus duty and it is currently unknown which vehicle will join 392 in regular use. The operation is an all-day service utilising two buses. 392 MBF is ex-LX3 AYY which was WVL147 with Go-Ahead London.

See picture this issue, inner front cover.



**Richard Delahoy.**

We don't cover most of the operations of Ipswich Buses, although they do come into Essex on the 93/94 services from Ipswich to Colchester and at Manningtree and Lawford on the 92. [See the picture by Robert Appleton of Ipswich 47 on the 92 on the inner rear cover]. However, their presence is about to increase as a result of two surprising tender wins starting on 27 July.

In Colchester, they will take over from Arriva on the 4, Stanway - Town Centre - Hythe which runs off-peak and the 11, a commuter service between Highwoods and North Station. These two linked services require 2 buses all day long, Monday to Friday, (with the 2 buses starting at Highwoods at 0550 & 0610, coming off again there at 1943 and at North Station at 1935).

In Clacton, they will replace Panther Travel on the 2/2A between Clacton and Mistley, a one bus all-day working on Mondays to Saturdays (from 0625 to 1950).

It will be interesting to see how these new contracts are resourced, given how remote they are from Ipswich and require crew changeovers during the day.

Robert Appleton will be "keeping an eye" on the Tendring services for EBN but as Colchester is away from his usual haunts, local members are asked to do likewise for the Colchester based services.

# hedingham and chambers

**Mark Lloyd** with thanks to Jon Podgorski, Hedingham website & Essex-Buses yahoo group.

## Significant Allocations

|     |                        |        |     |          |         |     |          |         |
|-----|------------------------|--------|-----|----------|---------|-----|----------|---------|
| 514 | HD to KN               | 1 June | 512 | HD to KN | 12 June | 511 | KN to HD | 12 June |
| 456 | CN after repaint ex SY |        | 910 | CN to SY |         |     |          |         |

## Fleet news

During early to mid-June, 910, SF04 SKD Optare Solo was reallocated from CN to SY, working the 379 and 461 market day services for Chambers. Open top President 500, PL51 LDJ was used for depot tree lopping at KN from 4 June and was subsequently re-stored at KN from 15 June.

Around 13 June 456, AN61 BUS was reported at Marden's for full repaint into Hedingham livery and returned 18 June to enter service on Clacton town routes by 23 June. 851, A057 EZL has also been fully repainted returning to CN by 25 June and entered service 3 July. Sisters 850 and 852 are also in turn being treated to repaints as this column was being written in early July.



Picture As described above, 456, AN61 BUS repainted in Hedingham livery about to commence the 98 service to Walton-on-the-Naze from Pier Avenue Clacton on 29 June. **Mark Lloyd.**

Most of the double deck fleet B7TL Gemini/Scania Omnidekka/Omnicity Dekkas and Olympus by observation have been taken off SORN and registered to allow for provision of greater frequency and better social distancing on services. At Chambers, 812 is reserve, but 871/2/4 remain SORNed at 26 June plus 870 long term VOR. Hedingham's W-registered Presidents 570/572 along with open top 500 were re-registered from 1 July but all others remaining in the fleet are still SORNed until schools return or services increase again.

**Your Editor has never been to Clacton Shopping Village but it seems that most of our membership has! The photo of Hedingham L326 on EBN674p29 is not at Mistley, it is at the Clacton Shopping Village. Village Link service 2 Clacton - Mistley did, and still does, serve the Clacton Shopping Village. Robert Appleton was the first with the news, closely followed by Robert Downton and many others!**

EBN675p26

## Service news

Chambers made alterations to the 753/4/6/7/8 group of services on 15 June, making school day changes and suspending 757 & 758 due to low use. On 17 June market services 375/379/461 reverted to every week instead of fortnightly. On 28 June, Hedingham increased services or made amendments to services 3, 4, 6, X76, 97, 98 and 137 in Clacton followed by the 5 and 134 on the following day. By 6 July, services 15, 50, 63, 82, 83, 88, 89, 91, 92, 95, D1 & D2 including all route variants returned to normal timetable.

## Other News

Ex L148, WPH 135Y Leyland Tiger/East Lancs 2000 rebuild now in preservation re-visited the Hedingham depot at Clacton to help celebrate the 60-year anniversary on 4 June.



Picture Chambers 875, PN09 ENE about to work the 756 Schoolday service from Osborne Street at 16.04 to Sudbury (which would have started at Norman Way Schools at 15.50 in normal circumstances) on 30 June. It nicely shows the Boomerang livery described briefly in EBN674. The destination stated Sudbury for Clare, which must mean this bus continues as the 17.10 Sudbury to Clare 236 service.  
**Mark Lloyd.**

**In EBN674p9 the photo of Hedingham 460 was by Robert Appleton, but his name disappeared from the artwork!  
Your Editor apologises; a good contributor by picture or words, deserves full credit.**

## Campaign for Better Transport Covid-19 Recovery: Renewing the transport system.

We found that while the challenge is vast, so is the opportunity. As our report makes clear, a chance exists now to transform our transport system as part of a green recovery programme, resulting in:

- A world-leading public transport system and improved connectivity
- 100% zero-emission road transport and railway with support for UK manufacturing
- Permanent improvements to sustain greater levels of walking and cycling
- Changes to the way transport is paid for, including new means to raise revenue

## Fleet

Scania deckers 601-8 have been relicenced and are working from Rochford depot but all other double deckers remained on furlough at the time of writing. Dart 456, GU52 HJX, has moved from Stephensons to NIBS but remains in full Stephensons' livery. Also, at NIBS, Solo 330 MX59 AWF, has a NIBS fleetname on the front but is in white with a blue skirt from its days with associated fleet Galloway.

## Services

**Stephensons** - further improvements from 6 July comprise:

Routes reinstated to normal timetables: 1 (Pitsea), 6A

Timetables enhanced - 21 (Baintree), 30, 38A

Timetables enhanced to full normal TT: 16 (Wethersfield), 59/60/590, 301.

From September, school contracts 421/2 to Saffron Walden & Newport have been lost but new contracts won are into West Suffolk College in Bury St Edmunds starting September, one from Haverhill (direct) and the other from Soham & Newmarket.

## NIBS

School buses to St Martins School on routes 483/5 were reinstated from 24 June

Brentwood routes 21 & 81 had enhanced timetables from 6 July

Service 374 was restored to a full timetable from 13 July.



No doubts about where this bus is going! With an admirably clear destination in white LEDs, NIBS 452 (YX10 FFFN) heads down Brentwood High Street on 24 June. The former Abellio E200 is in NIBS dark yellow and red colours. Route 269 is an Essex CC contract and has been running to a slightly reduced timetable, about every 2-3 hours, since 6 April. **Simon Austin** (caption by **Richard Delahoy**).



Top picture     Stephenson's reinstated Southend to Leigh service 17 from 8 June as part of a return to more normal levels of service. E200 436, YY67 USD, one of the ex-Yourbus examples, departs from Southend Travel Centre on 18 June. **Richard Delahoy.**

Lower             With the closure of Braintree bus park, services now use temporary on-street stops like this one in Fairfield Road, where a southbound 38A waits time. Stephenson's 473, EU65 EOI, shows off the "Three Rivers" branding on 16 June. **Richard Delahoy.**



# Letters

## Peter Carr from Bishop Stortford

## Health & Safety – and Compassion.

It was very poignant to read Alan Tebbitt's mention of Fred Bridges' death in 1408 at Bishops Stortford in 1968. He very rightly states that the circumstances were too horrific to detail. The incident was still very much in the staff's minds when I joined in January 1970 and I was made aware of it within a couple of days. After spending a week in the conductors' school at Chelmsford garage I was sent out on tutelage at BS with driver Tony Marshall (an ex-Military Policeman and always extremely smart) and conductor Ron Atkinson (who had come to EN with the business of Clavering and District in 1938). I was learning with them for three weeks, a longer period than usual because of my having been living and working abroad for the two years immediately prior to joining EN which necessitated time-consuming checks and correspondence by the Traffic Commissioners before my badge and licence could be issued.

By the middle of the second week I was competent enough for Ron to just let me go round the bus collecting fares on my own. We were on the 309 town service in an FLF picking up passengers on Parsonage Estate, heading for town. Five or six ladies got on at one stop, and I went to collect fares. Ron put a hand out to stop me, and said quietly, facing away from the passengers, "You remember we told you about Fred Bridges at Hockerill?" I nodded. "Well, the lady in the third seat down on the right's his widow. When you get to her, just take her money, do the ticket and give her all the money back with the ticket. Don't say anything. I'll give you the money for the fare." So, I did just that. And whenever Mrs. Bridges was on the bus thereafter I did exactly the same, regarding it as a privilege to be able to make that small gesture. I never asked whether all the conductors did so, but I suspect that most did.

I was also made aware of an earlier incident actually in the garage, in the time of L-type single deckers, which needed the front blinds to be set from the outside in the same way as double-deckers, i.e. by (usually) the conductor stepping up and turning the handles. The crew were taking out a bus from the garage; the conductor stepped up to change the blind and the driver got in the cab. Unfortunately, the driver went to start the engine without ensuring the bus was in neutral gear and the bus lurched forward into the rear of the bus parked directly in front, crushing the conductor who died from his injuries.

Today's constant references to Health and Safety in the bus industry are often mocked and derided, but it should never be forgotten that the dangers of working on the buses in years gone by were very real.

## Terry Challis from Thornton Cleveleys

## Recollections of the roaring 256 and Barnes' Garage.

Thank you for EBN674. I was interested to see the photo of ENOC 1408 on page 5. I was a curate at Billericay from 1968 to 1971. My recollection of the 256 is of a Bristol K56 roaring up Jackson's Lane on its way back to Billericay Station from Outwood Common. If 1408 had recently been transferred from Bishops Stortford to Basildon it may not have been able to show Outwood Common on its destination indicator and thus followed Eastern Counties' practice. I doubt if it would have made much difference as the 256 was a short route and the people that used it would have known where it was going!

As a resident of Clacton-on-Sea from 1957 to 1968, I was also particularly interested in the article about the origin of Barnes Coaches by Peter Clark and John Taylor. The Barnes garage was opposite Pier Avenue Baptist Church and not far from the Essoldo Cinema. Barnes had a fleet of Duple Bodied Bedford OBs and SBs all with petrol engines.

## David Grimmett from near Minehead

## Reincarnation?

Here's a bit of useless trivia for you. I am determined to find out more about Lawrence Chester Bryan as mentioned on EBN674p6. I have discovered he died on 29 May 1952 in Clacton. The very day I was born in Clacton!

## Dave B J Cowell from Walsall

## Wanted; Photo's of Eastern National Lodekka's.

|                      |                |            |                |                |         |              |         |          |
|----------------------|----------------|------------|----------------|----------------|---------|--------------|---------|----------|
| E00 586, 587, 580    | JWC 716        | XXV 21, 31 | 205 BPU        | 566 CTW        | 501 EEV | 35 ENO       | 1838 F  | 883 GVX  |
| 818 HNO, 820 HNO     | 76, 79 JNO     | 49,52 PPU  | 83, 91, 96 TVX |                | 803 VVV | AVX956B      | FWC428B | LWC 666C |
| MXV 879C, 883C, 885C | RVW 393D, 394D |            | RWC 943D       | UEV 219E, 221E |         | AEV 816F, 8F |         |          |

Good scanned copies acceptable or prints copied on to disc. To show original (Eastern National) ownership pre-withdrawal.

To show all of bus FOS or FNS or ROS or RNS. To have no yobs whatsoever anywhere by the bus

Anyone who can help please contact me by post at 20 Stanley Place, Rushall, Walsall WS4 1EL or phone 01922 613226 evenings or weekends. Any out of pocket expenses will be repaid.

## Bob Palmer from Ilford [Member no. 105]

I trust your own engineering is progressing ok and you end up with a full-body overhaul a la Aldenham – as good as new! I am having my own medical issues including a hip replacement at RNOH Stanmore and chemotherapy at Queen's, Romford. {Sorry to hear this, **Ed**}.

Can I draw EBN readers attention to an article in The PSV Circle Historic Journal which gives registration lists for the traditional County of Essex from 1903 to 1965. (See item on p23 of this issue, **Ed**).

EBN675p30

# Other Operators.

**Roger A. Smith.**

**With thanks to the PSV Circle.**

## **APT Coaches, Rayleigh**

Sunsundegui bodied Volvo B9R has been re-registered as B4 APT from BX12 CVS. B4 APT was previously on Alexander (Belfast) bodied Volvo OLY-50 which has reverted to its previous registration of V551 PBA (original reg. 99-D-580 in Eire).

## **Barker, Roydon**

Volvo B12B with Jonkheere body has reverted to its original registration of FJ04 ETL from CIB 331.

## **Peter Godward, Basildon**

Following on from last month's report regarding YN07 LKD, an Irizar C56FT bodied Scania K380 now with A&A Coach Travel, Tockith, North Yorkshire, it is understood that this vehicle has been re-registered as T123 PGC, which it still bore when sold. Meanwhile, YN08 OCE, a Scania K340 EB with Irizar C49FT body has gone to the Evobus dealership in Coventry.

## **Swallow, North Weald**

Further to the closure of this operator, KX08 ONB, a Plaxton C33F bodied Mercedes Benz 0816D has gone to Ventura, Milton Keynes (Dealers).



Weekend rail replacement continues to be a regular feature on Greater Anglia, with road transport running from Southend Victoria to Newbury Park (for the Central Line), amongst other routes. Here, offering a welcome touch of luxury, is a Neoplan Skyliner coach of L&R Travel of Basildon. N66 SUN was new in December 2006 to Trathens of Plymouth, originally registered LSK 808. The current registration dates from the time the coach was with SunFun of Earith (Camsbs). Also offering coach seats, but in an Optare bus body, is Scania N270D YT10 WKZ of SBC Leisure, this bus was new to Beestons (Constable Coaches). Southend Victoria station forecourt, Saturday 14 March.

**Richard Delahoy.**

**Sad news from usually reliable reporters (but your Editor has not had time to verify the news) that that unfortunately Gardner Travel, Chelmsford have" gone down". Robert Downton & John Podgorski.**

EBN675p31



London Transport RT315 (HLX 132) at Loughton Station 2 October 1965, 1948 AEC RT/Park Royal H56R  
 "I hadn't realised until now that the bus behind was an RTL very unusual on the 38A."

**Robert Downton.**



## Taster for EBN676.

What is this vehicle?

Where has it been?

What is happening to it?

Find out next month when **Chris Stewart** reveals all!

Clue, 773.

## Target Dates for EBN676 (August 2020).

|                                        |                        |                              |
|----------------------------------------|------------------------|------------------------------|
| Before                                 | Saturday 1 August 2020 | Reports to Sub-Editors.      |
| Before                                 | Friday 7 August 2020   | Sub-Editor drafts to Editor. |
| On or before                           | Monday 17 August 2020  | Dispatch by Printers.        |
| <i>Independent upon any Lockdown.1</i> |                        |                              |

EBN675p32



Top picture  
In October 2018, Ipswich Buses Scania Omnicity 47 (YR61 RVA) was named "Constance Andrews Suffragette" to celebrate 100 years since women were given the vote. Constance Andrews was a leading suffragette in Ipswich. On 14 March 2019, 47 was at the Manningtree terminus of service 92 from Ipswich. The name is on the front dash panel below the windscreen.

#### **Robert Appleton.**

The Suffragette Movement's colours of Green, White & Violet (Give Women Votes) are those used by Ipswich Buses.



Lower picture  
Although not originally an Essex motor, UFM 53F has been in preservation in the County for some 15 years, most of it in active service with EBEG members. In 2010 it was in ownership of Paul Ashman, who had done a lot of restoration work; he took it to the Eden Valley Commercial Vehicle Rally that Easter where it created much interest. On the way there, we called in at the Bowber Head premises of Cumbría Classic Coaches where we were warmly welcomed by Will Hamer and former Crosville ERG53 was reunited with DLB 978.

#### **Owen Woodliffe.**

EBN675innerrearcover



Upper picture  
Hedingham double  
deck 514,  
LB02 YXF,  
Volvo B7TL Wright  
Eclipse Gemini  
on the 95 in  
Goldhanger,  
15 June 2020.  
**Kevin Smith.**



Lower picture  
Brentwood High  
Street was  
experimentally  
converted to buses  
and cycles only for  
an initial two weeks  
from 4 July, as part  
of Essex CC's  
'Safer, Greener  
Healthier' initiative  
which is also  
intended to aid  
'social distancing'.  
On 6 July, NIBS  
Enviro 200 452  
(YX10 FFN), part  
of the batch of  
former Abellio  
London buses now  
with NIBS and  
Stephensons,  
heads along High  
Street on  
Brentwood/Ongar  
route 21.  
**Chris Stewart.**

## Essex Bus News 675; July 2020.

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

EBN675outer rear cover