Essex Bus News

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JUNE
2015



Essex Bus Enthusiasts Group
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Top picture:
Not a scene from the recent "Norfolk Flyer" tour! 723 W823NNJ is in Frietuna Road, Frinton-on-Sea, about to turn right onto B1033 Frinton Road to head back to Clacton via Kirby Cross and Thorpe le Soken. Frietuna Road is in the newer part of Frinton. **Robert Appleton.**
Bottom picture: In return for a little guiding, the Merseyside Bus Club Holiday Tour paused at a certain bus stop in Leigh-on-Sea! **John G. Lidstone.** See article pp 10 & 11.

Front Cover picture: Red bus gets the Blues!
Southend United FC ("The Blues") won the League Two play-off final at Wembley on 23 May 23, beating Wycombe 7-6 on penalties at the culmination of a cliff-hanger match. To celebrate, the team toured Southend on Bank Holiday Monday, 25 May 25, using Ensign open-top Routemaster RM371 (WLT 371). Richard Delahoy wasn't amongst the 38,252 strong crowd at Wembley but *was* amidst the greenery and derelict office blocks of Victoria Avenue to see the triumphant team on the red bus with its police escort.

Essex Bus News 614 June 2015

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Welcome to new member:
Phillip Stephenson, Batley – 1089.

We are sorry to have to record the death at the end of May of **David Hunter**, of Loughton, member 748.

Subscriptions

A calendar year subscription is £21. 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 £1.80 per month. For example, a member joining in March would pay 10 x £1.80, i.e. £18.00.

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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.
The Editors exercise the normal discretion to publish contributions in full, in part or not at all and cannot guarantee publication in any particular month.
Every effort is made to ensure accuracy but the Group cannot accept responsibility for any errors published.
Views expressed in EBN do not necessarily reflect the opinions of the Group.

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

SOUTH ESSEX MEETINGS by Richard Delahoy.

We have moved to our new venue in **HOCKLEY** for the summer season:

Wednesday 17 June Photos from the Bob Beaumont collection – a tribute to our former member, with photos mainly from the 1960s.
Wednesday 15 July Slides from the 1960s and early/mid 1970s, concentrating on independent operators.

These meetings will be held at The Old Fire Station, Southend Road, Hockley SS5 4QH, adjacent to the Spa pub in the centre of Hockley. Arriva/Stephensons bus 7 from Southend, Rochford & Rayleigh stops near-by. Hockley rail station is about a 6-7 minute walk. We will meet in the Ground Floor Pump Room, with access to the kitchen to make our own tea/coffee/soft drinks; toilet facilities (incl. disabled). The venue is wheelchair accessible. There is very limited parking on the forecourt, better to use the public car park directly opposite, behind the library – which is free from 1900 onwards and has ample room.

Members and guests welcome, £1.50 towards room hire, please. Meetings start at 2000hrs.

Wednesdays 16 September, 21 October, 18 November and 16 December. Autumn season dates – at our usual Wickford venue.

NORTH ESSEX MEETINGS by Dave Arnold.

Venue: downstairs room at the Friends Meeting House, Church Street, Colchester, just south of "Jumbo" (the water tower) and behind the Mercury Theatre. Town centre bus stops and parking are nearby. Doors open at 1915 for informal chat, and often an impromptu slide show, with the main talk or show from 1945 to 2145. £1.50 donation towards room hire, please. Slides/digital photos are preferred, but prints can also be shown. Members and guests welcome.

Friday 10 July Gary Sharpe/Trevor Brookes.
Friday 14 August tba.
Friday 11 Sept Russell Young.
Friday 9 Oct Alan Osborne.
Friday 13 Nov Steve Maskell.
Friday 11 Dec Gary Sharpe.

A Blast From The Past! Paul Harvey.



Ex Eastern National Leyland Tiger Alexander 1111, HHJ372Y seen in Taunton Bus Station operating with Southern National during 1999.
Paul Harvey.

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

GROUP TOURS

Tuesday 23 June — **Talisman Evening Mystery Tour**. Start from Colchester North Station at 1900 hours. As usual, £10 fare which will be donated to Essex Air Ambulance, so please come along and support this worthy cause.

EVENTS

Sunday 21 June	North Weald Bus&Coach Rally. £10 admission includes bus to/ from Epping Station. www.northwealdbusrally.net.
Sunday 27 June	Ipswich Transport Museum Transport&Model Fair. www.ipswichtransportmusem.co.uk
Sunday 28 June	Special event in Kelvedon to commemorate 200 years of Moores. See EBN612p10 for details.
Sat/Sun 4/5 July	East Anglian Transport Museum 50th Anniversary on Site. www.eatm.org.uk
Sunday 12 July	Ipswich Transport Museum.'What's in Store'guided tour of behind the scenes and bus trip to off-site store. www.ipswichtransportmuseum.co.uk
Sunday 12 July	Haverhill Historic Transport Rally & Road Run.
Fri/Sat 24/25 July	Guided Tours of LT Museum Acton Depot. (Pre-booked only) www.ltmuseum.co.uk
Sun 16 August	Classic &Vintage Bus Day. Cambridge Museum of Technology.
Sun 23 August	Eastern Transport Collection Annual Rallly. Old Buckenham Airfield.

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.

SALES

A large collection of bus tickets (mainly Bell but also Setright) have kindly been donated by a member.
These are LT (Central, Country, Coaches plus Red Rover and Havering Multiride); Eastern National; Moores Bros; Corporations (many including Rotherham, Liverpool. Manchester, Preston, West Bromwich, etc); Scottish; Independents (Blue Bus, Barton, Hedingham etc).
Too many to list individually so if interested send an e-mail to Sales Officer.



John sent me this beauty a as personal treat but it is so nice, I thought I would share it with you! Bluebird Daimler BMS 414, fleet number D19 with a Burlingham body photographed at Waddesdon Manor. This months homework is to find an Essex connection! I have found one, a visit to North Weald a few years ago. **John Salmon.**

Tour Report – The Norfolk Flyer – 23 May 2015 by David Harman.

Colchester North station at 0830 was overcast and drizzly when 25 members and guests gathered for the Norfolk Flyer tour. Not only that, we were told that unfortunately, organiser, Keith Woods could not be with us as he was in hospital recovering from an operation. However, with Dave Arnold deputising and with Paul Smith driving Talisman's MAN/Van Hool Alicron, in Crusader Holidays livery, we headed north, the weather gradually brightening for what turned out to be a perfect day.

Paul took the tedious 40mph speed limit through the A12 roadworks up to Ipswich in his stride and after a few manoeuvers in the lanes, we arrived at our first stop, the village of Mendlesham, and **Galloway European Coachlines**, where very welcome coffee and biscuits awaited us. Galloways have three strands to their business – coach tours and holidays, National Express diagrams and local/school bus services. Front-line coaching stock includes Van Hool Astrons and Alicrons but other types present included a Temsa Safari, Mercedes Tourismo and Setra 416GT. NatEx work is in the hands of standard Volvo B12M/Caetano Levantes, all out on the road save for one over the pits. For stage and school service work, the DAF / VDL marque predominate, with SB120 / Wright, SB180/MCV saloons, an Optare Spectra, plus SB3000 and SB4000 coaches with Plaxton, Ikarus and Van Hool bodies present. Solos and a solitary ex-Dublin Bus Olympian complete the service bus line-up. Many have "PP" registrations, a tradition carried on from a vehicle bought many years from County Travel of Leicester, which had this mark.

Plenty to photograph, including the impressive Galloway's Optare Spectra 5946 PP which was new to Marchwood Motorways as W231 CDN. **David Harman.**



After a very pleasant hour we headed off along the A140 to Norwich where the second traffic hold-up of the day occurred – queues round the Norwich Orbital in part because of the BBC Radio 1 Big Weekend concert, for which First and Konectbus were providing numerous shuttles.
Our next stop was the depot of **Eastons Holidays** set in pleasant wooded surroundings at Stratton Strawless. Eastons have a modern fleet in a striking metallic purple scheme, composed mainly of Bova Futuras and Magiqs, Setras, plus an Irizar i6 integral and a Mercedes Vario/Sitcar midi-coach.

Interesting … but it was four older coaches that caught our attention: Bedford SB/Duple Vega 509 DVT; new to Williamsons of Sneyd Green, later with North Wales Classic Tours and eventually rescued by John Brenson. This awaits restoration. A trio of Bedford OB/Duples are at various stages of restoration: FDL 842, new to Pearce of Ryde, IOW, in untouched state; FNV 705, new to KW Coaches of Daventry, which appeared to be in running order. The third was of special interest: ONO 85, new as Eastern National 4064, which later passed to O'Neil of Lidsing, Olsen of Strood, Saville, Mitcham, (preservation), Nostalgiabus, Merton Park and Reptons of Bookham. This is presently a shell with many body panels, most internals and mechanical parts removed for repair/renovation etc. Unbelievably, a trace of Tilling green paint could be found where the nearside front mudguard would abut the front bulkhead. Future progress will be followed with interest! EBN614p

North to **Sheringham** where we parked in the car/coach park adjacent to the North Norfolk Railway which meets end-on with the Bittern Line (Norwich-North Walsham-Cromer) at the reinstalled level crossing. Now, in the May 2013 *Norfolk Crusader* tour report (EBN593) your correspondent referred to the Dereham lunch-break in the enjoyable ambience of the *North* Norfolk Railway. Maybe it was too much sun or too much Ribena, but sadly he got his railway knickers in a twist. Dereham is of course on the **Mid** Norfolk Railway (Dereham – Wymondham), *not* the North Norfolk Railway (Sheringham – Holt), although as it happens, long-term plans (www.norfolk-orbital-railway.co.uk/) do exist to extend both railways to meet at Fakenham to form part of an ambitious circular route.



<<<<<

Hey! What's this doing in a Bus Magazine?
9F "Black Prince" arrives at Sheringham Sation but look in the distance - Konectbus Norfolk Coaster waits.
David Harman.

V Sanders VDL DB250LF/East Lancs YJ05 PZE at
V Sheringham station: Group Sales Officer Owen
V Woodliffe won this very bus in the tour raffle
V – okay, just the model version!
V **David Harman.**

Anyway, on the *Norfolk Flyer* tour we really *did* have lunch in the enjoyable ambience of the North Norfolk Railway, where LNER B12 4-6-0 8572 and 9F 2-10-0 92203 "Black Prince" were both in steam. Other attractions included frequent Sanders Scanias and VDLs competing with Konectbus Tempos on the Norwich service, Konectbus's former London General open-top Olympian in Southern Vectis *Island Breezer* (adapted to *Norfolk Coaster)* livery, and Stagecoach Norfolk (Norfolk Green) *Coasthopper* Solos. A third attraction was the bustling market with the Norfolk Pie-Man van doing brisk trade.



Tour Report – The Norfolk Flyer – 23 May 2015 by David Harman, continued.

Departure from Sheringham was delayed to suit the arrival of "Black Prince", but time was easily made up on the short spin west to Holt and the main depot of **Sanders Coaches**. Present in the yard were coaches being prepped to take Canaries fans to Wembley on Monday, including a superb Volvo B12BT/ Jonckheere SHV and a VDL Bova FHD, plus Javelins, Volvo B12Ms with Plaxton and Van Hool bodies, some with ex-East Kent "FN" registrations inherited from Caroline-Seagull, together with Scania Omnicities, Scania and DAF SB120/Wrights, VDL DB250LF/East Lancs, Scania Omnidekkas, and the three tri-axle Volvo B9TL/East Lancs Nordics, "Zeus", "Samson" and "Hercules" service buses. Shunting provided many photo opportunities, and the late afternoon run-in produced a recent acquisition, a former Jetparks (Manchester Airport) VDL SB200/Wright Pulsar.



<<<<<< Sanders 102-seater Volvo B9TL/East Lancs Nordic "Hercules" OU05 AVD, ex-Weaverway, Newbury, at Holt depot. **David Harman.**

With the sun slipping lower, it was time to turn south to Diss for our final stop, a return visit to **Simonds** who we saw in 2013. A minor hitch - the duty manager wasn't expecting us! However, a quick phone call ensured we were granted access and Denis Simonds soon arrived to show us round. The coach fleet remains predominately Volvo B10M/B12M/Van Hool although the latest purchase is a Neoplan P22 440 tri-axle, obtained at an advantageous price. On the bus front, the Primo contingent is now down to two, one of which was coaxed into posing for us.



Simonds Primo KX57 FMK, new to OFJ Connections, Heathrow, prepares for the last rounder of the day on the Diss town service. EBN614p6

Companions include the ex-Nottingham East Lancs Trident, three Solos, six MAN 14.220/MCVs and the ex-Busways ALX bodied Volvo B10M. More recent fleet additions are three more MCVs but on Volvo B7RLE chassis and two youthful Enviro 200s from Jones of Penygroes.

On the preserved front, one of the three Plaxton-bodied Commer Avenger coaches has had its trim re-affixed and now requires re-glazing and internal fitting-out. It so happens that a family wedding looms and the powers-that-be have made it known that a vintage coach would be desirable to convey guests … so Denis is under the gun to get it finished, despite the queue (two other Commers, various cars, John Deere tractors etc.) in the 'toy-cupboard' all awaiting attention …

Other vehicles on site for mechanical work, MOT, paintwork etc. included Carter's ex-London General Olympian and Trident, Fareline (Jeff Morss)'s ex-Beeston B10M/Jonckheere and yet another Bedford OB. This was LTT 913, new to Sunbeam, Torquay, which later saw service with Whiteways, Waunfaur until 1975. It is now with Bart Keaney (Classic Vehicle Hire) of Hepworth, Diss and was extensively restored in 2010. An oddity in the yard was a Ford Fiesta in Scottish Post Office postbus livery, D454 DAS. Is this preserved?

By now, home beckoned and roadworks notwithstanding; we made Colchester North in good time. An outstanding day for which thanks are due to the four operators for their warm welcomes, to Dave Arnold for tour management, to Paul Smith for his smooth handling of our steed, and finally to Keith Woods for the behind-the-scenes organisation. I am sure all members will join in wishing Keith a speedy transfer from 'VOR' back to full service.



Eastons's ex-Eastern National OB ONO 85. In estate agent's language: "has tremendous potential". **David Harman.**

With thanks to Dave Arnold.

Stephensons of Essex by Richard Delahoy.

A total of six 2003 Scania N230UD/East Lancs H51/39F deckers have been acquired from Nottingham City Transport; 4 were illustrated last month. One – YN53CFA – has been sold on to Fords of Althorne, we will confirm details of the other 5 in due course.

Service Changes by Paul Harvey.

Arriva Kent Thameside

1 June 15	CP&R	M-S	Colchester Park & Ride: revised stopping places.
5 August 15	10	WO	Paglesham to Rayleigh: service withdrawn.

First

18 May 15	66/A	M-S	West Bergholt to Rowhedge: minor timetable revision.
28 June 15	62/A	D	Colchester to Wivenhoe: summer University closed timetable introduced on service 62.
	7/8	D	Clacton to Walton: additional school journey introduced on service 7 replacing a service 8 journey.
	16	M-S	Clacton to Bocking Elm: re-introduction of summer service.
	17/18	D	Clacton to Point Clear: revised route and timetable for the summer period.
	19	M-S	Clacton to St Osyth Beach: re-introduction of summer service.
5 July 15	9	M-S	Basildon to Brentwood: revised timetable.
	42/A	D	Galleywood to Broomfield Hospital/Stansted Airport: revised timetable mostly at peak hours and extension to Warners Farm withdrawn.
	45	D	Moulsham Lodge to Writtle: minor timetable revisions to some early morning journeys towards Heath Drive.
	54/56	D	Beaulieu Park to North Melbourne: most journeys re-timed.
	70	M-S	Chelmsford to Colchester: minor timetable revisions.
	72	M-F	Chelmsford to Chelmer Village: minor service changes with 1715 & 1735 journeys from New Dukes Way withdrawn.



Service 9 (Basildon-Billericay-Brentwood-Warley) has suddenly had an injection of brand new vehicles, with the regular (although not exclusive) use of Basildon's StreetLites 47650-6. One of them, 47651 (SN15 AEO) pulls off the layover/turnround point at Warley (Fords) on Wednesday 27 May 2015. **Chris Stewart.**

Galleon Travel (Trustybus)

23 July 15	386	Sch	Buntingford to Bishop Stortford: school service withdrawn.



Trustybus did take on Arriva route 505 on Monday 11 May but only using one bus for a reduced service of six return journeys. Plaxton Dart KP54 BYL is at Kings Head Hill, Chingford in the afternoon of the first day. **Owen Woodliffe.**

Go Ahead London (Blue Triangle)

1 June 15	667	Sch	Grange Hill to West Hatch Sch Chingford: revised timetable.
26 June 15	498	D	Brentwood to Romford: TfL service withdrawn.

Go Ahead London (Docklands)

30 May 15	549	M-S	South Woodford to Loughton Station: revised timetable.

Go Ride

15 June 15	78E	MWF	Colchester to Brightlingsea: service withdrawn.

Hadleigh Community Transport

7 July 15	745	TWSSu	Maningtree to Dedham: re-introduction of summer service.
	796	TWSSu	Maningtree to Hadleigh: re-introduction of summer service.

Road Runner Buses

22 June 15	255	M-S	Debden to Waltham Cross: revised timetable with increased frequency.

Stagecoach London

27 June 15	498	D	Brentwood to Romford: new TfL service replacing Go Ahead.

Whippet Coaches

26 July 15	E	TThFS	Cambridge to Clacton: service withdrawn.
	F	FO	Cambridge to Southend: service withdrawn.

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

Red FLF's in Southend **Chris Stewart.**

When he sent the superb picture of the red FLF shown on the inner front cover, John G. Lidstone commented "after all the years of Tilling green/cream FLFs on 25s in Thames Drive it was very special to have a Tilling red FLF at the same spot!" Your Editor asked Chris Stewart for a brief history of the bus and any other relevant comments. Here they are …

JAH 553D Stagecoach East 19953 (JAH 553D), now kept at Northampton, was one of 82 FLF6Gs new to Eastern Counties, delivered in July 1966 as FLF453. The fleet also included one FLF6B (former BCV test rig LAH448E) and 16 secondhand buses, 10 from Lincolnshire and 6 from ENOC – these being an unintended sub-swap within the NBC/SBG VR/FLF exchange of 1973. FLF453 passed to Cambus (no. 61) with the break up of Eastern Counties in 1984, to Viscount Bus & Coach in 1989 and back to Cambus in 1999. As part of Stagecoach, it received a purple variation of their standard livery in 2002 for the Queen's Golden Jubilee, standard 'beachball' livery by October 2004 and Tilling red/cream in March 2013 in time for the celebration of the centenary of the United Counties Omnibus Company at Wellingborough. Sister bus JAH 552D also remains with Stagecoach having been converted to open top by Cambus and carries Stagecoach livery.



Had Westcliff on Sea Motor Services remained a separate company we would no doubt have seen red Lodekkas in south Essex. As it was, they could be found in the north of the county as Eastern Counties worked over the years to Colchester, Mistley and Clacton. FLF458 is seen in Colchester Bus Station awaiting departure to Stratford St Mary, East Bergholt and Ipswich in about 1970 while ENOC MW5G 1310 (205 MHK) waits behind on a Walton 105.
John R. Stewart.



One time Tilling red FLFs ran for some years as staff buses for Lesney (Matchbox Toys) of Rochford, carrying the later light red, orange, yellow and white livery. Former FLF450 is seen at Benfleet Station on 30 July 1985. It worked for Lesney from April 1983 to February 1988 and was exported to Slovenia, but hasn't been reported since 1992.
Richard Delahoy.



Above: Passing the Anne Boleyn pub in Rochford during September 1986 is former FLF442, which after serving Lesney was exported to Switzerland where it is believed to remain in use. **Richard Delahoy.**

Below: Our red friend parked up at Stephensons yard in Rochford. **John G. Lidstone.**





By Adam Kelleher.

New Vehicles

Please note that for completeness and clarity some information is repeated from last month

47643	SN15 AEZ	SA9DSRXXX15141999	Wt AL629	B37F	05/15
47644	SN15 AFA	SA9DSRXXX15141001	Wt AL630	B37F	05/15
47645	SN15 AFE	SA9DSRXXX15141002	Wt AL631	B37F	05/15
47646	SN15 AFF	SA9DSRXXX15141003	Wt AL632	B37F	05/15
47647	SN15 AFJ	SA9DSRXXX15141004	Wt AL633	B37F	05/15
47648	SN15 AFK	SA9DSRXXX15141005	Wt AL634	B37F	05/15
47649	SN15 AEL	SA9DSRXXX15141975	Wt AL526	B37F	04/15
47650	SN15 AEM	SA9DSRXXX15141976	Wt AL527	B37F	04/15
47651	SN15 AEO	SA9DSRXXX15141977	Wt AL528	B37F	04/15
47652	SN15 AEP	SA9DSRXXX15141978	Wt AL529	B37F	05/15
47653	SN15 AET	SA9DSRXXX15141979	Wt AL530	B37F	04/15
47654	SN15 AEU	SA9DSRXXX15141980	Wt AL531	B37F	05/15
47655	SN15 AEV	SA9DSRXXX15141981	Wt AL532	B37F	05/15
47656	SN15 AEW	SA9DSRXXX15141982	Wt AL533	B37F	05/15
47657	SN15 AEX	SA9DSRXXX15141983	Wt AL534	B37F	05/15
47658	SN15 AEY	SA9DSRXXX15141984	Wt AL535	B37F	05/15

Wrightbus StreeLite DF Micro Hybrids. It is reported that they have the Cummins ISB4.5 engine (Euro 5), which is coupled to a four-speed Voith gearbox. They are fitted with free Wi-Fi. It is confirmed that these 16 vehicles are all that First Essex are due to receive for now. However, the summer issue of First Essex magazine states that 33 Micro Hybrids are due in total this year, so 17 more to come. Note the chassis number, body number and registration order. They are registered SN15 AEL-AFK (with gaps) but start with 47649 (AEL) to 47658 (AEY) then go back to 47643 (AEZ) to 47648 (AFK).

(N.B. These are the chassis numbers given on Bus Lists on the Web, although logic would suggest that 47644-8 should end 2001-5 rather than 1001-5.)

Early observations of these vehicles are as follows.

47643 entered service on 8 May and was seen on route 27 the next day.

47644 was seen at Heysham Docks on 3 May, it entered service from HH on route 28 on 11 May.

47645 was seen at Heysham Docks on 10 May and delivered to HH on 16th.

47646 was seen at Heysham Docks on 3 May and still there on 10th and was delivered to HH on 16th. It was on display at the Yeldham Transport Collection open day on 17 May and the Clacton Bus Rally on 31st.

47647 was seen at Heysham Docks on 3 May and was delivered to HH on 15th .

47648 entered service on 8 May and was seen on route 28 the next day.

47649 was delivered to Hadleigh on 21 April and was first noted in service on route 26 on 26th.

47650 was delivered to Basildon on 24 April and was initially used for driver familiarisation, it was seen on route 9 on 14 May.

47651 was seen on route 511 on 1 May, on route 9 on 15th.

47652 was seen on school route C26 on 8 May (the vehicle that works this route comes off the 9 and goes onto the 9A) then on route 9 the next day.

47653 was seen on routes 9 and 9A on 30 April and then on 251 on Sunday and Bank Holiday Monday 3 and 4 May.

47654 was seen on route 9 on 11 May.

47655 was seen on route 9 on 9 May.

47656 was seen on route 9 on 28 May.

47657 was delivered to Colchester on 7 May.

47658 was seen at Heysham Docks on 10 May and was delivered to Colchester the next day.

47657/8 are the first new vehicles delivered to Colchester depot since (65)650-4 in 1999. As at 31 May neither had entered service, but they had been used on driver familiarisation. 47658 was first reported in service on route 103 on 4 June and was on route 63 the next day.

Like the original 20 StreeLites delivered last year, those that have been seen have small “First Essex” names plus f symbol above the entrance door, but only small “First” names (i.e. no “Essex”) and f on the offside above the driver’s cab. They have depot stickers on both sides, but no main fleet names, plus an advert frame on the nearside but not on the offside. One exception to this is 47643, which does have a main “Essex” fleet name on the offside (nearside not seen).



Of the Hadleigh batch, just 47643/4/7/8 have offside ESSEX fleet names; this picture of 47648 on 3rd day in service at Leigh shows this.
John G. Lidstone.

*** John G. Lidstone has updated his Hadleigh new StreetLite Flickr album, including details (47645/6 expected into service Monday 18th,
*** 47647 first use being to Yeldham on 17th). This is found at:
*** https://www.flickr.com/photos/46986413@N07/sets/72157648024953181

Acquired Vehicles

32068	KP51 VZS	Vo B7TL YV3S2G5152A001933	Ar 0150/21	H49/27F	01/02
32087	KP51 WBZ	Vo B7TL YV3S2G51X2A001913	Ar 0150/16	H49/27F	01/02

From First Leicester, May 2015, new to Leicester as numbers 246 / 241 respectively. 32068 arrived at Basildon on the 19th and was seen on route 200X the next day. 32087 was seen at Basildon on the 14th and was on route 8A on 20th. They are in old First livery (Barbie) with dot matr (flip dot) blinds.

Allocation Changes

These are, and always have been, taken from the Company's allocation sheet. For operational reasons there may sometimes be discrepancies with the actual situation on the ground.

FEC=First Eastern Counties; FG=to/from another First Group company (both involving change of legal ownership); Acq=acquired from a non First company

The following traditional depot codes are used in EBN, although no longer by the company:
BN-Basildon; BE-Braintree; CF-Chelmsford; CN-Clacton; CR-Colchester; HH-Hadleigh; DS-Driving School

Period 2 (26 April - 23 May)

No official information has been received from the company this month so the following is based on observations and reports.
20463 CF-Reserve, 32068 FG-BN, 32087 FG-BN, 32818 BN-FG, 32859 BN-FG, 32883 BN-FG, 42922 HH-CN, 42923 HH-CN, 42927 HH-CN, 42928 HH-CN, 43357 BN-HH(out of service)-CN(out of service), 43359 BN-CN(out of service), 43480 BN-CR, 43714 CN-CN(out of service), 43715 BE(out of service)-sold, 43717 BN-CN(out of service), 43719 CN-CN(out of service), 43721 HH-Yeldham Transport Collection, 43732 HH(out of service)-sold, 43735 CN-HH(out of service), 43736 HH(out of service)-sold, 47643 New-HH, 47644 New-HH, 47645 New-HH, 47646 New-HH, 47647 New-HH, 47648 New-HH, 47650 BN*-BN, 47651 New-BN, 47652 New-BN, 47653 New-BN, 47654 New-BN, 47655 New-BN, 47656 New-BN, 47657 New-CR*, 47658 New-CR*, 65556 CN-CN(out of service), 65666 CR-CN, 66805 BN-FG, 66820 BN-FG
* being prepared for service. 20463 is being prepared for use as a Driver Trainer. 43357/9 were seen withdrawn at CN on 26 April.

Disposals

To First Devon & Cornwall May 2015: 32818, 32859, 32883.
To First Leicester May 2015: 66805, 66820.
To Yeldham Transport Collection May 2015: 43721.
To Alpha Recovery for scrap, May 2015: 43715, 43732, 43736.
First Essex has kindly donated 43721 to the Yeldham Transport Collection, where it joins 42439 which was donated by FE in February this year (see EBN 610). Its last day of service at HH was Friday 15 May when it worked routes 27 and 25. The next morning, it was driven to Great Yeldham. It thus spent its entire working life at HH. As reported last month, it was the last new bus at HH before last year's StreetLites and was also the last bus at HH in Barbie livery. Three successive types of First Essex Pointer Darts with three successive year registrations are now preserved at Great Yeldham: 952 / 46152, N952 CPU, step entrance; 42439, P439 ORL, original Pointer style low floor and 721 / 43721, R721 HJN, Pointer 2 low floor. All three had also been together at HH between February 2009 and January 2010. At the Yeldham Open Day held the day after 43721 arrived (Sunday 17th), 42439 and 43721 were displayed together alongside StreetLite 47646, which was a direct replacement for 43721, being delivered to HH on the day the latter left.
Updating EBN 609, sold Driver Training coach 20128 was seen in Maldon on 21 May.



Sisters reunited! John asked for 42439 to be posed with 43721 just after arrival. Both donated by First to the Yeldham Transport Collection, both a credit to First Hadleigh Engineering and Gareth Norris in particular. It's excellent this pair are together in preservation. Full marks to First Essex, Adrian Jones and Alex Jones, for enabling this to happen. **John G. Lidstone.**

Repaints

To Urban livery:

CN30903, seen at Clacton on 8 May, awaiting repairs before re-entering service
CF53112, seen in Chelmsford on 26 May, small "First Essex" names with f symbol above entrance door and driver's cab and depot stickers both sides, plus, somewhat surprisingly, "Chelmsford City" main fleet names both sides (since the Clacton paint shop re-opened last July, all repainted vehicles, including Chelmsford Solos and Darts, have received "Essex" main fleet names).
CF66811 was seen in Clacton paint shop on 4 June

To Colchester Hybrid livery:

CR66798, seen on 64 on 30 May, small "First Essex" names with f symbol above entrance door and driver's cab and depot stickers both sides, main "Essex" fleet names on cove panels both sides. This completes the 10 Volvos at Colchester in this livery.

To Driver Trainer livery:

CF20463, seen at Clacton on 21 May, basically bus livery on the sides (although without the short light purple stripe above the windows), but with large pink and purple chevrons on front and rear. Small "First Essex" name above entrance door and depot sticker on nearside (offside not seen), f symbol and small "Essex" in pink on rear.

Other Vehicle News and Workings

General

CF23020 now has a working front LED destination. BE32810 has received another engine; the one fitted only two months ago had a cracked block. CR66828 has had its seats reupholstered in e Leather. HH33191 (Westcliff livery), as well as HH47646 (as noted above), attended the Clacton Bus Rally on 31 May. Hybrids BN69901-19, mainly used on route 100, have had free Wi-Fi fitted.

Olympian

34305 continues in use on school services and driver shuttles (seen on the latter on 11 May). On 1 June it was seen at lunchtime parked outside King Edward Grammar School, Chelmsford and was seen in Chelmsford Bus Station on 5th.

Hadleigh's 20 R-DJN & S-TWC Pointer 2 Darts

Further to EBN613, in the last month 43715/32/6 have been sold for scrap and 43714/7/9/21/35 have been withdrawn from service leaving just three remaining in service, 43731/4 at CF and 43733 at BN. Sightings during May have been as follows:
CN43714 on 5/A on 8th & 22nd, 11 on 15th, out of service at back of CN depot by 30th
BN43717 on 100 on 5th. This vehicle was reported in EBN 609 as being probably the oldest vehicle ever to work the 100 when it did so on 6 December last year at over 16 years old. It is now over 17 years old, however, it was withdrawn from service later in the month, seen at the back of CN depot on 15th.
CN43719 on 3/4 on 8th, on 2 and 30A on 11th, 13th &18th, 5/A on 15th, out of service at back of CN depot by 30th
HH43721 see Disposals above
CF43731 on 31X on 7th, 45 on 14th, 73 / 351 on 29th
BN43733 on 100 on 19th (being an S reg, not quite as old as R reg. 43717)
CF43734 on 71/A on 7th & 22nd (and on 42 on 3 June)
CN43735 on 12 on 8th, out of service at HH on 28th

Hadleigh's Last Seven Pointer 2 Darts

As forecast in EBN612, Hadleigh's final seven Plaxton Pointer 2 Darts have now all gone, replaced by the seven new StreeLites. 42922/3/7/8 have all moved to Clacton, 43721 to Yeldham Transport Collection, 43733 to Basildon and
43736 to Alpha. The last to leave was 42923, driven to CN, where it replaced 43719, on 22 May. (However, former Hadleigh allocated 43735 has returned from Clacton and is temporarily stored at HH out of service upon expiry of its MOT, but is due to go to Alpha soon.)



Recently acquired First Essex 32087 is seen at Pitsea working route 8A on 20 May 2015. **Adam Kelleher.** EBN614p15

Continued.

Greater Anglia Rail Replacement

3 & 4 May HH33072/81/90/91/376 on Newbury Park to Wickford.
4 BN69903 on Newbury Park to Ingatestone (unusual for a Volvo Hybrid to be used on Rail Replacement).

Clacton (CN) and Colchester (CR)

65576 has now spent over six months parked between the bus garage and the old Colchester bus station. Since it was seen on 26 April (see EBN613) it has now also lost some lower side panels, its destination equipment and its windscreen. On 18-20 May there were overnight closures of Feering Hill / Kelvedon High Street for re-surfacing, affecting service 71C.

As noted above, ex Hadleigh 43714/9/35 have been replaced at Clacton by four newer Pointer 2 Darts from Hadleigh, 42922/3/7/8. In their first few weeks at CN they have been seen on a number of services, examples being:

42922 on 2 & 30A on 8 May, 8 on 11th, 9 on 15th, 2 on 27th, 9 on 28th and 5/A on 29th.
42923 on 4 on 26 May.
42927 on 7/8 on 22 May.
42928 on 7 on 13 May, 3 on 16th, 2 & 30A on 12th and 15th.

As these are 05 registered vehicles they also qualify to work on Essex County Council contracts.

Ex Basildon 43480 was seen at Colchester on 7 May and on route 62 on 8th and 11th, LEDs not programmed, number in windscreen

1 May Correction to EBN613: CR32483 on 2 not 2C (2 is a First Monday-Saturday evening contract, 2C is an Arriva Sunday contract)
2 CR32475 on 71C (unusual these days for double deckers to work on the 71 group of routes).
4 CN65690 on 3 (Bank Holiday).
5 CN61057 on 4, very unusual, services 3/4 are normally operated by Enviro 200s or Dart SLFs, CR65679 on 71A.
6 CF44545 on 70.
8 Parked at the back of CN depot were out of service 43357/9, 65538 and 65651/2, CN65556, which is MOT expired, (during April this vehicle had been a regular on routes 7/8) and CN42937 & CR62406 awaiting new engines. CN44598 on 3/4. CN65527, which had been seen out of use parked at the back of CN on 27 April, was back in service on routes 7/8.
15 CR43480 on 15.
19 CR65626 on 71C.
23 CN44599 on 17/18, unusual as these routes are normally worked by Scanias.
27 CR69430 on 63 (updating EBN 613, this one bus route seems to have reverted to single decker operation, CR69434 was on it the following day).
28 CR32477 on 104 (the only sighting in May of a double decker on 103/4), CR62408 on 71/A.
30 All three CN double deckers were off road, 30903 has not yet re-entered service since its transfer from BE and repaint. Parked at the back of CN depot were the same vehicles as on 8th, plus newly out of service 43714/7/9.
31 CN43857 on 74A, CN44597 on 76.

Chelmsford (CF) and Braintree (BE)

From 31 May for six nights, Duke Street, Chelmsford was closed near / under the railway bridge for resurfacing with buses diverted via Coval Lane.

6 May CF44900 on 71/A, ex P&R liveried CF65031 on Sandon P&R.
7 CF23020 on 618, CF66812 very unusual on Chelmer Valley P&R (correct destination displayed on LED).
11 BN32887 on 1710 Sandon P&R extra, CF43360 on 31X, CF69533 on 31C, with number in windscreen and showing “Special” as destination.
13 CF(DS)60135 seen in Hockley.
15 CF43801 on 71/A, CF69532 on X30, with number in windscreen and showing “Special” as destination.
19 Ex P&R liveried CF65030 on Sandon P&R.
26 CF53115 on 71/A.
29 CF53127 on 31X and 36, CF53128 on 15 (smaller vehicle on this ECC route than normal), number in windscreen.
4 June CF66814 on Chelmer Valley P&R (another unusual Volvo working).

Basildon (BN) and Hadleigh (HH)

Non-Hybrids seen on route 100 have been (all BN) 43717 (as noted above) & 66826 on 5 May, 66813 on 16th, 47650 on 20th (first reported sighting of a StreetLite on this route) and 41527 on 29th.

11 May	BN32640 seen broken down outside Chelmsford Bus Station, and later towed away. Presumably it had been operating a morning school service.
14	BN69904 on 9
17	BN47650 on 201, BN66826 on 300, BN69907 on 5 (also various other Volvo Hybrids on 8/A, 25 and 251 as well as 100)
18	BN32849 on 9
19	BN33194 on 9
20	BN33047 on 100X, BN33178 on 561, BN43847/8 on successive 9 journeys, BN69908 on 200X and on to 25A
25	BN47655 on 140 (first reported sighting of a StreetLite on this route)
31	BN47656 on 140

Registration Notes

43721 (R721 DJN) was the last bus operating from Hadleigh with an old Southend JN registration. 47655 is registered SN15 AEV, EV was an old (pre 2001) Essex mark and was allocated many times to Eastern National vehicles. AEV itself was used on Bristol / ECW FLFs 2917-26, AEV 811-20F.

Sources: own observations, and with thanks to M Allen, R Appleton, A Barham, S Barham, P Barker, D Bell, J Benee, L Cornwell, T Clark, D Disbury, D Flatman, M Jones, J Lidstone, D Lund-Conlon, M Newman, G Norris, C Paynter, J Podgorski, K Reynolds, J Salmon, S Simister, K Smith, M Smith, C Stewart, G Toon, R West, the Essex yahoo! group, *Essex Buses Google group*, First Essex, Flickr, www.buslistsontheweb.co.uk, LOTS, PSV Circle, and *Terminus*.

Reports relating to First Group may be sent by e-mail to adamxxxx4@yahoo.co.uk or by conventional post. Many thanks to all those who do so.



First Essex 66816 on East Hill, Colchester on 24 April 2015, heading for Harwich on the 103, to do its bit for air quality improvement in the sticks! **Russell Young.**

Essex County Council Bus Area Review Meetings

Essex County Council will be holding a series of public meetings during June and the beginning of July throughout Essex. These meetings will be in the form of a public drop in session. The aim of these sessions is to share information, and listen to our customers to identify potential new bus routes or needs, suggested changes to the current routes and timetables and identify where tailored local schemes could be more effective. A list of the venues can be found on the ECC website or at local council offices and libraries.

Arriva Group Miscellany.

Arriva Southern Counties Helps Harlow Fire Fighters

by Richard Lewis.



An unwanted bus at Arriva's Harlow depot has been used to help local firemen practice their rescue techniques. ASCs' Assistant Risk Manager Phil Jones explained, "The fire brigade are always looking for new and stimulating ways in which to practice their skills and, rather than simply send one of our buses to be scrapped, Mel Smith, our Harlow Administration Officer, contacted the fire brigade to ask if they would like to practice their rescue skills on one the depot's end-of-life vehicles.

"Buses are one of the safest modes of transport", explained Phil, "but by holding this event at our depot as part of our 'Spring into Safety Campaign' we were able to remind our drivers of the need to be safety conscious at all times."

Fire fighters from the nearby fire station were watched by a number of Arriva staff at the bus depot as they practiced gaining access to the vehicle using hydraulic cutting equipment and rescuing volunteers safely from the driving cab and passenger areas."

The bus that was used for the exercise was a 1999 Volvo B6BLE with Wright 'Crusader' bodywork painted in the Network Harlow two-tone blue livery that is now being discontinued in favour of the reintroduction of the Arriva brand to Harlow.

Network Colchester Adds New Money-Savers To Its Range of Day, Weekly & Four-Weekly Tickets. Arriva Cuts The Price Of Its Day Ticket For Harlow.

From 17 May, Arriva in Harlow and Network Colchester introduced new "money-saving" family and day tickets as well as a more comprehensive revision of its "ordinary fares". Some fares do increase but many are reduced and some are unchanged.



Our friends in Arriva will consider us very cruel showing you this as we don't normally like to publicise breakdowns and the like but they do happen! My own car had a puncture recently, which delayed me for half a day!

But just look at the advert on the bus side and the disconsolate way the driver is watching proceedings!

Incidentally, the advert on the bus rear was "passion for life"!

The bus is 3410 (HX51 LRN), seen in Colchester on Wednesday 20 May 2015.

John G. Lidstone.

Arriva Southend / Harlow / Network Colchester

by Peter Mansbridge with thanks to Michael Allen, Richard Delahoy, Richard Lewis, John Podgorski, Keith Sadler.

DAF SB220/ Plaxton 3918 (T918KKM) was withdrawn at Southend mid May on MoT expiry. This takes the ranks down to just 4, 3912/3/4/6.

Further to EBN 613, following use in Colchester, Southend Dart SLF 3322 has been loaned to Harlow.
Harlow allocated Trident / East Lancs 5443 (T406 SMV) and Transbus Dart SLF 3413 (SN54 HWY) have seen recent use at Colchester.
The new ADL Enviro 200s for Colchester Park & Ride have received names (historical figures with a connection to Colchester) as follows;
4071 - Saint Helena, 4072 - Queen Boadicea, 4073 - Sir Charles Lucas, 4074 - Emperor Claudius, 4075 - Sir George Lisle. The names are half way down on the glass of the entrance doors of the vehicles. Biographical Information is provided inside on the cove panels.

Former Southend Fleetline 231 (MRJ231W) has recently been put up for sale on eBay. It had been used as a mobile showroom by TVC Electrical of Malton, N Yorks since 2005 but is now offered for sale at £6,750 with suggested use as conversion to a mobile home or similar. It remains in 2-door configuration with some original Southend features inside but the interior was gutted for use as a showroom (as we illustrated in EBN some years ago).



As reported above, this ex Metrobus East Lancs Trident (now Arriva Southern Counties 5443), has returned to Colchester for a second stint. Originally 156 with NC when under TGM ownership and branded for route 8, it's now back, on loan from Harlow and in Arriva livery. It's spent the last two days back on the 8. Picture taken in The Crescent, Severalls Park, on 2 June 2015. **Russell Young.**

NETWORK COLCHESTER
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Ensignbus Dealing Stock Movements - May 2015

Mark Lloyd.

With thanks to Ross Newman.

Vehicles In

Aintree Coaches	SN56 AWW	Enviro 400
Brighton and Hove	T820 RFG	Tridents
	Y852/66 GCD	
Clockhouse Farm	R258 KRG	Volvo B10BLE
Dawson Rentals	RN52 ERU	Darts
		KX03HZG
First Bus Stop	R271 LGH	Olympian
Metroline	LR02 BCK	Tridents
		LN51KYA
		LK03GHV
		LK03NKC
		LK03NKD
Stagecoach London	LX03 BWW/Y/BXA	Tridents
Wilts and Dorset	V652/3 DFX	Solo's
		YG52CEJ
		DAF SB120

Vehicles Out

Aintree Coaches, Liverpool	V532-3/7/9 ESC	Tridents
Brylaine Coaches, Boston, Lincs		
	LX03 BTZ	Trident
DA Coaches, Coatbridge	KN52 NFT	Dart
First Bus Stop, Gravesend	LN51 KYO	Tridents
		LK03GJF/GHD
Galleon Travel, Frating, Essex		
	LX03 BVW	Trident
	Y364/6/74 HMY	Darts
Grant Palmer, Dunstable	KW02 CVS	Darts
	YT51 EAJ	
Liverpool City Tours	YJ51 ZVV	Solo
London City Tours	Y201/3-4/8/32 NLK	Volvo B7TL's
Rambler Coaches, Hastings		
	SK52 OJD	Dart
Richardson Travel, Midhurst, W Sussex		
	Y235 NLK	Volvo B7TL
Seaford and District	724 XUW	Atlantean
Sullivan Buses, South Mimms		
	W467 WGH	Volvo B7TL
Watts Coaches, Bonvilston, Wales	KN52 NFP	Dart

Other Movements

Merc 814's WK51 AVP/WK53 BNA/B/WK04 HSD/WK54 BHN: Tyrone Commercials, Dungannon, Northern Ireland.
Volvo B10M's M650 BCD/P533 ESA: Clockhouse Farm, Maidstone.
Olympian M923 PKN: Temple Hill School, Dartford.
Darts Y359/62/71 HMY: Geoff Ripley, Barnsley.

Ensign Fleet – May 2015

Mark Lloyd.

With thanks to Ross Newman

Loaned Vehicle

192	T192CLO	Dennis Trident	ALX400
	To Renown, until end of May 2015.		

Fleet Numbering

105, 109 & 192 appear to have lost Ensign fleet numbers.

WWI remembrance and commemorations

list of named vehicles

Fleet Number	Name	Fleet Number	Name
127	George Biggs	710	Arthur Reed
128	John Northmore	711	William Scott
129	Dugald Campbell	712	Edgar Truelove
130	Archibald Saich	713	Charles Riches
131	John Conerly	120	Thomas Rowland
701	Reuben Beaumont	123	John Suckling
702	George Newton	124	Edward McKay
703	Bertie Gathercole	125	Alfred Godfrey
704	Arthur Hills	126	John Goldspring
705	William Watkins	119	Basil Johnson
706	Harry Watkins	115	Sidney Biles
707	Frederick Rogers	118	Joseph Randall
708	John Newbould		
709	George Clarke		

Traffic problems

A sinkhole on the A126 Hogg Lane in Grays between Devonshire Road and Elizabeth Way in the town centre has caused route 66 to employ an emergency timetable from 27 May onwards. The hole said to be 2m wide and up to 15m deep developed under a lorry when the quarry tunnel under the road is thought to have collapsed. The 66 Lakeside – Tilbury – Chadwell service has been restricted to run between Chadwell St Mary – Tilbury & Grays until further notice. The road may be closed for up to a month for the tunnel to be repaired and the hole to be safely back filled. Route 22 Aveley – West Thurrock is also affected.

EYE Candy for Ensign! By John Wakefield.





A Bedford WTB Duple C25F Chassis No 112281, Body No 5201/2 that was new to Underwood of Orsett 5/38 has now passed to Ensign Buses, Purfleet after the EYE 599 Preservation Society, who were undertaking a full restoration of the coach, disbanded.

The coach was requisitioned by the RAF for aircrew transport in 1939, at the start of WW2, believed at RAF Hornchurch. After WW2 it went back to Underwood's & remained in service till 1961 when it was then stored until rescued by the preservation group headed by John Chapman in 1995.

The top picture by **Nick Webster** shows the Bedford circa 1987 when in store at Orsett & the other in 2007 when under restoration with the EYE 599 Preservation Group. **David Beardmore.**

Although not within the normal collecting policy of Ensign, who normally restore & operate only London Transport buses, they have taken the Bedford on due to its local connections. Steve Newman says that they will finish the restoration started by John Chapman and his friends and then EYE 599 will join the Ensign Heritage Fleet for hire. One dilemma that Steve has is what colour to paint it? The original Underwood colour scheme was grey & blue but Steve thinks this is too drab to attract hirers. But in fact Ensign's of livery is blue & grey, although brighter shades so that would possibly be a suitable livery for the Bedford. **Steve would like ideas from enthusiasts.**

Pictures by John G. Lidstone.





John G. Lidstone writes: "Just before 42923 left HH, what did I see, but this in the petrol station opposite HH. I then decided I - just - had time to go over, thinking it a private bus (in full South Lancashire Travel cream, yellow and blue livery). Then when I ran past, I saw it had passengers. Then, on the front, 3 Chelmsford on paper and Regal legals on paper in the nearside window…..!!!!! Then, it came back towards Southend, still 'showing' Chelmsford.

The Dart has an interesting pedigree - Bus Eirann DPC109 (02-D-18253) then to South Lancs Travel then Regal Busways via Ensignbus (dealer) Purfleet. I gather it went to Regal from Ensign on Tuesday 19 May.

hedingham and chambers

By Mark Lloyd

Acquired

1509	YN55 PZM	Scania N94UD/EL OmniDekka	H45/29F	SY, ex-Metrobus 909
1511	YN55 PZP	Scania N94UD/EL OmniDekka	H45/29F	SY, ex-Metrobus 911
1513	YN55 PZU	Scania N94UD/EL OmniDekka	H45/29F	CN, ex-Metrobus 913

1509 and 1511 sport Chambers names; 1513 is for Hedingham at CN.
1509 entered service on the afternoon of Friday 22 May; its first full day in use was Tuesday 26th after the bank holiday. 1513 arrived in CN from Hants & Dorset on Friday 29th.

Fleet news
As Chambers' ten Scania OmniDekkas gradually enter service at SY, ten of the Plaxton President-bodied Volvo B7TLs will transfer to Hedingham. Work to remove old logos and route branding, apply new decals and undertake minor body repairs is being carried out in-house. 575 (W516 WGH) had been taken out of service with Chambers by Wednesday 27 May.
CN Scania 1519 (YN06 JYD) was entered into the Clacton rally on Sunday 31 May for static display.

Publicity
Leaflets for Hedingham route 87 and Chambers network services have been reprinted from 1 June following minor revisions to some fares.



As the Scania OmniDekkas now begin to enter service at Chambers, they join a fleet of Volvo B7TLs, which also transferred from London. 563 (V307 LGC) ran for two years at Konectbus from 2011 before arriving in Suffolk, and is seen passing through the village of Stanningfield, just south of Bury St Edmunds, on the 753/754 through service from Colchester on 26 May. **Chris Silverman.**

Past Vehicle news
Attending the Clacton Bus Rally at Clacton Shopping Village on Sunday 31 May was ex L148 WPH135Y the East Lancs bus rebodied Leyland Tiger, sold shortly after Go-Ahead take over. The vehicle was entered into the rally by Venturer Coachways Ltd of Clopton, Woodbridge, Suffolk. She proudly displayed 148 Hedingham on her blind. Previously, The Running Footman had operated ex L216 Partridge Bedford YRT/Plaxton MNW731P from the same site years earlier.

Other ex Hedingham attendees were ex L114 UVX7S Bristol LH6L/ECW, ex L212 M211WHJ (now BIG 7793) Dennis Lance/Wright Pathfinder and ex L394 X346YGU (now BIG 9856 Dennis Dart MPD. L114 privately owned and the others refurbished and in service with Panther Travel.

With thanks to Jeff Clayton & Essex-Buses yahoo group.

FVX 614H for EBN614



Robert Appleton writes "EBN613 is a very good read, glad you have been able to use parts 2/3 of my Eastern National at Harwich articles. I am pleased with the reproduction of my scanned colour slides; they have come out very well in black and white. Agfachrome colour slide film and a 35mm camera gave me some good results years ago. In my article EBN613p26 I mentioned that Colchester worked M-F 0910 Mistley - Colchester 0940 70. Scanned slide of CR1512 FVX 614H at Mistley Rigby Avenue, waiting to work this journey in June 1971 is shown above.

Regal 614 for EBN 614.



This Mini Pointer Dart was acquired by Regal from Metroline (via Ensign) in January 2013. Two months later, on 11 March, it is seen, still in Metroline livery (which it still retains), on route 261 in wintry conditions in Brentwood High Street.

Adam Kelleher.

Also see p32, this issue for another delightful "614".

Around and About With the Membership.



Owen Woodliffe was taken by surprise and literally snatched this shot of PK02 RDO, which displays Ensignbus fleetname and number 912 and is in BH&D livery with fleetnumber 866 and named "Alan Weeks".

It is on loan to EOS following the de-roofing of their Volvo/Plaxton 101 at Loughton recently. It is working an empty school run.



Member **Keith Shayshutt** came across ex ENOC Tiger 1129 still in active service last week on the Lizard in Cornwall. Here is a photo of her. She is now with Zoar and is operating school contract MUL108 from Mullion School in the afternoon on 7 May 2015. The bus behind was K104 SFJ also of Zoar working Mullion school contract MUL107, this being an ex Plymouth Citybus Dart.

The Publicity Page by Ian Ransom et al.

First leaflet for 71/A/C/72 dated 5.4.15.

First Summer Magazine Hits the Streets on Friday 22 May 2015. Extract rom the First Essex website.
"We're gearing up for the Summer and bringing you all the details of events and offers across our Essex network, with the latest edition of our Summer magazine! You'll be able to pick up your FREE copy on any First bus in Essex, as well as a number of tourist information centres, museums, libraries, leisure centres and of course, our First Travel Centres across the county. This issue features a wide range of stories across First in Essex, the UK and even America! You'll also find a useful vouchers page, highlighting some of the fantastic ticket options available to you and how you can get them."

Essex County Council.



Essex County Council has held the price of the Sunday Saver ticket at its current level since 2006. However, as a result it is now significantly out of line with commercial fare levels. The Essex Sunday Saver Day Ticket price will therefore change as follows from **Sunday 14 June 2015:**

Ticket Type	Price
Single adult	£4.00
Single child	£2.00
Family	£10.00

While this is a substantial increase, the Sunday Saver still offers good value compared to single or return fares & to comparable offers from surrounding counties.

ENCTS card holders are entitled to free travel all day on Sundays.

A Selection of John G. Lidstone's latest YouTube Channels.

Northampton CT Crossley DD42/3 / Roe 146 (VV 9146) on its first trip https://www.youtube.com/watch?v=4INdQGlRCsQ
Southern Vectis Bristol FS6G 570 (YDL 315) in service at CN https://www.youtube.com/watch?v=ZPFSeMK0TRI
Southern Vectis Bristol FS6G 570 (YDL 315) 'cab ride' from a well known bus stop in Leigh to Chalkwell via Leigh Church, back to West Leigh on the A13 (yours truly driving) https://www.youtube.com/watch?v=kkXbN3fx1U0
101-year old LGOC B-type B2737 (LH 8186) returns to Ensign from Purfleet Heritage Centre 'cab ride'
https://www.youtube.com/watch?v=ifkzOpJzzmQ
My Flickr set for Clacton rally: https://www.flickr.com/photos/46986413@N07/sets/72157651595893903
My latest Southend update: https://www.flickr.com/photos/46986413@N07/sets/72157651296181907

The Late "Eddie" Kirby **by Richard Delahoy.**

We are sorry to have to report the death on 11 May of Edward Kirby of Kirby's Coaches of Rayleigh. His funeral took place on 29 May. Eddie will probably be best remembered by many for his mould-breaking purchase of the first Setra for a UK operator, bought in August 1971 at a time when the industry was still very conservative and the market dominated by lightweight Bedfords and Fords with Duple or Plaxton bodies. OTW116K was very much a one-off, being a right hand drive S130 model built especially at Eddie's request and tacked on to the end of a batch of RHD coaches for African customers. A heavyweight integral, it was the complete antithesis of the traditional independent's coach and reputedly cost twice the price of a more conventional purchase. That purchase was vindicated when it lasted for over 20 years with Kirbys (we don't have a withdrawal date, but it was out of use by September 2005), and they still have it in storage today.
A shot of Eddie driving it in the 1972 British Coach Rally at Brighton appears in Stewart Brown's book *"Luxury Travel – Coach designs in Britain, 1958-73*", but here we have Richard Delahoy's shot of it taken on 10 August, 1972 outside St Peter's Church, Eastbourne Grove, Westcliff, contrasting strongly with the Bedford VAL behind.



For once Richard didn't need to go far to take the photo – he lived two doors away from the church at the time! With thanks to Colin Sigston and Paul Smith for additional info.



Eddie Kirby,
courtesy Kirby's website.

This Month's Brain Teaser!



I do know where this is but do you?

It will form part of a "before and after" article in a future EBN.
To give you a clue, the photographer was **Ian Banks.**

Eastern National at Harwich,

part 4, Bristol VRT and Bristol RELL6G

by Robert Appleton.

The onward march of one person operation meant that by April 1979, the FLF allocation at Harwich was down to just one: 2842 (MVX 879C). It was used on Mondays to Fridays when its duties included: 0735 Harwich – Colchester 0845, 0905 Colchester – Harwich 1015 103, 1445 Harwich – Colchester 1555 103, 1610 Colchester – Harwich 1720 103. Visiting Harwich one day in April 1979, I photographed Leyland National 1901 (DAR 123T) which had been allocated to Harwich. One of the Harwich drivers said would I like to photograph FLF 2842. It had just been repainted but was parked in the depot because it was not used on Saturdays. "Yes please" said I, so the driver started it up, backed it out of the depot into the Spring sunshine, and I took my picture. A very kind gesture from a driver whom I did not know.

By June 1980, FLF 2842 had been reallocated to Clacton and its replacement at Harwich was Bristol VRT 3000. With the number of schoolchildren, students and workers using service 103 to travel to and from Colchester, there was still a need for double-deckers, and Harwich received three Bristol VRT/ECW H39/31F, and each one was different:

DT3000 (CPU 979G), series 1 flat front, cream window rubbers,
DT3027 (NPU 974M), series 2, curved windscreen, light grey window rubbers,
DT3061 (LJN 656P), series 3, curved windscreen, black window rubbers.
3000 and 3027 had Gardner 6LX engines, but 3061 had the Leyland 0501 engine, which gave the bus a sparkling performance.

Changes to the peak hour service 103 Colchester – Harwich journeys produced an interesting working for a Harwich VRT which replaced some of Colchester depot's short workings on this route noted in part 3. The 1610 ex Colchester was a very busy journey, needing a duplicate. Instead, of Colchester depot providing the "dup", one of the Harwich VRTs duplicated this journey as far as Manningtree or Mistley as required. Then the VRT ran light back to Colchester to work the 1715 ex Colchester, which was now a through journey to Harwich.



DT3061, reg. LJN656P leaving Colchester bus station on 1405 Colchester - Harwich service 103 on 27 March 1982. **Robert Appleton.**

EBN614p28

During 1979, Harwich had an allocation of three Bristol RELL6G/ECW B53Fs. One of these operated service 80 Harwich – Little Oakley – Great Oakley – Wix – Colchester, two journeys in each direction on Mondays to Saturdays. On Saturdays the Bristol RELL6G ran light from Colchester to Bradfield to work a 1016 Bradfield (Church) to Colchester 104 journey, this duplicated the 0945 Harwich – Colchester 104 journey, which was worked by a Leyland National, but heavily used, hence the need for a duplicate.



picture above: DT1522 KHK414J on the forecourt of Harwich depot on 30 August 1982, repainted in overall NBC leaf green with no white band. Even this overall green livery cannot take away from the fine sight of a Bristol RELL6G with ECW bodywork! **Robert Appleton.**

One of the Bristol RELL6Gs also worked a long-standing works contract from Harwich to the British Xylonite factory at Brantham, Suffolk. This contract operated daily, with three journeys at 0600, 1400 and 2200. This gave the interesting sighting of two Bristol RELL6Gs in Mistley within five minutes of each other. At 2200, there was the Brantham – Harwich works contract, at 2214 another Bristol RELL6G on the last departure from Colchester, 2145 Colchester – Harwich 103. It was marvellous to hear the melodious sound of the Bristol RELL6G in the still night air!

FJN 162, Last Month's Puzzle Corner Bus.



Brian Ashley has sent further information about FJN 162, the bus shown in last month's Puzzle Corner. As we are now full up, you will have to wait for the next one (only a month to wait!) to read what Brian has to say!

Note the single-door layout. Presumably, we see it here in its earlier life when it was used for the prestige Coach Air Service!

Smaller Operators by Roger A. Smith, with thanks to the PSV Circle

Anita, Stansted Airport A new vehicle reported here is AC15 ERN, a Mercedes Benz Tourismo C53FT.

APT Coaches, Rayleigh A recent arrival here is YS03 ZKZ, a Scania with Iriza C49FT body, from Meek, Cannock, Staffordshire, whilst Berkoff bodied Dennis Javelin, formerly N946 LBX has been re-registered as A12 APT.

Cook, Westcliff-on-Sea WA10 KNL, a Bova Futura C57F is reported as being here from Kent, Uxbridge, Middlesex.

Godward, South Woodham Ferrers Recent arrival here is Iriza bodied Scania C49FT, reg, no, YN08 OCE, from Solus, Tamworth, Staffordshire, whilst FJ08 KMX, a Scania with Caenato C49 FLT has gone to South Gloucestershire, Patchway, Glos.

Greenfield, Great Baddow YN55 PZB, a Scania/Iriza C53F is reported as no longer here, current whereabouts unknown.

Thorns of Rayleigh, Benfleet B4 APT, a Van Hool bodied Volvo B10M, acquired in December 2014 from APT Coaches, has been re-registered to its original reg. H181 DVM.



Hardly a Smaller Operator!

But our membership always responds very positively to pictures of coaches. An immaculate Selwyns of Runcorn Volvo B9R/Plaxton Elite YN11 AYA at the early stages of its long trek from Southend to Liverpool on 31 May 2015. **John G. Lidstone.**

The "Relief" Letters Page.

Terry Challis of Blackpool

Thank you for EBN613: as usual I found something of nostalgic interest and, I hope, worthy of comment. I was particularly interested in the photos on EN LEV 917(2012). This was one of two highbridge PD1s taken over from the City Coach Company by Westcliff.

There are three interesting things about these two vehicles: first they had Alexander bodies to the Leyland design; second its unlikely that they ever reached Southend in 'City' service because of the low bridges at Shotgate and Battlesbridge; and third, one of these two was one of the first, if not the first, model bus made by EFE (in City livery). However I do remember seeing (a real one!) one at Wickford once: with its roof on! I was a seasonal conductor at ENOC Clacton garage in 1965 and frequently worked on PD1 open-toppers. We had one of the ex-Hicks PD1s (MNO 193/194) and the rest were Beadle bodied examples. These open-toppers were rebuilt to ENOC's usual high standards especially when we remember that all except LEV917/8 had to be converted fro low-bridge layouts to high-bridge layouts. My late brother, who was a driver at Hadleigh and Clacton Garages in the 1950s and 1960s, used to say that the PD1s were not the best vehicles for the Sea-Front as, being Leylands , they were always impatient 'to go' whereas a Bristol with a 5LW engine would be happy to just plod along!. EBN614p30

The Letters Page

Brian Ashley of Tourville-en-Auge, Normandy.

In your Puzzle Corner in the EBN 613 you show a Bristol LS5G on route 251 and ask if any member has some idea of the location. Having been born in Westcliff and lived in the area for most of my life, I remember the 'old' Southend area very well. Unless I'm very much mistaken, I think that this photo was taken in Tylers Avenue, Southend with the vehicle having just turned out of the former bus station/garage, which would have been situated to the right of the rear of the bus. If you look at the front nearside wheel, it appears that the driver is straightening up, having turned left out of the bus station, but apparently driving on the wrong side of the road, possibly to overtake the photographer's parked vehicle *(you could virtually park where you like in those days – no such thing as traffic wardens!!)*. He would continue up the road, where he would then turn right to drive up the High Street to Victoria Circus, then onwards to Wickford via Eastwood and Rayleigh.

The building on the left would have been the Royal Mail (Post Office) sorting office, which was almost opposite the bus station. Buses returning to Southend would have driven down Tylers Avenue to the far end, turned right where you see the houses in the distance and right again into the rear of the bus garage. This particular bus with the abundant Wickford destinations was obviously on a 251 short working to Wickford (surprise !!) via Shotgate where only single-deckers could pass under the low bridge.

The photo was no doubt taken in 1953 or 1954 as the vehicle bears the Westcliff-on-Sea fleetname and no ENOC fleet number. It was delivered new to Westcliff in 1952 in Tilling green livery as Westcliff had already been taken over by Eastern National when this vehicle was new. It was allocated fleet number 378 in ENOC's re-numbering scheme in July 1954, but I'm not sure whether it would have carried the number until 1 January 1955, when Westcliff's vehicle licences were legally transferred to ENOC. It's shown in the photo in dual-door layout, whereas the rear door was removed quite early in its life, possibly to enable it to be used for OPO (OMO in old currency!!), preventing passengers from surreptitiously entering via the rear door (unlikely), but more likely in order to increase the seating capacity with an extra 2 seats. Only early Bristol LS bus versions were delivered with dual-door, some with dual-purpose seating as this one to enable it to be used on longer routes such as the 251, later ones being delivered with front entrance only.

Tylers Avenue still exists, but the old sorting office is long gone, having been replaced by new larger offices. The bus station/garage and Regal theatre/cinema, which was adjacent to the bus station, also disappeared to make way for a highly interesting car park!! However, the houses in the distance are still there. Tylers Avenue bus station and garage was of course for many years the Southend terminus of City Coach Company with their brown and cream (or cream and brown) livery, but taken over by Westcliff Motor Services when City was absorbed by them in 1952 (shame !!) and subsequently by Eastern National after Westcliff 'turned green'.

I hope I have all my facts right, but if not I'm sure that various members will correct me.

Ed. They will! But another local lad, Richard Delahoy, and Doug Brown both concur with Brian.

Doug Brown, [DB from BD] of Hutton



Picture: 1225 (832 CVX) was at BD for some years and was one of the last two LSs there. 1225 moved from BN to BD in Nov 1969 and stayed until delicenced for disposal on 31.12.74, this and 1237 being the last LSs at Brentwood although not quite the last in use with EN. Caption by Chris Stewart, picture by **Philip Wallis.**

Alan Osborne kindly confirms there was a 250 to Southend and a "local" 252. His detailed reply and some timetable extracts have been held over till the next issue.

Many thanks to Adam Kelleher, for enlightening me on First and their Dennis Darts. Yes, we now have some new buses on route 9. Not before time! I am of the opinion that why we get such an awful ride on these Darts is over inflation of tyres, which, in turn, knocks the suspension out. "The Blind Spot" on p8 refers to 250 to Southend, Tylers Avenue but it only went to Shotgate. Also, the 252 is not on the blind. This ran from Woodman Road to Shenfield Station via High Street, East Ham Estate and Rayleigh Road every 30 minutes. This run tried ones driving skills as the Hanging Hill Lane junction with Rayleigh Road is on a steep incline and it was handbrake, 1st gear and clutch control. Many a driver ran back into a car, which had stopped too close to the buses rear. This hill start caused many a driver to "have nerves". It did not cause me a problem, as I was a mechanic. I have been on all the routes except the fictional 250 to Southend.



Topical because of its registration – 614 for EBN614 and the Clacton rally (which we will report fully next month), Eastern National 429 (614 JPU) was one of the last batch of five LS6G coaches delivered in 1957 (the first MW coach, 618 JPU, followed on while the LSs were preceded by SC4LK buses 601-12 JPU). Renumbered 322 in the 1964 scheme and withdrawn by EN in 1968, it passed with some sister vehicles to South Midland, and then again to South Wales Transport where it was converted for bus work but only worked for about a year. It is seen here pulling into the back of Victoria Coach Station prior to working Express Service 'A' (later X12) to Clacton and Jaywick, a run of a little under 4 hours in the early 1960s. **Late Andy Meadows collection/Chris Stewart**.

Target Dates for EBN615 (July 2015).

By	…	Sunday 4 July 2015	…	Reports to Sub-Editors.
By	…	Saturday11 July 2015	…	Sub-Editor drafts to Editor.
By	…	Monday 20 July 2015	…	Dispatch by Printers.

Back Cover Photos.

Outer Top Ex-Southern Vectis Bristol FS6G Lodekker, YDL 315, was seen at a certain bus stop in Leigh prior to a visit to the Clacton rally. A highly original vehicle, the bus has been cared for for 30 years by one owner, who bought it straight from Southern Vectis service and although not resident in the IOW museum, it frequently visits and is on loan there. John says it is a lovely vehicle to drive.
John G. Lidstone.

Outer Lower Whilst group members were at Galloway's during the recent "Norfolk Flyer" tour, the driver on the 0910 service 456 ex-Diss phoned-in to say his Solo (1482 PP) was poorly. A sub, ex-Reays of Wigton SB180/MCV YJ60 GDO was swiftly moved to the depot forecourt. The Solo arrived alongside and doorways aligned such that with the driver assisting, passengers could negotiate the step-free gap to continue their journey to Stowmarket. David says you just don't get that on vehicle changeovers with the big groups!
David Harman.
Ed: Can you prove him wrong?







Cyclone Hits Basildon!

Prestige Minibus "Launched".

Richard Delahoy.

Wickford based Hailstone Travel, a mini and midi-coach specialist, launched their latest coach in Basildon town centre on 16 May, when "Cyclone" was unveiled by Basildon Mayor Mo Larkin; in one of her last public duties before her term ended.

The middle picture shows the Mayor, Mo Larkin flanked by Tina Hailstone and Lawrence Hailstone.

With cherished plate HT15 BUS, "Cyclone" is a Mercedes Atego with Unvi C34F bodywork and is one of the first Euro-6 engined coaches delivered to any Essex operator.

It will be used on private hire, contracts and their own excursion programme.

All of the 11-strong fleet are named after weather/wind conditions, hence Monsoon, Tornado, Twister, etc. There doesn't appear to be a "Sunny" yet but the launch was greeted with strong sunshine, as **Richard Delahoy's** photos show.



Just like the back of a bus! Beautiful!!!

Details of both pictures inside on p32.



www.essexbus.org.uk