Essex Bus News

No. 664; AUGUST 2019



Essex Bus Enthusiasts Group £4

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Upper picture

Further to the photo of First Essex 41521, a Transbus Dart/Caetano, on publicity duties in EBN663, it has now received its vinyl wrap which Sheena Karim, First Essex's Marketing Manager, mentioned it was to get at the EBEG meeting. Taken at Westway on 24 July.
David Edwards.

Lower picture

An atmospheric shot of preserved Eastern National 1407, VNO 859, a Bristol KSW/ECW after we had returned from the group visit last month. The shot is at Colchester [North] Station forecourt at 2200 hours (10pm in VNO speak!).
Thomas Lloyd.

Front Cover Picture.

Paul Harvey's prediction in EBN663 was spot on! Former East Yorkshire 886 was the open topper transferred to Hedingham's in Clacton. Finally, a good weather day gave Mark a chance to get reasonable photos. Here is Hedingham 500, PL51 LDJ in Station Road Clacton on the 1330 Holland On Sea Viking Way to Pier Avenue service on Monday 29 July.
Mark Lloyd.

Essex Bus News 664

August 2019

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A Warm Welcome to New Members

Ben Mower	Grays	1144
Nigel Utting	Norwich	1145
Dave Cowell	Walsall	1146.

Essex Bus News is the "house magazine" of the…

Essex Bus Enthusiasts Group

Chair	Ian Ransom
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Tours Organiser	Wayne Bell

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

Subscriptions
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
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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.

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

MID-ESSEX MEETINGS by Maurice Austin.
Quaker Meeting House, corner of Parkway and Rainsford Road, Chelmsford, less than 10 minutes walk from the Bus and Rail stations; continue along Duke Street past Civic Centre and cross to far side of Parkway.
Small car park on site **but now only accessible via Parkway and Cedar Road West**, other public car parks nearby.
Tea and coffee making facilities. Members and guests welcome. £2.00 donation towards cost of room hire, please.

No meeting in August

Thursday 26 September	**Owen Woodliffe**, Anniversaries and Centenaries.
Thursday 24 October	**Alan Osborne**, Islands.
Thursday 28 November	**Philip Kirk**, the Bus Archive.
Thursday 12 December	**Richard Delahoy**, 20 years ago.

NORTH ESSEX MEETINGS by Dave Arnold.
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. **£3.00** donation towards room hire, please.
Slides/digital photos are preferred, but prints can also be shown. Members and guests welcome.

Friday 13 September	**Trevor Brookes**.
Friday 11 October	tba.
Friday 8 November	**Steve Maskell**.
Friday 13 December	**Alan Moore,** Malta since 1991 plus Hong Kong since 2002.

A Blast From The Past – **Paul Harvey.**



Ex-Eastern National 2386, WNO 484 seen with South Wales as their 500 operating service 71 between Swansea and The Mumbles during 1992. **Paul Harvey.** EBN664p2

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

EVENTS

Sunday 18 August	East Anglia Transport Museum, Carlton Colville. 999Day.
Sunday 18 August	Key Publishing Buses 2019 Festival, Heritage Motor Centre, Gaydon.
Sunday 25 August	Transport Day, Colne Valley Railway, Castle Hedingham.
Saturday 31 August	Don's of Dunmow 70th Anniversary Event at Parsonage Down garage from 1000.
Sunday 8 Sept	Lodges Bedford Coach Day, High Easter. Classic bus link to/from Epping Ongar Railway's 'London's 60's Scene' event.
Saturday 14 Sept	Art & Poster Tours, LT Museum Acton. www.ltmusem.co.uk
Saturday 14 Sept	LVVS meets people of Grantham. Free town services. www.lvvs.org.uk
Sat/Sun 21/22 Sept	Trolley Weekend EATM. After dark running Sat. www.eatransportmuseum.co.uk
Sunday 22 Sept	Amberley Museum Autumn Bus Rally & Running Day. www.amberleymuseum.co.uk
Sunday 22 Sept	Northampton Transport Heritage Classic bus services Market Sq. www.NTHeritage.org
Fri-Sun 27-29 Sept	Epping-Ongar Railway. Marking closure of line 25 years ago. www.eorailway.co.uk
Saturday 28 Sept	Delaine Heritage Running Day. www.delaineheritagetrust.org
Sunday 29 Sept	Showbus International. Hertforshire Showground, Redbourne. www.showbus.com
Saturday 5 October	Ipswich Transport Museum. Classic Vehicles Day. www.ipswichtransportmuseum.co

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.



While waiting for the Group Tour bus on 4 July to arrive Alan waited on the footbridge alongside Colchester [North] Station and took a few picks. It is not often we get to see what is on the roof!
We have chosen an unusual view of Beestons AD E40D Enviro400(MMC), SN17 NTK heading away after just passing the station. **Alan Moore.**

The Blind Spot

Bob Williamson.

Additional research by Adam Kelleher, Chris Stewart and Richard Delahoy.

I would like to add some more information to Richard Delahoy's interesting article in EBN663.
Suffixed route numbers were, of course, in use in the 1930s and, at Clacton, survived until 1963/1964 when A and B suffixes were renumbered, e.g. 101A became 100 (see EBN491 for the Clacton 48" x 11" passing point blind.
The triple route numbers commenced with the KSW and LWL buses in 1951/52 and the 10, 11 and 12 on track 1 would have been introduced at that time.
As Richard says, there seems to be few pictures of Clacton vehicles with the A & B in use. There is one in Classic Bus Yearbook No. 5 in the Clacton article by a certain RJW! Another, shown below, is from my collection and is attributed to **WJ Haynes of Bourton-on-the-Water.** It is reg. TTW 579, fleet no. LWL 356.







Leyland PD1A,
Beadle L27/26R new
1949 to City as LD16
To Westcliff 1952,
numbered 1132
7/54, absorbed into
EN fleet 1/55.
Converted to open
top OH33/26R 2/60
Renumbered 2112
8/64
Withdrawn 1965 at
end of summer
season.

Left. Eastern National open top 1132, reg. NVX 313, Leyland PD1/Beadle and Eastern Counties LFS45, Bristol FS5G, reg. 45 CNG.
Right. Eastern National 2328 (4157), Bristol KSW5G, reg. TNO 682 on route 77 which seemed to be rarely photographed.
Both taken at Clacton Bus Station in August 1964 by **R J Williamson.**

Eds note Bob has also provide several of his fabulous blind charts. These will be published over forthcoming months.

LJN 664P and L664 WFL for EBN664

Robert Appleton.



Above. Eastern National Leyland National CN1756 (LJN 664P) new in 1975, in Jackson Road bus station in Clacton on 30 August 1981.

Below. Regal Busways 464, L664 MFL Volvo B6 with Marshall B32F body leaving Chelmsford bus station on 8 April 2003. L664 MFL was new to Cambus in 1993 with fleetnumber 164. Both pictures by **Robert Appleton.**



Arriva recalling our heritage – route 1 reaches 100

All text and pictures **by Richard Delahoy.**

As featured on last month's cover, Arriva Southend have had Enviro 400 decker 6499 repainted into traditional Southend Transport blue and cream livery and lettered to mark 100 years of route 1. SCT adopted blue and cream in August 1939, replacing the previous green livery, and the style that 6499 carries is the version of the livery that was introduced in February 1964 (when the proportions of blue and cream were altered and the black Southend Corporation Transport fleetname was dropped), complete with the Borough crest with name underneath. The bus is completed by discrete Arriva names in gold and lettering "Celebrating 100 Years of Route 1".



The heritage livery was launched at the Short Street depot on Thursday 11 July when the Mayor of Southend, Cllr. John Lamb, cut the ceremonial tape in front of invited guests – and also cut the inevitable bus-shaped cake! Arriva Southend and Colchester General Manager Colin Wright explained the background to the project and praised the work of Marden Signs of Benfleet in repainting the bus and preparing/fitting all the lettering. Mardens own ex-Southend Titan 336 and this was present to show the traditional Southend livery which had died out 29 years earlier; Fleetline 211 had been the last bus in service in blue and cream, in July 1990. It had been hoped that Ensign's ex-Southend Daimler CWA6 263 would also be present but a minor defect prevented it travelling to Southend. A short run to Thorpe Bay, where last month's cover picture was taken, followed, with both buses posed for pictures.

The electronic blinds on 6499 and the other E400s have had a special display added "Celebrating 100 Years of Route 1 1919 – 2019" and several were noted in service on Saturday 13 July with this showing, until a radio call was sent out to say it was not to be used whilst in service! Regular drivers on the route 1 rota also wore commemorative T-shirts that day, but 6499 itself was not in traffic as it was used as a static display on12 & 13 July in Chalkwell Park as part of the Village Green festival. It entered normal service in blue/cream on Monday 15th but soon strayed off route and was seen on route 6 briefly the following day after a bus change. It then went to the Alton and Barleylands rallies later in July.

The history of early bus services, prior to the implementation of the 1930 Road Traffic Act, is not always clear, but is route 1 actually 100 years old?

The consensus of research is that what we recognise today as the traditional route 1, Southend – A13 – Hadleigh – Thundersley – Rayleigh, was started by Westcliff Motor Services in October 1920. It was initially numbered 2 and the earliest timetable has not survived but by early in 1921 it was running hourly; by 1922 it had been renumbered 1. Blue Corporation buses did not appear on the service until the implementation of the Southend Co-ordination Scheme at the start of 1955, when it was one of a number of routes that changed operator. Or, as the traffic notice of the time explained, "Passengers are advised not to have regard to the Colour and Ownership of the vehicles operating the said services, but to observe the destination and service number". Those "said services" also included the previously Westcliff operated 4/4A, 5, 7, 8/8A & 9/9A". From 1955 on, SCT were the usual operator on service 1 but EN buses were scheduled for certain journeys from time to time. At the break-up of the Co-ordination scheme, the 1 was registered commercially by ST and has remained so ever since, so they've operated it continuously for the last 64 years.

So why 1919? Arriva have based their choice of this year on an article that appeared in the Essex Countryside magazine (November 1963 I think, but I might be wrong) about a shopkeeper in Thundersley who started a bus service to bring customers to his shop. Other parts of the route can claim an even older public transport history, with the section between Southend and Chalkwell Park being covered by Southend trams from July 1901, whilst horse buses connecting Leigh and Hadleigh via the A13 can be traced back to August 1903. By 1908, possibly as many as 25 horse buses/carts were contesting the route from Hadleigh to Leigh! Motorised vehicles featured spasmodically from 1905 onwards but horse buses continued until after the Great War. On the section via Thundersley (Kiln Road, Kenneth Road and Hart Road), the first timetable seen dates back to July 1917 (although the service might have started up to two years earlier) by Thundersley, Hadleigh & District Motors, pre-dating the local shopkeeper that Arriva have cited.



So, the complete route from Southend to Rayleigh will soon enter its one hundredth year, and public transport over parts of it easily date back more than 100 years, so we won't be too picky! The bus certainly looks superb and has already attracted a lot of interest from the general public, generating welcome good news for the bus industry locally. With the Westcliff-liveried Trident 33191 still active from First's Hadleigh depot, Southend is lucky to have two excellent heritage buses, both regularly seen on the A13 between Southend and Thundersley – so the challenge is on to photograph both together in service (it's just too easy to pose them on a rally field!). John Lidstone succeeded on 17 July but was partly thwarted by other traffic as they passed in opposite directions in Leigh. Then the following evening I was actually a passenger on 6499, heading to a concert at the Cliffs Pavilion, when we caught up with 33191 on one of the evening service 27 journeys that continue to Southchurch. Jumping off 6499 in the Travel Centre and thanks to a set of traffic lights remaining at red, I was able to get both together with nothing in the way. Luck was certainly on my side that evening!

And finally, today's Arriva service 1 runs on from Southend to Shoeburyness, in part following an old tram route whose origins date back to 1901 (part) and 1913/14 (beyond Southchurch White Horse), but the focus of the celebrations is on the Southend to Rayleigh part of the route.

I am very grateful indeed to Peter Clark of the Omnibus Society for his help with notes on the early service histories.

ENOC sample vehicle allocations from the 1960s. **Keith Shayshutt.**

Keith has recently just come across an old schoolboy notebook of his, in which he had recorded some vehicle allocations for 1966 and 1967. They are for Chelmsford Town Services, 53/153 & 335. He has typed them out on to the attached spreadsheet.*

	Sat 4 Mar 1967	**Sat 11 Mar 1967**	**Sat 13 May 1967**
1 BN-CF	81 TVX (FLF6G CN2701)	81 TVX	AVX 960B (FLF6G BN2792)
2 KN-CF	JHK 453C (FLF6G KN2821)	JHK 453C	SVX 278D (FLF6G BN2879)
3 CN-CF	VWC 51 (FLF6G CF2771)	VWC 51	VWC 51
4 CR-KN	EOO 584 (FLF6B CF2742)	UEV 220E (FLF6G BN2882)	UEV 220E
5 CN-CR	JWC 717 (FLF6B CN2757)	JWC 718 (FLF6B CN2758)	JWC 717
6 CF-CR	LWC 662C (FLF6G BN2836)	LWC 662C	OVX 296D (FLF6G KN2852)
7 CF-CR	85 TVX (FLF6G KN2705)	85 TVX	85 TVX
8 CR-CR	GNO 791B (FLF6G CR2815)	GNO 791B	GNO 791B
9 CR-CN	BVX 667B (FLF6B CR2793)	BVX 667B	GNO 789B (FLF6G CR2813)
10 BN-BN	BVX 674B (FLF6G BN2798)	BVX 674B	OPU 823D (FLF6B BN2858)
11 CF-CF	RWC 601 (FLF6G CF2760)	RWC 601	RWC 601
12 BN-CF	VWC 45 (FLF6B CF2765)	VWC 45	VWC 45
13 BN-BN	JHK 461C (FLF6G BN2826)	JHK 461C	987 KOO (FLF6G CF2774)
14 CF-BN	BVX 678B (FLF6G BN2802)	BVX 672B (FLF6G BN2796)	BVX 678B
15 BN-BN	BVX 675B (FLF6B BN2799)	BVX 683B (FLF6B BN2807)	170 XNO (FLF6B CF2725)

53, 153 Tilbury Ferry - Clacton

	Sun 5 Mar 1967	**Sun 7 May 1967**
1 KN-CN	EOO 584	987 KOO
2 CF-KN	VWC 51	GNO 791B
3 BN-CF	BVX 678B	BVX 672B
4 BN-CR	JHK 462C (FLF6B CR2827)	
5 CN-BN	BVX 667B	SVX 278D
6 BN-BN	JHK 461C	UEV 220E
7 CR-BN	GNO 791B	LWC 660C (FLF6B CN2834)

BN Basildon CF Chelmsford CN Clacton CR Colchester KN Kelvedon

2826 Glass fibre bodied 2819 Cameras fitted

Chris Stewart has provided several excellent photos from his extensive collection to illustrate the bounty recorded by Keith.

* **Eds note** whilst we are extremely pleased to publish similar records, it would be helpful if they were typed in Word rather than spreadsheet format (or even handwritten) as your Editor finds Excel rather difficult to manipulate onto a Word page!



Top
So new that it hasn't yet had time to get even its tyres dirty (and still with 'dustbin lid' covers on the rear wheels), Chelmsford's 2862 is about to depart the Bus Station on town service 41. Delivered new on 17 June 1966, 2862 was re-engined from FLF6B to FLF6G in September 1975 and became blue Driving Trainer 9008 in October 1978.
Chris Stewart collection.



centre
The first FLF delivered new to the ex Moore's Kelvedon depot was 2852 (OVX 296D), seen here passing the unfinished multi storey car park built over Colchester Bus Station on the lengthy service 53 from Tilbury Ferry to Clacton.
Chris Stewart collection.



lower
1955 LD5G 1465 (969 DHK) makes its way out of Chelmsford bus Station behind now-preserved KSW5G 1402 (VNO 857) and with Basildon's LD5G 1516 (298 JHK) on its tail. This view probably dates from about 1963, but 1465 (renumbered 2434 in the 1964 scheme) was still to be found on the 42 four years later in Keith's log.
Photobus.

Service Revisions

by Paul Harvey.

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

Highlights and Lowlights of the Period.

§ More details of the changes around Finchingfield
§ many new school year service changes
§ Panther's 14 [Clacton – Harwich] to finish.



Picture Ensign by night: 0230 hours with a pleasant array of tidy Enviro200s. 5 July 2019. **John G. Lidstone.**

26 July 19

26 Corbets Tey to Palmers College (Coll) **Ensignbus**
College service withdrawn.
It is understood Ensignbus ceased operating this service from Friday 5 July 19 (updated information).

28 July 19

2/3 Harlow to Staple Tye Circular (D) **Arriva Kent Thameside**
Revised timetable with both services to operate every 20 mins giving a joint frequency of 10 mins during the main part of the day.

29 July 19

16 Chelmsford to Wethersfield (M-S) **Stephensons of Essex**
Revised timetable and route operating from Chelmsford to Finchingfield via Great Bardfield and double run to Wethersfield. The terminus will be Finchingfield. This change is due to a bridge closure at Great Bardfield until 3 September 19 then reverts to original route and timetable (updated information).

1 September 19

First Essex will be introducing timetable changes to numerous services from this date. Full details will be recorded next month.
STOP PRESS First Essex publicise many changes as we go to press, see EBN664p22 for brief summary.

14 Harwich to Clacton (M-S) **Panther Travel**
Service withdrawn.

502 Shenfield to Southend High School for Boys (Sch) **First Essex**
School service withdrawn.

511 Billericay to Southend High School for Boys (Sch) **First Essex**
School service withdrawn.

512 Chelmsford to Southend High School for Boys (Sch) **First Essex**
School service withdrawn.

625 Chelmsford to Southend High School for Boys (Sch) **First Essex**
New school service.

725 Basildon to Southend High School School for Boys (Sch) **First Essex**
New school service.

cont. next page./

1 September 2019 continued

971	Hadleigh to Colchester Norman Way School (Sch) Revised route & timetable.	**Beestons**
FWC001	Wickham Bishops to Sandon School (Sch) Revised timetable & route.	**Fourways Coaches**
FWC002	Little Baddow to Sandon School (Sch) Revision to timetable	**Fourways Coaches**
FWC003	Witham to Sandon School (Sch) Revised timetable & route	**Fourways Coaches**
FWC005	Chelmer Village to Sandon. School (Sch) Revision to timetable & route.	**Fourways Coaches**
FWC006	Rettendon to Sandon School (Sch) Revised timetable.	**Fourways Coaches**
FWC007	South Woodham Ferris to Sandon School (Sch) Revised timetable.	**Fourways Coaches**
FWC008	Chelmer Village to Writtle Hylands School (Sch) New school service.	**Fourways Coaches**

2 September 19

93/94	Colchester to Ipswich (M-S) Revised timetable and route.	**Ipswich Buses**
689	Debden Station to Ingatestone (Sch) School service withdrawn.	**First Essex**
C392	Tylers Cross to Rye Park (M-S) Revised timetable with service extended from Tylers Cross to Harlow on Mon to Fri only.	**Epping Forest Community Transport**

4 September 19

24	Aveley to Palmers College (Col) Revised timetable with morning journey at 0800 to operate 10 mins later at 0810, the afternoon journey to depart Palmers College at 1500 on Tue & Thur & 1640 on Mon, Wed & Fri.	**Ensignbus**



Ipswich Buses Scania Omnicity 40 (YR61 RUW) in Long Road, Lawford, on 10 July, working 0930 Ipswich to Manning-tree route 92. **Robert Appleton.**

Essex County Council

Recent closed consultations

Proposed evening and Sunday bus service changes

UPDATE 15 July 2019:

Following the recent consultation carried out on evening and Sundays services operated under contract to Essex County Council we have created a page to present the timetables showing the journeys currently operated on those contracts which are colour coded to highlight the journeys that may be affected by the changes.

The timetables are available https://www.essexhighways.org/transport-and-roads/getting-around/bus/bus-service-changes.aspx

OUTCOME The consultation is being assessed.

Park & Ride Concessionary Bus Pass Consultation May 2019

Closed 31 July 2019

Consultation on changes to the use of Concessionary Bus Passes on Essex County Council run Park and Ride services only from April 2020.

OUTCOME The consultation is being assessed.

Chelmsford Park & Ride Consultation January 2019

Closed 22 March 2019

Essex County Council is reviewing the ticketing options and fares offered and days of opening for the Chelmsford Park and Ride Services.

OUTCOME The consultation is being assessed.

Consultation on proposals for a review of Essex County Council's supported Evening and Sunday local bus services - Consultation December 2018

Closed 22 March 2019

Essex County Council (ECC) is reviewing the way it supports local bus services which operate on evenings and Sundays and carried out a public consultation. The consultation also included proposals regarding delivering ECC services differently and devolving ECC funded local bus services to communities.

OUTCOME The consultation is being assessed.



Carters Heritage Buses of Great Bromley LK05 GFV, Alexander Dennis Trident ALX400 leaving Ardleigh on 17 June, working service 193 to East Bergholt High School. **Robert Appleton.** EBN664p12

Go-Ahead London

Richard Delahoy with thanks to Gordon Greig for additional info.

The open top Southend seafront service 68 duly recommenced in June, following the same route as the two previous years.
The low season one-bus hourly service runs from 22 June to 26 July and on 26 August; the high season two-bus half-hourly service runs from 27 July to 31 August (except 26th).
Buses used have been PVL224, the regular from previous years, with WVL93 initially joining for the 2-bus operation, assisted by new open top conversions, E400s E14 (SN06 BNZ) and E15 (SN06 BOF). On 28 July, due to a breakdown, closed top WVL448 (a Volvo B9TL/Wrights) was in use, with blinds showing "Special Service", no destination or route number – and no passengers when seen!

Meanwhile, there are no summer excursion routes to Southend this year – previously there had been 575 (Harlow/Romford) and 772 (Kingston) on selected days.

>>>
The regular bus, PVL224, was caught on a surprisingly quiet Western Esplanade, Westcliff on Saturday 13 July. Normally there would be a row of parked cars to spoil a nearside shot looking out to the water!

Richard Delahoy.





Two for the price of one! Go-Ahead London E14 and PVL224 on Saturday 3 August in Southchurch Avenue near the Kursaal on the Southend seafront service. They only appear together on the same side of the road at 1343 (ish) when the front bus is due to end its meal break and the second bus is just going onto their break. In practice, both buses sit there until almost 1400 (even though the front bus is due to depart the Pier at 1400 and was late on this occasion).
Richard Delahoy.







Essex Bus Rally, Barleylands 27 July.

Roger A. Smith.
[text and pictures].

The wet weather put the dampers on event with fewer vehicles and stalls than usual.

Top. LLU 613 is a Weymann bodied AEC Regent III from 1950, formerly London Transport fleet number RT3254. Although this vehicle is in Green Line livery, it is blinded for a Stevenage town service which would have been operated by buses in 'Country' livery. Current owner is Wills, Stevenage.

Centre. Probably the oldest vehicle was BOR 767, a Park Royal bodied AEC Regent, first registered in September 1936 with fleet number 35 in Gosport Fareham (Provincial) fleet. This vehicle is now owned by Whitaker, Waltham Cross.

Bottom. Dating from late 1965 is former Eastern National Bristol/ECW Lodekka FLF6B, fleet number 2849 now in the ownership of Vitty, Wickford.

Other Operators.

Roger A. Smith. With thanks to the PSV Circle.

Acme Bus, Molehill Green
UVG B44F bodied Dennis Dart SLF, registration R558 UOT is no longer here.

Enigma Travel, Wivenhoe
B2 CBT (ex-W403 HOB), Mercedes Benz 084D with ACI C19F body has been acquired from Card, Clacton-on-Sea.

Falconrise (Roman Coaches), Colchester
Iriza bodied Scania E114EB4 reverted to its original registration of YN51 MHO from V21 ROM and is no longer here. This vehicle was acquired by Falconrise from Jackson, Bicknacre, who had acquired it from APT, Rayleigh.

Kirby's Coaches, Rayleigh
K30 BYS, a Setra S250 has reverted to its original registration of R104 HEV and Mercedes Benz Tourismo, originally registered as BX14 ONP has been reregistered as K99 BHS. Mercedes Benz Tourismo, registration BX64 WHN, arrived here in April from Orchard, Heaton Chapel, Greater Manchester.

SBC Engineering, Leigh-on-Sea
Brand new here in May was Mercedes Benz Tourismo M/3, registration KC19 SBC.



Seen at Witham Carnival on 13 July is this Leyland Olympian with a Manchester registration, now used as a playbus. **Roger A. Smith.**

Public Transport 200 Years Ago in Southend-on-Sea (and Elsewhere in Essex).

Your Editor's typing error on EBN663p31 set him pondering on just what public transport there was in "them there days". Richard Delahoy's super article in this issue does cover part of that but Alan Osborne has delved through his world class collection of early timetables and we had hoped to show some of these this month. However, space has beaten us again so the article will have to wait until a future EBN.

First

by Adam Kelleher.

Acquired Vehicles

66846	MX05 CGV	YV3R6G6205A105597	J066	B43F	06/05	First Manchester
66848	MX05 CGZ	YV3R6G6225A105701	J068	B43F	06/05	First Manchester
66860	MX05 CHY	YV3R6G6265A105698	J080	B43F	06/05	First Manchester
66861	MX05 CHZ	YV3R6G6285A105699	J081	B43F	06/05	First Manchester
66863	MX05 CJF	YV3R6G6295A105582	J083	B43F	07/05	First Manchester

Volvo B7RLE / Wrightbus Eclipse Urban. The first three were collected by First Essex drivers from Oldham depot, First Greater Manchester on 27 July 2019 and delivered to Westway. 66861/3 were delivered to Basildon a week later on 3 August (also from Oldham). In Urban livery. 66848 entered service from Chelmsford on routes 31B/X on the morning of 5 August, before moving to Hadleigh depot later the same morning and being used on Basildon's route 100 in the afternoon (it is now allocated to Basildon). The LED blinds hadn't been programmed and the route and destination were on a piece of paper in the windscreen. It has "First" with f symbol above the driver's cab and "First Greater Manchester" above the doors, Bolton depot stickers both sides but no main fleet names. 66861 entered service on route 25 on 7 August and 66846 on route 5 the next day. 66846 was seen on route 100 on 9th with LED blinds programmed. It also has "First" with f symbol above the driver's cab and "First Greater Manchester" above the doors, but no depot stickers and also no main fleet names. First Essex had previously acquired 66794-66830 plus 66837 from the large batch 66794-66933 (MX05 & MX55 registered) which were new to First Manchester in 2005. These were acquired between October 2008 and January 2009, although 66805/09/20/22/24 have since been sold.

Further to EBN663, 66709 was acquired for spare parts only and is being cannibalised at Quayside. 66708 was also intended to only be a donor bus but was used at Basildon to cover for a shortage of vehicles. However, it has not been used in service since 26 July.



Ex-First Essex 66822 is now with First Eastern Counties and was seen in Norwich on 3 February 2019. **John Podgorski.**

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 4 2019/20 (30 June - 27 July)

30894 HH-Pool (HH), 33188 BN-BN(oos), 33194 BN-BN(oos), 33195 CR(oos)-CR, 33358 BN-BN(oos), 36216 FG-HH, 37139 CR-CR(oos), 41521 Publicity Vehicle-BN-Publicity Vehicle, 41527 BN(oos)-Disposal, 41543 BN(oos)-Disposal, 42519 BN(oos)-Disposal, 47655 BN-BN(oos), 66708 BN-BN(oos), 66799 CF-CF(oos), 66800 CR(oos)-CR, 66819 BN-BN(oos), 66828 CR-CR(oos), 66846 FG-CF(oos), 66848 FG-CF(oos), 66860 FG-CF(oos), 68510 CF-CF(oos), 68520 CF-CF(oos), 68531 CF-CF(oos)

30894 has officially become a pool vehicle, having been replaced at HH by acquired 36216. However, it remains in service at HH. (More details under Basildon & Hadleigh notes below.) 33194 has been out of service since 13 July, it was seen on 2 & 5 August parked at the back of Basildon depot with its lower front panel missing. 33195 returned to service on afternoon route 17 and then peak 65 on 12 July after being out of use since April. It has gained the engine from low bridge victim 33189. 66799 was towed to MC Trucks, Witham, on 20 July. 37139 (differential bearing) and 66828 (engine) are out of service with faults.

Disposals

41543 to Alpha Recovery, 15 July 2019.

32651 to First Eastern Counties at Ipswich, 2 August 2019. On 5th it was seen on route 75 to Felixstowe.

Repaints

Further to EBN663, 69519 was back in service after repainting, on routes 22/28, on 18 July. However, 69515 was actually the first of this batch to be repainted from black into Urban livery, seen on route 25 on 10 July. 69518 returned to Hadleigh from repaint on the afternoon of 23 July and was then used on routes 22/28 that day. They have a small "First Essex" with f symbol above the driver's cab and the doors, main "Essex" fleet names on cove panels both sides and depot stickers both sides. They no longer carry any branding for routes 22 & 28.



Wearing corporate First Olympia livery for the first time in its career, First Essex (Hadleigh) Volvo B7RLE/Wright Eclipse Urban 2 69515 (BJ11 ECN) is the first of the six 'black Volvos' from Chelmsford Park & Ride to be so treated.

John G. Lidstone.

EBN664p17

Caetano Watch

As reported in EBN663, Publicity Vehicle 41521 returned to service at Basildon on 9 June. It was used until 15th, when it was on route 8 all day. On 17th & 18th it was used for filming work in Victoria Road, outside Chelmsford Railway Station. On 23rd it was seen in Westway paint shop with an overall vinyl wrap, mainly pink with circles on it. As also reported in EBN663, BN41524 was out of use on 2 July. On 19 July it was seen parked at the back of the depot, where buses for scrap are normally kept, but it then returned to service on 26th. HH41522 passed its MOT on 8 August. One Caetano on route 9 to cover for a StreetLite is not unusual, but three at the same time, 41514, 41523 and 41541, on 5 August was.

Seating Capacities

The ex-First London / First Leicester Alexander Dennis Enviro 400s in the 33504-33574 range were recorded in EBN626 as having a seating capacity of H41/26F, with no tip up seats. However, one of these, 33563, has recently been seen with a side facing tip up seat (with a Wrightbus logo on the base!) at the rear of the wheelchair area and so is H41/27F. It is believed this was fitted before it was acquired by First Essex. It is the only one with this feature, the H41/26F capacity for the others is correct.

Destination Displays

Another updated destination display seen recently is for route 9. This now has "Basildon via" on the top line with "Brentwood, Hutton" and "Billericay, Outwood Common" alternating on the second line. This replaces the previous "Basildon Bus Stn" on the top line with scrolling via points on the second line. In the other direction it has "Warley, Eagle Way" (note the addition of a comma) on the top line with "via Billericay, Brentwood" on the second line (i.e. just one, fixed via display). Route 565 is another recently seen with the word "via" on the top line: "Brentwood via" with "West Horndon, Bulphan" on the second line. On its return (short) journey it displayed "Herongate" on the top line with "via Ingrave" on the second one. Route 37 has reverted to the lazy blind "Bishops Hall Estate" on top line with "Brentwood Rail Stn" underneath which it displayed when the route was changed to operate via Ongar Road rather than Doddinghurst Road between February and May last year.



Stranger in the camp! The long-running rail replacement work on the Greater Anglia line to Southend Victoria at weekends has, occasionally, seen First Essex (Basildon) buses on loan to Hadleigh Depot, these being ADL Enviro400s newer than Hadleigh's native Tridents. Here 33568 (SN58 CHH) waits its duty next day on rail replacement, with appropriate windscreen sticker to alert drivers that it was for this purpose only. **John G. Lidstone.**

Other Vehicle News and Workings **Colchester** (All vehicles listed below allocated to CR)

A slight correction to EBN663, on loan driver trainer 60651 remained allocated to Colchester, but it travelled dead to and from Westway each day with a Colchester based driving instructor. However, it has now transferred to Chelmsford.

66807 is out of service with a blown engine.

From early July a new turning circle has been in use at Colchester General Hospital although it has been reported that some buses have had difficulty using it.

Route 62/A/B branded Volvos seen working on other routes during July: 37133 on 103 in morning & 17 plus 65 peak in afternoon (12th); 37134 on 104 (2nd), 65 (11th); 37135 on 65 pm peak (17th), 75B (18th), 61 (22nd) plus 1A on 1 August; 37136 on 1A (30th) plus on 61 on 2 August; 37138 on 61 (24th & 28th); 37139 on 61 (7th), 75 (14th). (A few more sightings under 21 July below.) As has been seen with these listings over the months, the use of the 62/A/B branded Volvos on other routes is commonplace. They will therefore no longer be routinely listed in EBN. Anyone who is keen to follow which routes these buses operate on a daily basis can do so using Bustimes.org.

Other double deckers seen operating on routes 103/4 during July: 32480 (9th), 32481 (8th), 33044 (8th), 33080 (12th), 33178 (17th), 37016 (2nd), 37027 (10th), 37036 (9th & 11th), 37037 (17th & 19th), 37140 (26th).

Some sightings of Barbie liveried Scania L94UB / Wrightbus Solars during July: 65677 on 71 (17th plus 1 August), 67 (10th & 25th plus 2 August), 65 (20th & 29th), 97 (23rd), 103/104 (12th & 24th); 65679 on 103 (9th), 65 (10th), 64 (12th & 26th plus 2 August), 71 (13th), 66 (16th plus 1 August), 67 (17th), 64A (23rd), 174 (24th & 25th); 65681 on 71 (6th, 13th, 29th & 30th plus 9 August), 67 (8th, 9th & 22nd), 65 (16th & 24th), 97 (23rd) plus 88A on 1 August, 104 on 2nd and 62B on 5th; 65682 on 64A (16th & 24th), 67 (18th), 71 (19th), 66 & 102 (25th), 103/104 (26th) plus 97 on 1 August and unusual on 70 on 6th; 65684 on 65 (11th), 61 (16th), 67 (19th), 66 (22nd & 24th), 71 (27th), 102 (28th).

10 July	62407 & 67738 on 71
13	33196 an unusual President on 88/A
15	32068 on 175, later was on 17, 37042 on 65 all day
16	32068 on 65 pm peak, 33087 on 175, 37036 on 174, 63339 on 71
17	DS60651 on driver training in Ingatestone, 66810 on evening 1A (usually a double decker on weekday evenings)
20	65690 & 67779 on 71
21	Sunday. More double deckers than usual were in use on Colchester town services due to a Tom Jones concert in Castle Park. Some sightings: 32068 & 37015 on 65, 32087 & 33086 on 64A, 32478 & 33080 on 61, 33088 & 37140 on 1A, Route 62/A/B branded 37135 on 88A, Route 62/A/B branded 37136 on 75, Route 62/A/B branded 37139 on 66.
23	DS60651 seen in Southend Travel Centre, 67737 on 103/104
24	66816 & 67755 on 62
27	33178 on the short working 0655 Monday to Saturday 98 from Clacton to Colchester (and return). This is the first report of a double decker on route 98 (the Clacton to Colchester section is fine for double deckers, it is the Clacton to Walton section that isn't).
31	67736 on 71
2 August	32087 on 62, 33195 on 65 pm peak (no linked route 17 working as this does not run during the school holidays). The off-peak allocation on 103/104 was 63330, 63341, 63343, 63444, 65681 & 66810, four StreetLites, one Scania, one Volvo, no double-deckers.
3	32476 on 62, 37016 & 37042 on 65



First Essex Buses 37133 (SN57 HDH) Volvo B9TL with Wright Eclipse Gemini body, in Colchester Road, Manningtree, on 12 July, working 0915 Mistley - Colchester 103.
Robert Appleton.

Other vehicle news and Operations **Chelmsford** (All vehicles listed below allocated to CF except where stated)

Park & Ride liveried 67194 was at Basildon Bus Station on 5 August and 32641 was at Southend Travel Centre the next day for training purposes (although they were not being used as driver trainers).

12 July DS62191 on A120 at Broad Green at 1010, Tollgate at 1040 and on A12 at Feering at 1409

18 66806, which had been removed from Westway on a V G Nash low loader on 2 July, back in service, 66811 on X30

22 32651 very unusual on X30, replacing 37985 which had an air leak on the A130 (and not to be repeated as 32651 has since gone to Ipswich)

23 67165 on 351 (and on 70 on 26th)

26 37 branded 44540 on 73

28 44538 on 352

5 August Another example of Chelmsford making use of their ALX 400 Volvos on route 70 during the school holidays. All four, 32482-5, on the route, whilst Geminis 32631, 32640, 32641 and 32676 were not in service, although 32628, 32642 and 32672 were on the 70. (CR32481 was another ALX400 on the route and CR37015 another Gemini.)



First Training vehicle Volvo B10BLE, 62191, X685 ADK enjoying a break in the sunshine in Prince's Esplanade , Walton-on-the-Naze. 16 July 2019 **Alan Moore.**

Legal Lettering

As previously reported, with effect from 1 May 2011, the existing operating First Bus company board structures were replaced by a Regional Board headed by a Managing Director (South East and Midlands, UK Bus). By September 2011 all operating companies within First South East and Midlands were registered at Westway, Chelmsford, Essex, CM1 3AR, these being: First Essex Buses Ltd, First Eastern Counties Buses Ltd, Northampton Transport Ltd, Leicester City Bus Ltd, First Midland Red Buses Ltd and First Potteries Ltd. Changes to legal lettering on vehicles were first noted on 1 September 2011. Northampton Transport closed down in September 2013 but, despite further restructuring since 2011, the rest of these companies have continued to be registered at Westway. However, in July, First Eastern Counties legal lettering was changed to First Eastern Counties Buses Ltd, Davey House, 7B Castle Meadow, Norwich, Norfolk NR1 3DE. Also, both First Leicester and First Potteries now have an Abbey Road, Leicester legal address (and First Midland Red Buses quite possibly the same). It is assumed that these changes are in preparation for potential sale of the companies.

Other Vehicle News and Workings - Basildon & Hadleigh. All vehicles listed below allocated to BN except where stated.

Further to EBN663, HH69518, which had been on loan to Basildon from 11 July, returned to Hadleigh by midday on 15th after having worked on the 100 in the morning. After a couple of days working back at Hadleigh it then went for repaint (see above).
HH30894 was taken out of service after use on 12 July to be prepared for its MOT which it passed on 24th. It then returned to service on 25th, officially now as a pool vehicle, but still working from Hadleigh. Before its MOT it was spruced up, with "Essex" main fleet names added each side, plus a small "Essex" behind the "First f" name above the doors and (because there was no room in front) unusually below the "First f" above the driver's cab.
Recently acquired HH36216 entered service on interlinked routes 27 & 20 on 15 July. It does not have a Contactless advert between decks on the rear. It was prepared for the Essex Bus Rally, held at Barleylands on 27 July, by Gareth Norris and Connor Carter, with the fitting of main "Essex" fleet names on side panels, small "Essex" names added to the existing "First" and f symbol above the doors and driver's cab (for the latter the "Essex" is also underneath the "First" as there was no room in front), large fleet number replacing small one at front, painting the wheel hubs, replacing a panel and finished off with a handwash. Neither 30894 nor 36216 received depot stickers as the supply had run out.
Colchester's all over advert 67779 and Chelmsford's recently repainted 67166 also attended the Essex Bus Rally.

13 July	33077 on 94	15	X10 liveried 67164 very unusual on 9A
16	X10 liveried 67163 on 100		
19	33549 on 561, 33573 on 9A, X10 liveried 67161 on 100 (and again on 27th), 66823 on 825, 69911 on 25		
26	HH47530 on 25	27	47651 on 5
30	X10 liveried 67162 on 100 (and again on 2 August)	31	33229 unusual on 9
2 August	41538 unusual on 200, 47656 very unusual on X10		
7	33553 unusual on 9A, X10 liveried 67161 unusual on 25		
9	HH47527 on loan to Basildon (it had been at Hadleigh the day before) on 100.		



67161 (X10 branded E200) on 25 passing Eastwood Park Drive on 7 August. **Ian Dann.**

Sources own observations, and with thanks to M Allen, R Appleton, M Austin, S Austin, S Barham, D Bell, W Bell, J Benee, T Clark, I Dann, D Edwards, J Elliott, J Gill, R Hannah, P Horrex, B Marsh, G Norris, J Norris, C Nixon, P Paske, J Podgorski, S Quy, C Stewart, B Tegerdine, R West, First Essex, Bus Lists on the Web, Flickr, Facebook, Essex Buses Google group and Terminus.

First Essex "overflow"

by Adam Kelleher.

Preserved Vehicle

More good news regarding Bristol VRs, former Eastern National and Thamesway 3116 (XHK 221X), which was sold to Badgerline in April 1992 and has been with Abus of Bristol for a number of years, was collected from Abus on 20 July and driven to Southend for preservation. Whilst with Eastern National it had an overall advert for International Stores between September 1984 and April 1986 and later went on to work on London Regional Transport tendered services.

Parkway "Improvements"

Finally, this month, some factual information unusually combined with some comment. From circa the end of June 2019, the bus gate at the junction of New London Road and Parkway in Chelmsford has been permanently closed, with the existing central reservation on Parkway being extended to close the gap. According to the Essex County Council website this is to allow traffic in all other directions to keep flowing for longer, although this is not completely true as traffic coming from the multi storey car park / market roundabout will still be required to stop at the traffic lights to allow vehicles to turn left out of New London Road into Parkway. The website also claims that "over 90% of buses on all approaches to the junction should experience reduced journey times throughout the day, however, a small number of bus journeys from New London Road will take slightly longer in the morning peak period. All other vehicles are expected to be able to get through the junction quicker." The claim about 90% of buses experiencing reduced journey times is somewhat dubious. Although it is true that buses towards Chelmsford Bus Station may benefit from reduced traffic light phases, this benefit is more than offset by delays caused to many buses travelling from the City centre. Bus routes from the Bus Station that previously went straight across the Parkway junction from New London Road are 13, 13A, 14, 42, 42A, 42B, 100 and 351. All of these now have to turn left at the junction and double back at the Odeon roundabout, adding a minimum of 90 seconds to every single journey, but significantly longer if there is any traffic congestion. Not only may these buses be delayed by congestion approaching the Odeon roundabout (especially if there are problems at the next junction at the Army & Navy roundabout, which there often are, and which are liable to get worse as the flyover there is currently closed indefinitely due to previous repairs causing new problems with the structure), but the buses themselves will actually add to the congestion. Furthermore, the extra journey time will occur at all times, not just in the "morning peak period" as falsely claimed by ECC. All the cumulative extra running time is also not good for the environment. Incidentally, this extra mileage on the 100 is quite significant as it just pushed the route over 50kms long thus making the full route come under EU drivers' hours regulations and was the reason the route registration was split into two in May. The bus gate was thought to have been introduced around 2000 (if anyone can remember the exact date please E Mail the sub-editor) and at the time was a major improvement for public transport which has now been undone.

*** STOP PRESS ***

First Essex Timetable Changes from 1 September.

Maurice Austin & Paul Harvey.

Just as we go to press, First Essex have released details of a large number of service and timetable changes to take effect from 1 September (as forecast by Paul Harvey in his column. Time and space preclude us giving detailed coverage in this issue, but services affected are:

South Essex

9/9A, 20/820,21/21B/822, 22, 24, 25/825, 26, 27/27A/27X/827,28, 100,502, 511, 512, 561, 625, 725

Mid-Essex

31/31B/31C/31X, 36/36A/36B, 40, 42/42A/42B, 45, 51, 54/56, 57/57A/57B/57C,70, 71/71A/71B/71C, 351, 620, 689

North Essex

62/62A/62B, 75B, 97/98 (inc. 7/8/74A), 103/104.

Group Founding Member Alan Osborne

An Enigma/This Month's Puzzle!

"I have a bus ticket for the most frequent service in a particular British county where both terminals had no residents and it passed through a completely unpopulated area. There were often long queues to board!"

Any guesses? Answer next month.

STEPHENSONS

NIBSbuses

Richard Delahoy.

Services

We had not previously recorded that the free shopper buses operated by Rochford depot for Asda Shoeburyness and Asda Tilbury ceased a year ago, on 5 July 2018. Rochford do continue to operate the Canvey to Pitsea free shopper service for Tesco.
At Haverhill, the free buses to Tesco Bury St Edmunds have also ceased, from 12 June this year.

Diversions

Due to the closure of the bridge in the centre of Finchingfield for roadworks from 29 July to 3 September, services 9/9A from Braintree are curtailed at Finchingfield (with a minibus shuttle onwards to Great Bardfield numbered 9B, operated by Roman Coaches) and the 16 from Chelmsford has a double run between Great Bardfield to Wethersfield and back, before running on to terminate on the south side of Finchingfield, with a consequently amended temporary timetable.





Upper picture.
I took a walk along the front at Walton-on-the-Naze and saw Stephensons 497, AD E20D Enviro200 425, MX 62 APK, taking its turn on Route 9 to Great Holland passing the colourful gardens in The Parade , Walton-on-the-Naze on 16 July 2019.
Alan Moore.

Lower picture.
NIBS Buses 450, YX10 FFL, at Two Brewers, Ongar on 28 June 2019 on Route 21 to Brentwood, Dennis Dart/ADL Enviro 200 B36F ex-Abellio London 8549
Robert Downton.

Vehicle News Preserved Ford Transit minibus C923 GYD (new to Southern National at Weymouth in 1986) took part in the annual Cart Marking ceremony at the Guildhall in London on 17 July. It was one of a select group of buses and coaches to receive the branding conferred under the authority of the Corporation of the City of London.



A reminder of the time in the 1980s and 1990s when the bus industry went Transit mad - Ford Transits that is. Similar buses ran for Eastern National and Thamesway in Essex but this example, restored by Stephensons, was used in Weymouth. **Worshipful Company of Carmen.**

Adding a whole new dimension to "route branding"! The number 533 is being burnt into a special wooden plaque with a branding iron, the number representing the year the ceremony took place. Not sure why 533 when the Worshipful Company of Carmen were only celebrating their 502nd anniversary and annual Cart Marking Ceremony! **Worshipful Company of Carmen.**







Top Trustybus YN53 RXZ at Two Brewers Ongar, 2003 Scania N94UB/Scania B37D ex Go-Ahead Metrobus 530 Lower Trustybus YP59 OET at Two Brewers Ongar 26/6/19, 2010 Scania N230UD/Scania Omnicity H63D ex-London United SP158. **Robert Downton.**

This is the tree situation around Ongar single deckers are having to drive through, it makes for an interesting ride on the replacement double decks coming into service!

Coming and Going?



"Off-Piste" in darkest Suffolk, is this a portent of things to come! As First Group contemplate a possible sell off of their bus interests, this new livery for First Eastern Counties' Ipswich local services may be the future for us! First Eastern Counties 44519 (YX09 ADO) AD Enviro 200, new to First Essex in 2009, in Dogs Head Street, Ipswich in the new local services "Ipswich Reds" livery." **Ken Coldwell.**



Hedingham's last operational Trident, 737 at Clacton on 24 July 2019, after its last journey, running light from Kelvedon, driven by myself. **John Podgorski.**

Arriva Southend / Harlow / Colchester.



Withdrawn Arriva Mercedes-Benz Sprinter 45s 7926-8 (BT66 UAO, BF67 WGX, BT66 UAL) at Southend on 9 July for possible use.
John G. Lidstone.



Arriva Wrightbus Streetlite DF 4262, reg. GN64 DX passing Colchester station heads to the High Street on route 2 on 4 July 2019.
Alan Moore.

hedingham and chambers

Mark Lloyd *With thanks to Essex-buses yahoo group, R Appleton, J. Podgorski & Hedingham buses website.*

Vehicles Transferred

288	HW54 BUF	Dennis Dart MPD	ADL Pointer	B27F	Ex Konect new to S Vectis by 14 July
454	YT11 LVF	Scania K230UB	Omnilink		B46F	Ex Konect new to Anglian by 19 July
455	AN61 LAN	Scania K230UB	Omnilink		B46F	Ex Konect new to Anglian by 26 July
500	PL51 LDJ	Volvo B7TL	President	TBC	Ex EYMS 886 in by 25 July

Vehicles Withdrawn

10	S291 TVW	Awaits sale
289	EJ02 KYY	Being cannibalised at HD
566	W428 WGH	Withdrawn at SY w/e 27 July
701	T801 RFG	Withdrawn – await Ensign collection 27 July
727	W827 NNJ	Withdrawn on MOT expiry 15 July – awaits collection with 701
738	T108 DBW	Alpha Recovery for scrap via Clacton by 12 July

Significant Allocations

288	Konect to HD	14 July	Has operated at KN as well – buses swap regularly for engineering
293	HD to KN	16 July	
454	Konect to SY	by 19 July	
455	Konect to SY	by 26 July	
500	EYMS to CN	24 July	
564	SY to HD	29 July	
570	SY to HD	29 July	
570	HD to KN	1 August	
737	KN to CN	24 July	

Picture below
As per EBN663p26 Hedingham 527 (LX06 EAK) Volvo B7TL/Wright Eclipse Gemini entered service on 3 June. On 12 July, 527 was at Ardleigh (Church) working schoolbus no.2 contract from Dedham to Manningtree High School.
Robert Appleton.



EBN664p28

Service News

Service 134 timetable was revised from 25 July – the first full day of ECC School holidays but open top operation was not planned until Saturday 28 July.
Service 84 reduced in daytime frequency as from 29 July.

Fleet News

458 YN05 HFH entered service in Clacton in early July. 737 T107 DBW the last remaining Trident at KN completed its last day in service on schools contracts on 19 July. By 24 July it had been driven to Clacton and parked up future uncertain. Earlier on 15 July, 727 was withdrawn on MOT expiry. With 701 earmarked for preservation that leaves 725 which was allocated to Sudbury – status unknown and may have been withdrawn at end of school season - any confirmation would be welcome as to 725 whereabouts. 737 has MOT until September and may be used for the Airshow this year but remains to be seen. The Trident is not yet completely extinct with Hedingham & Chambers but is very close.
Robert Appleton travelled on 870 PN09 ELO and confirms the new seating capacity as H47/29F with seats re-upholstered in the group colours same as when the B7TLs and Omnidekkas were refurbished.
Purchased for the revised all day operation of the 134 Clacton – Holland Haven circular, revised to operate all day during school holidays and on Saturday mornings, is PL51 LDJ a Volvo B7TL Plaxton President converted to open top by EYMS in 2013/14 season and still in their maroon and cream livery with Hedingham fleetnames added. The timetable changed on 25 July and was operated by AO57 EZM on that day. Open top operation was due to start Saturday 27 July but due to the heavy rain on that day 525 LX05 EZH deputised. Hedingham have numbered the open topper 500 in their decker series. The President in closed top form was numbered 653 by EYMS but was originally Go-Ahead London PVL250. It eventually entered service on Monday 29 July. 653 at EYMS was converted to open top after sustaining upper nearside front deck damage after hitting a tree in 2013. [see picture Outer Front Cover, this issue].
616 SN10 CCV was accident damaged on service 83 and is now under repair, as is Chambers 877. Transferred 564 & 570 still wear Chambers branding.

Other News

Buses are being rewired in July in readiness for fitting of new Ticketeer ticket machines and for contactless payments to go live by 10 August.
EJ13 UHR a Ford Transit SWB van is new at HD ex Go-Ahead London to replace 9002 EK56 MGE. EA63 VUE is a Ford Transit van at CN ex GA-London.



Hedingham 584 (PJ02 REU) Volvo B7TL/Plaxton President, new to London General in 2002 in Rosemary Road, Clacton on 26 June on service 4 to Great Clacton and Factory Outlet. **Ken Coldwell.** EBN664p29

Letters

Sue Burden of Braintree **Stephensons Bus in Collision.**

A few weeks ago, one of the Stephenson's single-deckers on the 38 was involved in a collision with a car at the roundabout by Halstead church. This caused a lot of disruption but luckily nobody was badly hurt.
Could anyone please tell me which bus it was? It had 38 route branding.

Robin Jenkinson from Rickinghall Superior. **More on Mill Beach.**

I think I may have solved the mystery of why I cannot remember terminating at Mill Beach when driving Osbornes Tollesbury to Maldon service. Whereas from the 197 timetable it appears that on my shift I would have had to run down there three times, I have found my 1976 timetable that I actually used when driving and it had by then been reduced to twice. However, this was only between July and September because, in the winter, it terminated at Heybridge Basin, as shown in the picture below which was taken in October 1976. I am driving NVW 400M, fleet number 14. It is a Bedford YRT. Osbornes used to get me to sign-wright the fleet numbers on the vehicles, but they never used them.



Picture above Osbornes fleet no. 14, Bedford YRT/ Willowbrook at Heybridge Basin, October 1976. **Robin Jenkinson.**

Richard Delahoy of Thorpe Bay **Three Tracks on My Blind.**

Re-reading my article in EBN663 about number blinds, I realised that in the bottom paragraph on the first page about Southend, my comment that "Route numbers were not introduced until around 1949" did not make it clear that this referred specifically to Southend Corporation. Eastern National and Westcliff had used numbers (or letters in some cases) from very early on. Sorry for any confusion.

Martin Weyell of Ilford **More on CHJ 76**

Re the photo of the Bedford OB CHJ 76 on page 30, it was new to west Leigh Coaches, who were featured in a couple of mags not so long ago. It was a very early OB, new in 1/47. The very early duple Vista coach bodies also had an inside sliding door and the pointed destination indicator boxes which SMT continued. According to the PSV circle OB chassis book, 12700 post war OB chassis were produced in five years which works out to almost 50 a week over the five-year production run.

Letters Overflow

Richard Delahoy of Thorpe Bay **Cooks Coaches and CHJ 76**

I was interested to see Robin Jenkinson's photo of Bedford OB CHJ 76 in EBN633 and his accompanying letter. I'm not an expert on Cooks Coaches nor on Duple bodies, but can I offer some observations?

As far as I know, there is no fleet history of Cooks Coaches of Westcliff. Where smaller operators in Essex ran bus services, they were covered in a PSV Circle/Omnibus Society fleet history published in 1967 (PF6) but Cooks never ran stage services (although they held extensive excursion and tours licences), so they don't feature in that publication. Searching on CHJ 76 at the excellent website Bus Lists on the Web (BLOTW) finds this coach, quoted as Duple bodied, with body number 43868. BLOTW is not infallible but the inclusion of a body number suggests it is a Duple, despite the less common features that Robin observed, including the door inside the body. It was new in January 1947 and looking at books on Bedford vehicles, the body has styling features of the late 1930's Duple Hendonian body, so perhaps the early post-war bodies carried that style before moving to the much more familiar version we are used to?

CHJ 76 was actually not new to Cooks but rather to Daniel (West Leigh Coaches), who ran a private hire operation from Burnham Road in Leigh on Sea until he ceased in 1958. I'm not sure at what point the coach was sold to Cooks.

Turning to Cooks themselves and quoting from research by Peter Clark of the Omnibus Society (who also provided the info on West Leigh Coaches), it appears that the first operations in the Southend area were from 1904 and they established a permanent base in Westcliff on Sea in 1908. So, as their website says and as quoted by the Editor last month, their history goes back well over 100 years.

Alan Osborne of Ilford **Eastern National And Thamesway In London Volume 2 - Essex Services.**

Now that volume 1 of the series dealing with London tendered services has been published a start has been made on volume 2 which will feature Eastern National and Thamesway bus services that have penetrated the London Transport red central bus area over the years. The starting point will be 1955 (the date of the comprehensive EN service re-numbering.

The volume will be of the same basic format to the previous offering, introductory notes then two photo per page but will comprise a black & white section (up to 1965) and thence colour later.
This will allow a selection of more traditional vehicles to be included running on services 2/A, 14, 15, 26, 30, 32, 40, 47, 151, 251, 322 and 351 (and others) which should appeal more to those with a major interest in the vehicles.

Volume 1 was able to feature EN and TY vehicles on all regular London tendered services, however volume 2 will not be able to offer such comprehensive coverage for Essex services.
The outer boundary of the red central bus area passes through Waltham Abbey, Epping, Ongar, Brentwood, Upminster and Rainham.
After deregulation many new services were introduced providing new links particularly into Romford market for Christmas shopping. In addition, school contracts were secured from Essex C.C. and Hertfordshire C.C. which took the vehicles into new territories around Waltham Abbey, Epping and Loughton.

A comprehensive list of all services has been compiled which runs to over 90 route numbers. At present my photographic coverage is insufficient to complete the volume so your valued assistance is desperately required. Without it the volume will have to be abandoned.

Those areas which are very deficient are:

Herts C.C. services around Waltham Abbey including 211,213,242,252
Essex C.C. services around Loughton including 200, 201, 203
Market/Christmas shopping services to Romford including 431,435,437, 452, 460, 471, 473, 474
School services in Brentwood including 860 – 866
"Village" bus service around Ingatestone including 19, 20, 22

The volume will feature the history of the development services with a complete service listing and will hopefully feature a good selection of photographs. However, coverage will need to be selective, and will not be complete. Who was around on Saturday 21 December 1985 which was the only day that the 439 ever ran!

Please contact Alan Osborne (dimequin@bushinternet.com) if you are able to help. He will then provide the complete listing of all EN / TY services involved. Thank you for your most valued help.



PF53 WPZ, a Plaxton President bodied Volvo B7TL, in the ownership of Little Legs Buses of Corringham. Formerly with Go-Ahead London as their PVL 349. It is seen on the 9 June 2019 at the Trinity Fair at Rayleigh in the High Street. Little Legs is a family run business supplying 'deckers for childrens' parties, weddings and similar events.

Andrew Mead.



Lodge Coaches brought their popular Bedford OB, LTA 752 to North Weald airfield on 26 July for the annual "Ride & Drive" event organised for members of CPT, the industry's trade body. The scorching weather had ended the previous day but the rain held off for the evening, allowing "Ede" to run with the side screens removed as seen here at 2025 that evening. On this occasion, the photographer failed to either ride or drive the OB. Must try harder next year!

Richard Delahoy.

Target Dates for EBN665 (September 2019).

Before	Saturday	31 August 2019	Reports to Sub-Editors.
Before	Friday	6 September 2019	Sub-Editor drafts to Editor.
On or before	Monday	16 September 2019	Dispatch by Printers.





A Birthday Treat For John.

Top.
Very kindly, Ensign Director Ross Newman brought down its preserved former London Pride MCW Metroliner DR130/3 372 (A112 KFX) for an evening drive over Southend seafront service 68 with driver James Johnson and photographer John Lidstone, whose birthday it was (mid-July). The photographer took his first ever night photo, with tripod, of SCT 1943 Daimler CWA6 247 (FOP 340) at this stop on its last night in service in September 1970. Ensign Vintage Fleet MCW Metroliner 372 (A112 KFX), 40 years its junior, 'terminates' its running over service 68, 49 years after, before heading back to Purfleet.
John G. Lidstone.

Left
So many of you have sent pics of the "100 year of the 1" bus, I cannot use them all – yet! This one from John is the earliest – at 6 July even earlier than that referred to by Richard Delahoy in his article of pp6 & 7 of this EBN. John says
"SCT rises again! Heritage livery repaint Arriva Enviro400 6499 (SN66 WHS) just after SCT cream was added to the blue. With grateful thanks to Marden Commercials / Max McKinnon."
John G. Lidstone.







London Comes To Essex!

Top picture

Originally owned by BEA, front entrance RMA11 (NMY 648E) is seen here at North Weald Station with RT 2150 (KGK 959) of the London Bus Company who provide the 339 service between Epping and Shenfield station via North Weald and Ongar on 8 June for the Epping Ongar Railway Steam Gala.

Ken Coldwell.

Centre Picture

AEC Regent III RT 2150 (KGK 959) new in 1949, owned by the London Bus Company is seen here approaching Ongar Station, providing the 339 service between Epping station and Shenfield station via North Weald and Ongar on 8 June for the Epping Ongar Railway Steam Gala.

Ken Coldwell.

Bottom Picture

The Essex Wildlife Trust invited the 2RT2 Bus Preservation Group to take RT 113, FXT 288 along to a 40's weekend they organised at The Naze, Walton-on-the-Naze.

They were able to attend on Sunday 2 June 2019 for a few hours. The photo shows the Essex Wildlife Trust building and the 86ft Naze tower in the background.

Alan Moore.

www.essexbus.org.uk

fb.me/essexbus