

Essex Bus News

**No. 677;
September 2020**



Essex Bus Enthusiasts Group
www.essexbus.org.uk



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£4

where sold



top
Newly re-liveried First Essex 37986 BJ11 EGY re-entered service in its new heritage livery on Saturday afternoon 29 August on route 25 from Basildon. Seen here the day before inside Hadleigh depot **Nick Field.**



Bottom
First Essex 37968 and 37985 in Westcliff Heritage livery outside HH. This was 37986's first day in service from HH, being first in service from BN on Saturday 29 August on service 25. **William Morrison.**

EBN676 ifc

Front Cover Picture

Newly re-liveried First Essex 37007 was acquired from First West of England in March this year in non-standard Urban 2 livery with a burgundy front. It has now been repainted at Mardens into 1993 Badgerline style Eastern National livery (although without the badgers) and is seen in Broomfield Road, Chelmsford on Wednesday 12 August operating on route 70 from Colchester via Braintree to Chelmsford.

David Moth.

EBN677ifc

September 2020

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

**Distribution/ Publication/ Sales Officer;
Publication orders; meetings, events, tour lists.**

Owen Woodliffe, 196 Sinclair Road, CHINGFORD E4 8PT
pat_woodliffe@hotmail.com *note underscore between pat & w*
Owen also stocks a wide range of colour photos. Send SAE.

Editor, Sub-Editors & Rapporteurs

Magazine Editor

Maurice Austin
Tindal Lodge
11 Valletta Close
CHELMSFORD CM1 2PT
maurice.austin@phonecoop.coop

First in Essex & Trustybus

Adam Kelleher
74 Park Road
BRENTWOOD CM14 4TU
adamxxx4@yahoo.co.uk

Arriva, Colchester, Harlow & Southend

Peter Mansbridge petemans1@hotmail.com

Ensignbus/Hedingham/Chambers

Mark Lloyd
448 Ipswich Road, COLCHESTER CO4 4EY
Lloydhousehold448@gmail.com

Panther Travel, & Publicity

Ian Ransom
ianandsallyr@googlemail.com

Stephensons of Essex

Richard Delahoy, details opposite.

Smaller Operators

Roger A Smith
3 Station Mews, Station Road
WITHAM CM8 2FP

Service Changes

Paul Harvey
3 Orangewood Close, Gonerby Hill Foot
GRANTHAM NG31 8QW
pw.harvey@ntlworld.com

Ipswich Robert Appleton rcappleton29@gmail.com

Vectare Chris Stewart shenfield252@gmail.com

Essex Bus News

is the "house magazine" of the...

Essex Bus Enthusiasts Group

Chair	Ian Ransom
Secretary	Alan Osborne
Treasurer & Membership ...	Richard Delahoy
Tours Organiser	Wayne Bell
Publications Co-ordinator	Paul Harvey

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

Welcome to new members

Steve Sellars	Kirkcaldy	1165
Michael Leese	Rawreth	1166

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

Membership Secretary & Data Protection

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

Reports and observations

Members reports, quality photos, prints, slides or JPGs to about 5"x4" size and 300dpi resolution and original articles are always welcome to the Editor or the relevant Sub Editor. The Editors exercise the normal discretion to publish contributions in full, in part or not at all **and cannot guarantee publication in any particular month.**

Printed by

Directcds Ltd, Unit 2, Gentlemans Field, Westmill Road, WARE, Herts, SG12 0EF 01920 465023 www.directcds.co.uk

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EBN677p1

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

MID-ESSEX MEETINGS by Maurice Austin.

We will review the sense and practicalities of resuming meetings in 2021. We need to look at the prevalence of Covid-19, social spacing, travelling to and from, especially for those using public transport and so on. **Members views are requested** before we make any decisions. Please contact any of Alan, Maurice, Owen or Richard.

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

***** Colchester based meetings have now been CANCELLED and will not be resumed. *****

Target Dates for EBN678 (October 2020).

Before

Saturday 3 October 2020

Reports to Sub-Editors.

Before

Friday 9 October 2020

Sub-Editor drafts to Editor.

On or before

Monday 19 October 2020

Dispatch by Printers.

A Blast From The Past

Paul Harvey.



Ex-Southend Transport CJN 436C Leyland PD3 Massey 336 seen shortly after being converted to a Playbus named Lulu 2 during 1978.

Paul Harvey.

EBN677p2

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

EVENTS

Sunday 19 September **GoCoach & Darent Valley Classic Bus Running Day.**

Sunday 27 September **Showbus Flyby.** On 25 mile stretch of A40 between Beconsfield and Wheatley. Buses will travel from both directions starting from 10.00hrs with photo stops for 5 minutes at Tetsworth Green and Stokenchurch Kings Head (southbound); Wycombe Retail Park by Old Thames Valley Depot and Milton Common (northbound) and High Wycombe Bus Station (both directions). Enthusiast stalls will **NOW BE IN** Wycombe Market Place 10.00 – 15.00 Website: showbus.com/display

Sunday 11 October **Eastern Bus Enthusiasts Roadrun** (replacing Fenland Bus fest.) dep Peterborough Bus St 09.30, arrive Cambridge Services 14.15 to 15.00 for photo opportunity, St Ives 16.00, 17.00 Whittlesey.

Friday/Saturday 6/7 November **Aldenham Transport Spectacular.** Allum Hall, Allum Lane, Elstree.

NB: All events subject to Government Guidelines and local restrictions may be imposed at short notice.

EBN Back Numbers

1 complete set of EBN for the following years 2009, 2011, 2013, 2014, 2015, 2016, 2017, 2019.

£4 per year, plus £3 for post & packing (Multiple years subject to weight). E-mail first to Publications Officer, pat_woodliffe@hotmail.com

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.



Gardners Travel SF04 ZLV at William Hunter Way, Brentwood on 2 September 2020. 2004 Mercedes 815D/Sitar C29F ex Stirling Executive, Paisley, Scotland. "Sorry about picture quality. It was completely in the shade."

Robert Downton.

This was probably operating "On hire to ...", see notes by Chris Stewart on new operator Vectare on EBN677p24.

AVX at 50 (well 52 now!)

Chris Stewart.

Eastern National's last Lodekkas were 31ft semi-automatics with 10.45 litre Gardner 6LX engines, forty eight 70-seat buses and five 55-seat coaches, the final one of which, 2614 (AVX 975G), was numerically the last Lodekka chassis. Delivered new on 16 August 1968 (actually four days before sister 2613), it didn't take up its booked registration of AVW 405F but instead became one of only five FLFs to receive G- suffix registrations (three with EN and Midland General's YNU 350/1G).

By the time these coaches were delivered, however, one man operated vehicles had already taken over off-peak workings on the X10 group and, having spent a mere two months at Southend (SD), 2614 was reallocated to Hadleigh (HH) for the Winter 1968/69 timetable to operate Canvey spur workings of the X10. It spent November and December 1969 back at SD before moving to Basildon, but in February 1971 (renumbered 9614) it became part of the Tillings fleet and was based at Wood Green until returning to EN at SD in January 1973. Off once again in March that year, it was loaned, with a number of other FLF coaches, to United Counties and operated from Bedford. On eventual return in January 1975, it was rebuilt as a 70-seat bus at Central Works, becoming 2946 and serving at Southend depot right through until 13 June 1981, when it was delicensed for disposal after working on the last day of the crew-operated 251 to Wood Green.

In October 1981, it was bought by the late Lyn Watson and kept at the Castle Point Transport Museum until sale by him to Ensign in May 1985. It was promptly sold for export to Australia as a mobile Pizza parlour, but the new owner made no attempt to collect it and so in January 1988 it was bought by Paul Harrison. After being run for a time in 'bus' format, Paul eventually began the painstaking process of reinstating the coach interior and 2009 saw AVX re-launched complete with original coach livery. On 16 August 2018, to mark the 50th anniversary of 2614's delivery to EN, Paul kindly took a handful of invited friends from Canvey to Prittlewell, where it was not only photographed outside the former depot site (since redeveloped for housing) but also in Prittlewell Chase, re-creating - as closely as modern street furniture would allow - some publicity shots taken shortly after delivery. One of these (from the **ENOC collection**, courtesy Geoff Dodson) is included here and slightly different angles can be seen in the Travel Agents' confidential pricing brochures for 1969 and 1971. A 2018 photo in Prittlewell Chase also appears (in colour) in on the rear cover of EBN653.





Hedingham 288 (HW54 BUF) Alexander Dennis Dart SLF Pointer 2 leaving Osborne Street bus station in Colchester on 13 July 2020. Still in Konectbus livery, transferred from Konectbus to Hedingham in 2019. HW54 BUF was new to Southern Vectis in 2004, hence the Isle of Wight "HW" registration mark. **Robert Appleton.**

The easing of the lockdown facilitated a trip out to Maldon on 14 July (with the bonus of the Mighty Oak Brewery Shop!) where Stephenson's Maldon local seemed to be doing reasonable trade, and here is a shot of 478 on the service in the High Street. **Ian Barlex.**



The 288 Page!

That Clacton KSW5G Explained – Possibly!

Alan Tebbit BEM.

Terry Challis commented on a picture in EBN675, of Eastern National KSW5G 1364 at Clacton, and expressed some surprise at a double decker being on a service that was a normally single deck run. He may possibly be right in suggesting that it was a substitute for a broken-down bus, but there is a more likely explanation. The 53 route from Clacton to Tilbury Ferry was indeed a single decker route, because of traversing the Langdon Hills between Laindon Station, and Rookery Corner, Stanford-le-Hope. The company never allowed double decks to use those hills. In 1964 the route was diverted through Basildon, and FLFs became the norm, with the occasional Guy Arab. On the old route, during the summer, it fell to Chelmsford depot to substitute a decker if loadings were expected to justify it. 1364 was a CF bus, and would have probably come onto the route in this way. Although it is screened up for Tilbury Ferry, it would be changed for a saloon on reaching Chelmsford. When the substitute decker arrived at Clacton, usually a spare saloon would be put onto the service, and the decker would be parked up, ready for the rush of day trippers at 4.30 or 5.30pm. If there was no spare car, the Regulator would leave it on the service, and phone CF to warn them to change it over, and beg that it be turned around, and worked back, ready for the afternoon rush.

The substitute bus from CF would usually be one of the oldest, laying over between the peak hours. I recall when I was 5 or 6, travelling to Clacton on a pre-war K, and in Wivenhoe we met a "Tilbury" bound car from the same batch. CF would have as many as 3 foreign saloons parked up for the day, and it was not unusual for them to cover the peak hours workings of the deckers that were sunning themselves at Clacton. It could be as late as 8.45pm, before the last one took up its regular duty back on the 53s.

CF would bring on a couple of crews in on summer days as WAR (work as required). They usually signed on about 9am (0900 in modern parlance). The 9.15 am 53 to Clacton would often have two double decker reliefs, one marked Clacton (53), and the other Walton (105). Through bookings were available between services 53 and 105. The crews were instructed to "work just in front of the service car, until you are full, then go for it. When you arrive, report to the Regulator for instructions". The conductors would call out "Clacton" or "Walton only", and once loaded, the driver would choose the quickest route to the seaside. Most would follow the Avenue of Remembrance (A12) at Colchester, then the A133 through Weeley. My Dad would always cut through Colchester, past St. Johns bus park, and the Corporation depot, crossing the Colne at Hythe Quay. Then from Wivenhoe Park Corner, he would take the new road to Arlesford, and the Toosey (St. Osyth) by-pass into Clacton. He also knew the back road into Walton, missing all of the traffic jams.

On the journey the conductor would canvass his passengers about their return journeys, and, arriving at the destination he would tell the Regulator that their orders were to return at whatever time was best for the majority of their people. He would have forgotten the words "report for instructions". Once when we arrived at Walton, Inspector Rose, the I/c, asked if Dad, and his conductor Walter Bye, would mind running a relief to Clacton, as there was a long queue waiting, then hot-foot it back to join your families on the beach. He added the warning "Don't hang about in Clacton bus station, or that old beggar will have you running out to Jaywick and back all afternoon". Rosey was a lovely bloke, who lived in a thatched bungalow, right next to the depot. He had an immaculate garden, which I believe he tended to in the company's time. In an emergency everyone knew where to find him. When it was time to come home, the crew would know where their last pick up had been in the morning, so the shout was "first stop Hatfield Peveral" or wherever it would be, and it would be toe down all the way.

Back in those days, late '40s, early '50s, there were no concessionary fares for staff, apart from journeys to and from duty, all trips had to be paid for, but on 5 occasions per year, Dad could apply for a Depot Day Pass, for all of the family. We would go to Southend for Christmas shopping, and Clacton, Walton, West Mersea and Dovercourt in the summer, hopefully when Dad was on WAR. My favourite was Dovercourt, but this always meant catching the 9.15 service bus, and changing at St. Johns bus park in Colchester. It was an advertised connection. On one occasion, due to heavy traffic through Marks Tey and Stanway, the 51 had already left by the time we got to the bus park, so Mum went to enquire the time of the next bus. The Regulator apologised for the missed connection and phoned through to the depot. Shortly a Bedford OB coach appeared, driven by a spare duty driver. We were shown on board, and set off post haste for Dovercourt, our own family transport. Would we have had such great service if the Inspector knew that we were on a freebie? The driver found it most amusing. By taking the direct route, we arrived before the service bus. Normally we would get off in Fronks Road and walk down to the boating lake. On this occasion we were dropped right by the lake, and Mum bought our saviour a cup of tea at the cafe. As he pointed out, there was no point in rushing back, he might get caught for another trip.

The other concession was a Holiday Pass, 8 days for the entire family. We used to take a self-catering holiday at Jaywick Sands, it was a lovely place back then. We would travel there and back free of charge on the 53. Although we made good use of the pass in the week, my siblings, and parents, wanted to spend time on the beach. I would happily have spent all day riding the Bristol G05G open toppers between Jaywick and Holland on Sea, but I had to have an adult with me to use the pass. We did go to Harwich one day and took the Ferry across to Felixstowe dock. On the ride to the town centre on an open top K, the conductor admitted that his eyesight was bad, and he couldn't see if it said National or Counties on the pass, so another free ride, they obviously had an identical system (nearly). A few years later it didn't work on a Hants & Dorset FLF in Bournemouth!

EBN677p6



Above 70 years ago this year Eastern National acquired four Brighton, Hove & District AEC Regents dating from 1930 but rebodied by ECW during World War 2 and converted them to open top for seafront services as well as fitting them with Gardner 5LW engines. This example, numbered 101 until the 1954 scheme when it became 1157, had a 1942 body and had been BH&D 6259. Seen at Jaywick when carrying its original number, it was withdrawn in 1958. **EBEG, captions and research Chris Stewart (both pics).**

Below Having used 101-4 as fleetnumbers for acquired BH&D Regents in the p 9 pre-1954 numbering scheme, some very different vehicles carried two of these numbers under the 1964 system. 100-2 were the former Moore's Commer Avenger coaches, 102 (7652 VW) being the unique Avenger IV with Yeates body seen here alongside Walton depot. It lasted with EN until 1968. **EBEG.**



Service Revisions

by Paul Harvey.

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

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

31 July 2020

16	Shuttle Stebbing to Bran End (M-S) Shuttle service withdrawn due to completion of works.	Arrow Taxis
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29 August 2020

24	Aveley to Palmers College (Col) College service withdrawn.	Ensignbus
27	Socketts Heath to Hassenbrook College (Sch) Revised afternoon timetable. Service only available to Students.	Ensignbus
29	Socketts Heath to Purfleet Station (Sch) School service withdrawn.	Ensignbus
13	Waltham Cross to Epping (M-S) Short term contract service withdrawn.	Epping Forest Community Transport
61	Brentwood to Blackmore (M-S) Short term contract service withdrawn.	Arrow Taxis

30 August 2020

94	Ipswich to East Bergholt (Sch) New school service	Ipswich Buses
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1 September 2020

13/A/S13	Waltham Cross to Epping St Margaretts Hospital (M-S) New contract service with 13A operating on Saturdays & S13 operating schooldays.	Vectare Ltd
61/A/C	Brentwood to Blackmore (M-S) New contract service with 61A/C not serving Wyatts Green.	Vectare Ltd
84C	Hadleigh to Nayland Surgey (Sch) New school feeder service connecting with Chambers service 84 at Nayland for Colchester.	Beestons
256	Basildon to Bluebell Wood (TThS) Revised route & timetable with service extended from Bluewell Wood to Ramsden Heath via Billericay replacing service 257.	NIBS
257	Ramsden Heath to Billericay (TThS) Service withdrawn.	NIBS
809	Great Wakering to Rochford King Edmund School (Sch) School service withdrawn replaced by revisions to services 806 to 813.	Stephensons of Essex
S33	Ongar to Debden Park School (Sch) New school service replacing Swallow Coaches service 133 with one journey in each direction only for school children aged 18 or under.	First Essex

3 September 2020

TH78	East Mersea to Thurstable School Tiptree (Sch) New school service.	Flagfinders
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4 September 2020

910	Marks Tey to Honeywood School (Sch) New school service.	Go-Ahead Konectbus (Hedingham)
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7 September 2020

68	Leigh Station to Southend Pier (D) This open top service is extended to operate until 20 September 20 with a slightly earlier finish.	Ensignbus
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Optare Metrocity single-deck demonstrator YX67 FXE leaving Highwoods in Colchester on 26 August, working 15.59 Colchester North Station - Highwoods Circular 11, see EBN677p24 for Ipswich report. **Robert Appleton.**

COVID-19 (Updated Bus Operator Information)

Paul Harvey.

As more facilities begin to open, schools reopening and people return to work bus services are continuing to see increase in timetables - check operator websites or social media accounts for latest details. The deadline for operators in England, Scotland and Wales to return to pre-Covid timetables has been extended from 30 September 2020 to 4 January 2021 to give operators more time to consider permanent changes. Until that time operators are able to make temporary changes with three working days notice. Timetable changes from 4 January 2021 must be registered in advance in the usual way.

Arriva Kent Thameside

30 August 2020 changes to certain services in Harlow & Southend area as posted on the new Arriva website:

4 Latton Bush to Harlow revised to every 30 mins Mon to Sat & 2 hourly Suns

7/8 Landwick/Shoeburyness to Rayleigh revised to every 10 mins Mon to Fri normal timetables on Sat & Sun.

9 Potter Street to Harlow revised to every 40 mins Mon to Sat.

10 Church Langley to Harlow revised to every 20 mins Mon to Fri, every 40 mins Sat & 2 hourly Suns. No service between Harlow & Hertford.

86 Harlow to Upshire revised Mon to Fri peak hour journeys.

508-510 Harlow to Stansted Airport revised to every 15 mins Mon to Fri, every 20 mins Sat and hourly Suns.

CR P&R Colchester P&R revised to operate every 20 mins Mon to Sat.

9 September 2020 service 86 (Harlow) two additional journeys introduced operating on school days at 1130 & 1315 Harlow to Waltham Cross and 1208 & 1408 Waltham Cross to Harlow.

The new Arriva website is not very user friendly. The above changes should be treated with caution, the 7/8 changes recorded above are not reflected in the public timetable showing each service operating every 30 mins with a combined timetable every 15 mins. The 7/8 services are shown as separate timetables which leads to confusion. See further comments in the Arriva section on page 20. EBN677p9

Arrow Taxis

1 September 2020 short term contract service 61 Brentwood to Blackmore withdrawn and replaced by Vectare Ltd.

Ensignbus

29 August 2020 network changes as follows:

Service 22 broadly similar pre-Covid 19 timetable with service every 20 mins during the main part of the day on Mon to Fri, every 30 mins on Sats & hourly on Suns. Mon to Sat early morning and late evening service replaced by new services 77 & 77A.

School service 25 restricted to students attending school only.

Service 32 service revised to one schoolday only return journey between Purfleet, Uplands Estate, London Road Purfleet & Ormiston Park Academy.

Service 33 revised to operate between Grays & Chafford Hundred Station every 30 mins Mon to Fri and hourly on Saturdays.

Service 44 broadly similar pre-Covid 19 timetable on Mon to Fri but with more evening through journeys from Purfleet to Lakeside & Grays. Sats service will operate every 30 mins but with less late evening journeys. On Sundays there are some additional journeys between Purfleet Garrison Estate & Grays.

Service 66 service revised to operate between Chadwell St Mary & Grays on Mon to Fri every 30 mins. On Saturdays, service will operate between Tilbury Civic Square & Grays every 30 mins and hourly on Sundays.

Service 66A service withdrawn.

Service 73 off peak & evening frequency reduced to every 30 mins. Early morning & late evening service to be covered by new services 77 & 77A.

Service 73A replaced on Mon to Fri evenings by new service 77A. This service will continue to operate on Sundays with additional later journeys then pre-Covid 19 timetable.

Service 77 new service operating Mon to Sat early mornings between Aveley Usk Road & Tilbury Civic Square/Asda via Lakeside, Tesco, Retail Park, Motherwell Way, London Road, Grays, Socketts Heath & Cross Keys.

Service 77A new service operating Mon to Sat late evenings follows same routing as the 77 but additionally serves Chadwell St Mary Brentwood Road Estate.

Service 83 service will operate every 30 mins Mon to Sat with early mornings & late evening service provided by new services 77 & 77A.

Service 88 broadly similar pre-Covid 19 Mon to Sat timetable first service from Crawford Avenue/ Cramavill Street will operate at 06.20 Mon to Fri.

Service 88A service withdrawn.

Service 99 revised timetable in line with revised timetable on the Tilbury to Gravesend Ferry service.

Service X80 on Mon to Fri earlier service from Chafford Hundred at 06.00 operating hourly until 15.00, then journeys will start from Lakeside until 19.05 & 20.15. From Bluewater first service is 06.30 then hourly until 19.30 & 20.40. Saturday service will commence from Chafford Hundred at 07.00 then hourly until 15.00 then journeys will start from Lakeside until 20.05. From Bluewater first service at 07.30 then hourly until 20.30. Sunday pre-Covid 19 timetable restored operating every hour.

Services Z1/Z2/Z4 current emergency (Covid) timetables will continue for these Amazon services.

1 September 2020 additional school buses will operate as duplicates for school students on services 22, 33, 44, 66, 73, 83 & 88 at school times. These journeys will have the letter "S" before the service number and display "Scholars Only" and are expected to operate until the end of October.

Epping Forest Community Transport

It is understood service HSB01 in Harlow was observed operating late July. From 1 September 20 short term contract service 13 Waltham Cross to Epping was withdrawn and replace by Vectare Ltd.

First Essex

1 September 2020 service changes as follows:

South Essex

5/A/B additional Mon to Fri journeys between Basildon & Pitsea on schooldays.

5X schoolday service reintroduced with an additional morning journey to Grays.

8/A Saturday service increased to every 10 mins (8 & 8A combined)

20 minor timetable changes on Mon to Fri with school day variations reintroduced.

21/B minor timetable changes on Mon to Fri.

22 minor timetable changes on Mon to Fri.

25 minor timetable changes on Mon to Fri with school day variations reintroduced.

26 Saturday service increased to every 20 mins.

27/A minor timetable changes on Mon to Fri with school day variations reintroduced. Mon to Fri evening service increased to every 30 mins.

- 28 minor timetable changes on Mon to Fri with school day variations reintroduced. Additional school day only journeys will operate between Pitsea & Hadleigh.
- 100 minor timetable changes on Mon to Fri with school day variations reintroduced. Saturday evening service improved with late night journeys reintroduced.
- 350/351 07.55 from Chelmsford & 09.00 from Brentwood will operate as 350 with minor rerouting in Chelmsford. Additional school day journey 15.42 Ingatestone to Chelmsford.
- 561 school day service reintroduced with three journeys in each direction.
- 625/725 school day service reintroduced with one journey in each direction.
- 820/822/825/827 school day services reintroduced with one journey in each direction.

Mid Essex

- 13/A/14 additional school day journey on service 14 at 16.05 from Chelmsford. 15.53 service 13A from Chelmsford (Keene Home) to operate as service 13. Full Saturday service reintroduced.
- 31 group an additional school day service S31 return journey from Maldon to Chelmsford introduced.
- 32 an additional school day service S32 return journey from Nine Ashes to Chelmsford introduced.
- 42/A/B Mon to Fri minor changes to the peak timetable with an additional morning journey to Braintree. An additional school day service S42 introduced between Galleywood & Broomfield and return.
- 45/A Mon to Fri minor timetable changes to the peak timetable and an additional school day journeys between Writtle & Moulsham Lodge introduced.
- 54/56 group Saturday service increased to every 10 mins (54 & 56 combined)
- 57 group an additional school day service S57 afternoon journey from Readers Corner to Chelmsford introduced.
- 70 additional morning and afternoon school day only journeys will operate.
- 71 group additional morning and afternoon school day only journeys will operate.
- 525/570/620 school day services reintroduced with one journey in each direction.
- X30 additional Mon to Fri journeys introduced at 05.45 & 17.45 Chelmsford to Southend and 06.50 & 19.00 Southend to Chelmsford. Some peak journeys will be retimed and withdrawn from Broomfield Hospital.
- CF P&R the Mon to Fri peak hour service increased to every 10 mins from Sandon and every 20 mins from Chelmer Valley. No change to Mon to Fri off peak & Saturday frequency.

North Essex

- 17 school day service reintroduced with two journeys in each direction.
- 61 additional Mon to Fri journeys introduced during the morning and afternoon peak periods. Improved early morning and late evening service on Saturdays.
- 62/B increase on Mon to Fri to every 10 mins (62 & 62B combined).
- 64/A revised Mon to Fri timetable introduced with increase running time. The frequency is revised to every 10 mins (64 & 64A combined).
- 65 revised Mon to Fri timetable operating every 15 mins with additional journeys at peak times.
- 66/B minor timetable revisions to the Mon to Fri timetable.
- 67/B,68 minor changes to the Mon to Fri timetable with additional service 67 journeys operating at the same times as school day service 67C which is reintroduced.
- 75 Mon to Fri daytime service increased to every 30 mins.
- 88/A/B minor changes to the Mon to Fri timetable.
- 103/4 revised Mon to Fri timetable with school day journeys reintroduced.

It should be noted services 17, 67C, 525, 561, 570, 620, 625, 725, 820, 822, 825, 827, S31, S32, S42 and S57 will only be available to school children age 18 or under.

Fords Coaches

4 September 2020 shopper service 3 resumed operating fortnightly.

11 September 2020 shopper service 6 resumed operating fortnightly.

Go-Ahead Konectbus Chambers

1 September 2020 services revert to normal timetables which were planned for 30 March 2020 with buses every 30 mins between Bury St Edmund & Sudbury on services 750 & 753. Through connections available at Sudbury to services 754 & 784 for Colchester. The 15.34 journey from Colchester to Sudbury service 754 on Schooldays will start from Great Cornard at 16.17.

Go-Ahead Konectbus Heddingham

1 September 2020 Clacton area timetable changes

- Service 3 revised timetable to provide more regular departures. Revised route in Thorpe le Soken to serve Landermere Road instead of High Street & Golden Lane.
- Service 4 revised to operate Jaywick Sands to Clacton during daytime as well as ECC tender journeys operating every 30 mins.
- Service 4A withdrawn between Clacton and Bocking's Elm.
- Service 5/A timetable adjustments with new Sunday timetable introduced.
- Service 6/A/B normal timetable resumes operating Mon to Sat with slight adjustments. Sunday services will be numbered 6A (serving Constable Way) or 6B (serving Peter Bruff Avenue).
- Service 7 normal timetable re-instated with certain journeys serving Constable Avenue, Peter Bruff Avenue & Rail Station. Link to St Osyth Beach & Rail Station introduced. Limited Sat timetable will continue during September.
- Service 74 normal timetable re-instated.
- Service X76 re-introduction of normal timetable with some timetable amendments.
- Service 97/98 improved off peak frequency with 4 buses per hour.
- Service 134 Autumn timetable resumes.
- Service 135 improved timetable including Sats. Route change in Bockings Elm to include Peter Bruff Avenue and in Great Clacton to operate from Tesco serving North Road, Old Road, Rail Station & Pier Avenue.
- Service 136 service revised to give replacement for the Northern section of service 4 but diverted between Rail Station & Great Clacton serving Holland Road, Valley Road & Asda.
- Service 137 revised to operate a 30 min frequency timetable serving Asda, Valley Road, Holland Road & Skelmersdale Road.
- 2 September 2020** service 345 will operate 30 mins later in both directions between Fuller Street & Braintree.

NIBS

10 August 2020 service 21C normal timetable re-instated, service 81 (Brentwood) earlier journey introduced on Mon to Fri. Services 106 & 552 re-instated to normal timetables.

1 September 2020 services restored to pre-Covid 19 timetables including 21 (Brentwood), 31 (First Data), 81 (Brentwood) & 269 (Grays). Additional buses introduced on School services to cover for any overloading issues that wasn't predicted – see Stephensons/NIBS report on page 28.

Stephensons of Essex

1 September 2020 services restored to pre-Covid 19 timetables for services 9 (Great Holland) & 71/C/72 (Brentwood). Full timetable re-introduced on services 12 (Wickford), 14 (Southend), 105/7 (Walton), 200/220 (Dengie) & 313/A (Saffron Walden). Additional buses introduced on school services to cover for any overloading issues that wasn't predicted – see Stephensons/NIBS report on page 28.



NIBS 419, CN11 FBE, AD Enviro200 crosses the railway bridge in Kings Road, Brentwood 26 October 2019. **Alan Moore.** EBN677p12

**East Anglian Independent Bus & Coach
Operators - A 1963 Selection
J R Young**



Farley Publications

**Second Hand Buses & Coaches in 1960s London & Essex
Fairgrounds, Contractors, Dealers, Schools, Works and Small Operators
J R Young**



Farley Publications

Book Reviews

Maurice Austin.

Long standing member DJR (Jim) Young has usefully spent his lockdown days to produce a series of illustrated bus books based on his extensive collection of negatives. The first two have just been published under the Farley Publications imprint.

They are both printed on 130gsm satin paper with 300gsm gloss covers, stapled A4. They are already flying off the shelves!

The first one, **"East Anglian Independent Bus & Coach Operators – A 1963 Selection"** delivers just what it claims. 84 pages of b&w pictures 2 or 3 a page are wrapped in full colour covers. It oozes nostalgia from every pore. It is hard to review such an eclectic collection of excellent pictures as they are all so fascinating. A very few pictures look as though they were taken in misty conditions but, by and large, one has to admire the high standard of photographs that are well over 50-years old. Jim is clearly a person who knew his camera well but he must be an extremely well ordered person to have kept them in such good condition and so well referenced. £15 plus p+p.

The other is **"Second Hand Buses & Coaches in 1960s London & Essex – Fairgrounds, Contractors, Dealers, Schools, Works and Small Operators"**. This book is the same size and format apart from being all b&w. Well, it is a bus book but it is also a social history book. Many of the uses of former stage service buses are no longer common, a surprising number of the names no longer exist and artifacts appearing in the photos such as advertising hoarding, housing and street furniture have considerably changed their formats. This book would interest anyone interested in the social history of the "old Essex" as well buses and older vehicles. £15 plus p+p.

At present, these books are only available from JR Young, 67 Boston Avenue, Southend on Sea SS2 6JH (no callers) cheques payable to J R Young
Or dryyoung@aol.com
bank transfer J R Young, Natwest 60-15-49 97040002.

Postage at present is £1.83 for one book/copy or £3.10 for up to 4 copies/books UK only.

Highly recommended. They would make marvellous Christmas presents but wouldn't wait till then to get your own copy!

Acquired Vehicles

30564	WU02 KVE	YV3S2G5102A002052	0192/1	H49/27F	05/02	First Mainline 2702
30567	WU02 KVH	YV3S2G5162A002069	0192/4	H49/27F	05/02	First Mainline 2707

Volvo B7TL / Transbus ALX400. From South Yorkshire & Midlands, Doncaster depot (but collected from Olive Grove, Sheffield depot) on 23 August 2020. In Urban livery, no main fleet names, just small "First" and large f symbol above the doors and driver's cab. Flip dot blinds. These are intended to be used exclusively on Colchester school route 17, so-called "bubble buses". They entered service on the route in early September.

Note: between October 2005 and June 2011 First Essex owned ex First Mainline 30560, which had been new to First Glasgow, but that was a Volvo Olympian / Alexander, registered P190 TGD.

69024	SF55 UAS	YV3R6G7236A110731	K131	B43F	01/06	First Glasgow (Number 1)
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Volvo B7RLE / Wright Eclipse Urban. From First South Yorkshire & Midlands, delivered to Hadleigh on 28 August. In Urban livery, no main fleet names, just small "First" and large f symbol above the doors and driver's cab. Entered service on route 31X from Chelmsford depot on 1 September.

Vehicles on Loan

44512 (DK57 SXF) and 44513 (DK57 SXG), Alexander Dennis Dart / Enviro 200, B36F. In Urban livery with main Lowestoft fleet names on cover panels each side and small First Lowestoft fleet names with f symbol above the doors and driver's cab. They have non-standard interiors with Urban 90 seats with a light blue based moquette and yellow stanchions. They had been acquired by FEC in August 2012 via Ensignbus from Lee, Holywell which traded as Connexions. They were new to Lee in November 2007. On loan from First Eastern Counties from 30 August until 6 September, at Basildon depot. They were collected from Lowestoft but returned to Ipswich. When they went back, 44908 & 44909 returned to Basildon in exchange. These had been reported as disposals to FEC in EBN673, but it now transpires that these were only loans. 44512 and 44513 both entered service with First Essex on 2 September, the former on route 9 and the latter on route 25. Their brief stay came to an end with 44512 on 8A all day on 5th and 44513 on 25 all day. On their first day back in service at Essex, 7 September, 44908 was on 25 all day and 44909 was on 100 all day. 44909 has gained a Norwich main fleet name above the doors but not one on offside (44908 not seen).

36148 (BJ11 EAW), 36153 (BJ11 DVX) and 36161 (BJ11 EBA), Volvo B9TL / Wrightbus Gemini 2, H39/23D, new April 2011 (first two) and June 2011 to First London, but latterly with Tower Transit, from Ensignbus to Basildon on 9 September for schools' work. In all red livery, these did have roller blinds, but they have been removed. These are to cover for a vehicle shortage at BN, for example, at the start of the loan period, 69910, 69911 and 69913 were all off road with engine failures, with no delivery date on replacement engines. 36153 was on route 561 on 10th & 11th.

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.

Unfortunately, gremlins got into EBN676p14 and so the Allocation Changes for Period 3 (additional) and Period 4 are repeated below. (The comments are not repeated.) For Period 5, all changes are shown, including the early ones reported in EBN676.

Period 3 2020/21 (24 May - 27 June) Additional to EBN675 32628 CR (oos) to CR.

Period 4 2020/21 (28 June - 25 July)

33425 BN (oos)-BN, 33548 BN (oos)-BN, 36840 BN-CF, 36842 BN-CF, 42487 CF-HH, 42956 FG-CF, 42968 CR (oos)-CF, 43846 CF-FG, 43848 CF-FG, 44004 HH-CF, 44005 CF-HH, 44599 CF-CF (oos), 63328 HH-HH (oos), 63333 CR (oos)-CR, 63336 CR-CR (oos), 63343 CR-CR (oos), 66798 CR-CR (oos), 66802 CF (oos)-Disposal, 66813 BN (oos)-BN, 66819 BN (oos)-BN, 66827 BN (oos)-Disposal, 66829 CF (oos)-Disposal, 66846 BN (oos)-CF (DS), 66863 BN (oos)-CF (oos), 67160 BN-BN (oos), 67190 HH-CF, 67191 HH-CF, 67192 HH-CF, 69516 BN-HH, 69517 BN-HH, 69906 BN-BN (oos), 69914 BN-BN (oos)

Period 5 2020/21 (26 July - 22 August)

32484 CR (oos)-CF (oos), 33088 CR (oos)-HH (oos), 33178 CR (oos)-BN (oos), 33574 BN-BN (oos), 37010 CR (oos)-CR, 37042 CR-CR (oos), 42900 HH (oos)-Disposal, 43845 BN (oos)-Disposal, 43847 CF (oos)-Disposal, 44599 CF (oos)-CF, 63165 HH (oos)-HH, 63336 CR (oos)-CR, 66863 CF (oos)-CR (DS), 67189 HH-CF, 69518 BN-HH, 69906 BN (oos)-BN, 69910 BN (oos)-BN, 69914 BN (oos)-BN.

32484, 33088 and 33178 have all been transferred from Colchester (around 1 August) in order, along with 32068 remaining at Colchester, to provide one extra vehicle at each depot to be prepared for a return to service if required for schools returning in September. 33088 & 33178 are now back in service, although both at Basildon, see Vehicles Returning to Service below.

37042 is in the scrap line at Quayside with various bits removed.

36837 continued on loan at BN for route X10 throughout Period 5, it was joined by 36842 on 30 July with 36839 returning from BN to CF the next day.

Disposals

Correction to EBN673: 44908 & 44909 were not sold to First Eastern Counties, they were on loan, they have now returned (details above).

33044 from Quayside on 28 August 2020.

Further to EBN676, 42900 and 43847 went from Ensignbus to Shelton Motors for scrap in August.

Repaints

66848 to a new driver trainer livery, details below. 67161 from X10 silver / green livery to Essex Airlink two-tone blue, completed at Westway by 10 August. It re-entered service on route 100 on 17th, initially without branding, but it had received this by 26th. It has the slogan "business class at economy price" on its rear lower panels. 37986 has also been repainted out of silver / green livery, details below.

New Driver Trainer Livery

Driver trainer 66848 was seen at Basildon depot on 20 August in a new livery of all-over light red, with L signs (including large ones over the rear side windows) and appropriate wording, including "Be a bus driver...firstgroupcareers.com" stuck on the front blind box and "Don't worry you haven't missed your bus! I'm being trained for the First f Essex team" on the rear advert panel, plus other wording on the rear window and sides.

Heritage Liveries

Following ex Green Line double deck coach 37985 being repainted from X30 silver / green livery to Westcliff-on-Sea heritage livery (see EBN675), sister 37986 has also been repainted from X30 livery to a heritage livery at Mardens. It originally received Eastern National Tilling green style livery with two black lined cream bands but was then repainted again into cream livery with a middle green band. John Lidstone, who has kindly put a lot of time and effort into voluntarily project managing the three recent heritage liveries, explains what happened: "My idea was to paint 37986 in standard Tilling green and cream to represent that long-lived livery, which many older enthusiasts remember from the 1950s, 1960s and early 1970s, this to complement Arriva's 6499 and also sit well alongside Westcliff livery on 37985. Six attempted local paint matches were rejected (usually these are OK, as, for example, on 37007) and in the end paint was purchased from Williamson's of Ripon who had supplied the THC colours for preserved Bristol K5G 1327 ONO 59 (which was completed last year and which I judged as accurate). However, once repainted and 37986 could be seen in daylight, it was immediately apparent that it was not satisfactory. The bus looked a greenish khaki. Bizarrely, the livery only looked correct if viewed in very late evening yellowy sunshine. Therein I deduced the causal factors: bright blue undercoat which was used and thin-covering topcoat 2-pack green. With 37986 being required for the PVR uplift at the beginning of September only 10 days away, a hasty solution had to be achieved. Green was no longer deemed an option due to the problems encountered with the original repaint and so Fleet Engineer Richard Gilmore gave authority to repaint the bus in 1968-style FLF coach X10 livery, especially as I had, by then, negotiated the donation of Tilling cream and green paint by courtesy of Williamsons and we knew that the cream was correct and indeed looked so when applied. Ironically the end result is perhaps more striking than it would have been in standard bus livery, although only representative of Hadleigh depot with the allocation of 2614 from November 1968 to October 1969."

As John says, this livery has been inspired by the livery carried by Eastern National Bristol FLF / ECW coaches 2610-2614 (AVW 401-3F / AVX 974-5G) when they were new. They were delivered in July and August 1968 and were mainly used on route X10, Southend to London King's Cross. The livery was relatively short-lived; from September 1970 the FLFs were repainted into standard double deck dual purpose livery which included additional areas of green. 2614 is currently preserved in its original livery. 37986 has small yellow coach style Eastern National fleet names, and the side fleet numbers plus depot allocation stickers are in yellow to match. However, on the front and rear, 37986 has received traditional (1964 style) silver on red depot and fleet number plates. These were pressed by Tippers (who used to make them for Eastern National). Other period authentic details are a red cavity for the fuel filler, silvered hubs and wheel nuts, together with older-style labels such as "water" rather than today's "coolant", as well as the seating capacity at the rear lower nearside. Also, First logos (as with 37985) have been reduced to a small "f" on the windscreen bevel and a frosted "f" on the rear lower saloon window and all legal and similar lettering is in the font style of 2614, carefully copied by Mardens. New LED displays were required to return previously-withdrawn former Colchester Trident 33088 to service at Basildon (with remedial work undertaken by Hadleigh Engineering) and so the opportunity was taken to fit the original orange units from 37986 into 33088, and then equip 37986 with new white LED units (which should also appear on 37985 in time). The polished rear wheel rings were missing from 37986 and so to match 37985, new units were supplied and fitted.

This is an appropriate livery for this vehicle, as although it will be used on Southend local services, it retains its coach seats from its Green Line days and when working on route X30. Credit due to everyone involved in this project (and for the recent heritage liveries on 37985 & 37007) for their time and effort. 37986 operated the 13.52 25 from Basildon to Southend and the 15.20 return on 29 August before re-entering service full time on 1 September.

Further to EBN676, Badgerline style heritage liveried 37007 has gained a new offside T advert. Buses in this livery in the 1990s and first decade of the 2000s often carried similar adverts and so this does not detract from the livery. In fact, the red background on the advert, for Heart Radio, goes well with the green and yellow of the livery.

Further Capacity Changes

Since EBN676, capacities of some other types of vehicles have been noted. The X30 Scania's now have a total capacity of 27 (normal seating capacity of 63), 37985 & 37986 30 (65), Enviro 300s 20 (41) and Enviro 400s 33504-33574 36 (67).

Vehicles Returning to Service

Further to EBNs 674, 675 & 676, the following, which had been out of service since the 29 March service reductions, are now back in use. Presidents 33088 and 33178 have returned to service at BN (the former via work at HH), 33088 on route 25 on 27 August and 33178 on the same route on 1 September. Both had been in use at CR up to and including 28 March. BN33567 re-entered service, on route 25, on 1 September. Driver trainer 66848, last reported as still SORN on 8 July in EBN675, is now back in use after being repainted (see above). CR37010 had been out of service since before the service reductions (27 January), it returned to service, on route 61, on 12 August. HH63165 had been out of service since 21 April 2019, it re-entered service on route 27, also on 12 August. 67189 (from HH back to CF) and 69518 (from BN back to HH) returned to their pre-29th March depots during Period 5.

School Services

As mentioned above in Acquisitions, some buses are being allocated mainly for schools' work. School services which were, theoretically at least, open to the general public, have, since the return of schools in September, been made closed contracts, for use by school children only. Because EBN went to press soon after the schools return, details about vehicles being used on school services will be included next month.

Area News and Workings

General

Buses are receiving round stickers on the front nearside, under the windscreen, depicting a person's face wearing a mask with the wording (in capitals) "Wear a Face Covering" above and "Unless Exempt" below.

Colchester

(All vehicles listed below allocated to CR)

32673 was seen back in the workshop on 21 August. Further to EBN673, 37009 is being cannibalised at Quayside and seems likely to be scrapped. 37135 was once again towed the few hundred yards down Haven Road to Colchester Fuel Injection on 14 August, it was still outside there a week later.

News of the Harwich routes is that with the revised timetables from 2 August, the 103/104 had a small increase in number of journeys, and journeys were retimed to give a more even frequency on Mondays to Fridays, to hourly or better. The Saturday timetable was revised to match the Monday to Friday timetable for most of the day. No changes were made to evening or Sunday 102 journeys. Monday to Friday Colchester-Harwich increased from 13 to 15 journeys with the reverse increasing from 14 to 16. Saturday Colchester-Harwich increased from 14 to 16 journeys, with Harwich-Colchester from 13 to 16. Running times and layover time were slightly reduced, so that the main service could continue to be worked by three buses on Monday to Saturday. On Monday to Friday a fourth bus still runs dead from Colchester to Harwich to work the 09.00 Harwich-Colchester 104.

Another revised timetable was introduced from 30 August. On Mondays to Fridays there are 15 journeys each way plus an extra Mistley-Colchester short working. Monday to Friday morning peak hour journeys were improved for students and school children travelling to Colchester and Manningtree High School, with the 14.40 and 14.55 ex-Colchester available to take school children home from Manningtree High School. The off-peak frequency is no longer as well spaced as the Saturday timetable. No change to Saturday and Sunday times compared to the 2 August timetable. The 30 August timetable seems to have produced a regular double-deck working at 10.10 ex-Colchester and 11.40 ex Harwich (both 103s). Looking at Bustimes it seems that the double-decker starts on 07.20 Maldon-Colchester 75. It is suspected that this double-decker then goes dead to Mistley to work the 09.25 Mistley-Colchester 103, but this does not show on Bustimes at present. After working on 103, the double-decker then works on other services e.g. on 4 September, Bustimes showed 32669 (see below) on service 65 late afternoon. Enviro 300s continue to be the mainstay on the routes but some exceptions noted on 103/4 as follows (all August except where stated): Double-deckers - 32547 (6th), 37136 (14th), 32628 (17th plus 7 Sep), 37004 (2 & 9 Sep), 37015 (3 Sep), 32669 (4 Sep), 32087 & 37034 (8 Sep), 37016 (10 Sep).

EBN677p16

Single-deckers - 63341 (3rd & 5th), 63335 (4th & 10th), 66816 (7th), 66803 (10th, 13th & 17th plus 4 Sep), 66828 (15th), 66801 (17th), 63330 (20th), 66810 (20th, 21st & 25th), 63340 (18th & 20th), 66800 (20th plus 1 Sep), 63338 (24th & 26th), 63339 (24th plus 7 Sep), 63333 (3 Sep). Also, on 102: 63332 (13th), 32087 & 66800 (Sunday 16th), 37006 (20th), 37017 (Sunday 23rd), 63331 (26th), 63334 (3 Sep), 37015 (9 Sep), 63330 (10 Sep).

Enviro 300s on 71: 67737 (10th), 67750 (14th), 67805 (17th), 67755 (24th), 63339 (1 Sep), 67742 (2 Sep), 67738 (3 Sep), 67741 & 67779 (7 Sep), the latter also the next day, 67739 (9 Sep), 67735 (10 Sep), plus 67750 (2 Sep) and 67739 (7 Sep) on 71A.

Other unusual / interesting workings during August: 37036 on 74B (14th & 27th), 67742 & 67779 on 70 (26th) plus 63344 on 71 on 9 Sep.

Chelmsford

(All vehicles listed below allocated to CF except where stated)

32551, which had yet to enter service since being acquired, was on route S33 on 8 September and S31 the next day.

44537 has received a super rear ad for Essex & Suffolk Water, first seen on 3 September.

Further to EB675, the closure of most of Brentwood High Street to all traffic except buses and cycles, to allow pedestrians to more easily social distance, which had been introduced on 4 July, did not last long and it returned to normal by the second weekend in August.

Hadleigh's 44005 has been yo-yoing back and forwards between HH and CF since the end of March. It was back at Chelmsford again on 10 August, on 351 & 37, 71 and 36 and on 54 & 56 group the next day, but it was back at HH on 12th, on 20 & 27. It then returned to CF yet again on 1 September (on 57 & 40) and was still there as at 11th.

Publicity bus 41521 continues to be used as a driver shuttle, but by 27 August had moved to Colchester in a similar role (and also possibly for staff CPC training and refresher training for staff returning from furlough).

Unusual / Interesting Workings as follows (all August unless stated).

X30 Scania continue to appear regularly on route 70, for example, on 2 September, 36843, 36839 and 36841 all departed on route 70 from Colchester bus station within a two-hour period from 1505. The 13.35 & 14.35 71Xs from Chelmsford to Colchester return from Colchester as 70s. On 7 September the 14.35 was worked by 36843 and on 9th the 13.35 was worked by 36840.

Enviro 200 MMCs continue to appear on route 32. As these are now common, they will not be reported in future. However, noted in August were 67169 (7th), 67168 (11th, 25th & 28th plus 3 Sep), 67167 (13th & 20th plus 4 Sep) 67165 (17th), 67170 (24th), 67171 (8 Sep).

Volvo B7RLEs 69431 on 17th and 66830 on 5 Sep were more unusual workings on the route.

Miscellaneous: 67171 on Park & Ride (6th) with 67170 the next day, 67168 on 70 (12th & 13th), 67166 on 70 (15th), 44004 on 71A (17th), 71 (20th), 44541 on 70 (23rd), D566846 on driver shuttles (27th plus 3 Sep), 67165 & 67170 on 45 (30th), 66860 on 94C (30th), 44540 on 70 (5 Sep), 66837 on P&R (8 Sep), 36841 on short-working 42 (9 Sep), 67903 on P&R (9 Sep).

32676 on the first journey on new variation of 351, route 350 (1 Sep) and again the next day, with 32672 on the route on 3rd.

Basildon & Hadleigh

(All vehicles listed below allocated to BN except where stated)

33424 has been away at ADL having a new roof fitted. (It hit a low bridge when it was owned by JPT and was never properly repaired. Ironical that it hit a bridge, given that it is the only low height Enviro 400 in the First Essex fleet!)

HH (oos) 63328 visited Quayside, Colchester during August for the fitting of a new engine. It returned to service at Hadleigh on 27 August.

Unusual / Interesting Workings as follows (all August unless stated).

Route 9 (usually StreetLites): 33425 (7th plus 3, 7 & 8 Sep), 69919 (9th), 33545 (12th), 33548 (14th plus 3 & 9 Sep), 33559 (14th plus 7 & 10 Sep), 69901 (21st), 67162 (25th), 33549 & 33553 (26th), 33557 (27th plus 10 Sep), 33095 (1 & 9 Sep), 66813 (2 Sep), 33568 & 33572 (4 Sep), 33077 (7 & 8 Sep), 33573 (8 Sep), 33551 (9 Sep), 33562 (10 Sep). Also, on loan 44512 on 2 & 4 Sep.

67161 on X10 on 6 Sep, the first report of a single-decker on the route since 21 July. Then again on 10th, with 67160 on the route on 8th & 9th.

Since the return of schools at the start of September more double deckers have returned to the 94/A, seen on the route in the first week of the month were: 33558 & 33570 (1st), 33549 & 47651 (2nd), 33095 (unusual President) & on loan 44512 (3rd), 33559 & 47654 (4th), 47653 (5th).

Miscellaneous: 33545 (7th), 33558 (8th), 33572 & 33573 (13th), 33425 (14th) and 69917 (22nd) on 94A during August. Essex Airlink liveried 67163 on 251 (9th), 44910 on 25 (13th), on 251 (30th & 31st), HH63166 on 25 (15th), 69515 on 100 (17th), 33553 on 16 (22nd), HH69519 on 25 (24th), HH63161 on 25 (25th), 33558 on 100 (27th), 33546 on 100 (2 September), 69903 in Grays on 8 Sep, but on 5B, not its usual route 100.

There had been plans to transfer all four of Chelmsford's Enviro 350 hybrids to Basildon, but these did not work out. However, 67904 did go to BN in advance of the rest, and was on route 100 on Monday 7 September, but was back at CF the next day, on its usual 42 group. Its place at BN was taken by CF's 66795, which operated route 25 on 8th & 9th.

Former Eastern National & First Essex Vehicles

Former Eastern National Bristol MW5G / ECW 1348 (208 YVX) has recently changed hands, from Chris Bulmer in North Yorkshire (with whom it had previously operated in public service between Ripon and Hawes, along with two Ls and an ex United MW) to preservationist Richard Masterman of Stroud, where it joins similar former Bristol Omnibus example 2960 (980 DAE). New in December 1961, 1348 (or 548 as it was numbered then) spent the first month of 1962 at Basildon but, after being out of service again in February for reasons which are not known, was then allocated to Colchester where it spent the rest of its life with EN. Withdrawn in February 1978, it's a lucky survivor from the 98 MW saloons and DPs (plus the coach conversions) along with 1340, 1356, 1402 and 1404.

Volvo B7TL / Alexander ALX 400 30888 (W743 DWX), which was owned by First Essex between December 2011 and August 2013, and which had been in Lowestoft Corporation heritage livery, has returned to Essex. It was recently sold by First Eastern Counties to Ensignbus and has been acquired by SJH Travel, Billericay. It has been painted in an attractive top half cream, bottom half bright red, livery.

Sources own observations, and with thanks to R Appleton, S Barham, D Bell, J Benee, T Clark, J Collins, R Delahoy, D Edwards, J Lidstone, C McCormack, G Norris, J Podgorski, S Quay, C Stewart, First Essex, Bustimes, Facebook, Bus Lists on the Web, Flickr, Essex Buses Google group and Terminus.



The inspiration for the heritage livery on 37986 were the five Bristol FLF / ECW coaches delivered to Eastern National in the summer of 1968. Of these, 2614 is preserved in this livery. It is seen in Brentwood High Street leading a line of preserved Eastern National coaches on a route 251 running day on 28 April 2013. Behind it are Bristol L PTW 110 and Bristol MWs 331 (7017 HK) & 392 (OWC 182D).

Adam Kelleher. All pictures below by Nick Field.



The 677 for EBN677 Page.



A twist this month, the number 677 that wasn't! When new, Scania L94UB/Wrightbus Solar YS03 ZKA-B/D-F were delivered directly to First Hampshire and Dorset for use on the X53 Jurassic Coaster service between Exeter & Wareham, pending delivery of FH&D's own new double-deckers for this service. At FH&D they were numbered 62406 -62410 (YS03 ZKA/B/E/D/F) in the Sema scheme. As they did not move to Essex until after the First Essex fleet had itself been renumbered into the Sema scheme, they kept these numbers, and their allocated First Essex local fleet numbers 676, 677, 679, 680, 681 were never carried. Here is of what was intended to be 677 but never was! 62407 at Osborne Street, Colchester, on 28 October 2014, prior to working 11.30 Colchester - Harwich 104. Also, this was one of the few buses to receive a main "Colchester" fleet name instead of the more usual "Essex" fleet name.

Robert Appleton. Caption **Adam Kelleher.**



Southend Corporation Transport 210 (FYS 677), ex-Glasgow Leyland Worldmaster on Boxing Day, 26 December 1971 when SCT ran a special service to places outside the Co-ordination area, here 210 is pictured on route 20 at Rettendon, Turnpike Corner. I like the Morris Minor van in the background and doesn't the area look rather desolate. Has it changed in the last 49 years?

Paul Bateson.

EBN677p19

At **Southend**, SCT heritage-liveried 6499 has been named Geoff Arthur in memory of a former driver who died recently. Mercedes-Benz Sprinter BT66 UAL remains in use as a crew shuttle and has reverted to its original Southern Counties number of 1000. Sprinter 1007, previously in use at Southend and then as a driver trainer for Arriva Click in Watford, has returned here for store.

The four London City Airport E200s in all-over white remained at **Southend** in store, no longer used for crew shuttles, although they continued to make odd appearances on shuttles, eg YX68 UUK was noted on 5 September. However, very surprisingly, at least two were then fitted with driver screens and entered public service, YX68 UUL/M being noted on services 6 and 29 on 8 September. This may have been very short term although UUL was seen again on Friday 11th and has its destination screen correctly programmed.

On 2 September, Streetlite 4331 (SK68 TXC) arrived on loan from Northfleet - it had been in service there that morning and was on the 1 in Southend by the afternoon! It is an additional bus to assist with the duplicates now running and is one of the four that were used briefly at **Southend** in June. Colchester Streetlite 4261 is also currently being used at Southend.

Then by Thursday 10 September, the following were noted on loan with drivers to provide duplication cover on busy journeys:

Arriva Colchester E200 4072/3, in Colchester park & ride livery - these are based at Colchester and come to Southend each day;

An all-over white Mercedes Tourismo coach, BV20 HLY, from Grange Travel of Gravesend (similar BV70 UBZ was noted the following morning);

Two VDL DB250/Wrights double deckers of Peter Godward Coaches, Wickford – LJ05 BHP and T88 PGC (ex LJ05 GKY) - ironically new to Arriva London (DW111/3); on the following day LJ05 BHP was noted along with Tourismo coach BF61 HCO.

All were in use as duplicates, shadowing selected service journeys, with drivers from the operators concerned. The Colchester buses have also appeared on normal service journeys.

At **Colchester**, Dart/Caetano 1563 has now been fitted with a driver screen and has re-entered public service; 1562 was being similarly fitted in early September. E200's 4016/18/22 were lent to Maidstone on Wednesday 26 August 26 but returned on the 30th, and as noted above, 4261 is now on loan to **Southend** and two Park & Ride buses are sent to Southend on weekdays for duplication cover.

At **Harlow**, Citaros 3891/6/7, AD E200 MMC 4082 and Versa 4230/7 have returned to service from storage. Versa 4230 had first been loaned to Aylesbury during August, along with stored Volvo B7RLE/Wright 3857/9. E200 MMC 4086 from the active fleet at Harlow was also loaned to Aylesbury during August.

Services have generally now reverted to their pre-Covid levels but with a few exceptions (e.g reduced hours/frequency on the **Colchester** P&R service and the Braintree Freeport shuttle not running). Southend service 6 has been restored to the normal 20-minute headway.

As with other operators, the more relaxed rules on social distancing for school buses (and hence much greater capacity on school buses - in general using all seats except those close to the cab and any facing each other, but still with no standing) have resulted in many operators designating certain services or journeys as schools only, not open to the general public. At **Southend**, the short workings to/from Westcliff High Schools on service 29 have become restricted trips numbered S29 and the 14,22 service 7 from Ashingdon Schools is renumbered S7. Not advertised as such, but the 06.33 Shoebury - Ashingdon also appears to be a restricted S7 journey.

Nine other journeys on 7/8 and one on the 9 were advertised as having a duplicate bus, to provide additional capacity at school times. The net effect at Southend would be a requirement for 4 additional buses in the morning peak and 6 extra in the afternoon peak, although observations in the first few days suggested that not all the duplicates were in fact running, due to vehicle shortages. But by the 10th, as we went to press, in the afternoon there appeared to be three trips on 7/8 with duplicates and another three on the 9 and clearly plans were being amended daily as overloading hotspots emerged.

A further diversion affecting **Southend** services 7/8 during August resulted from the closure of Star Lane, the direct route into Woking. Hence from North Shoebury, Angel, buses had to go back towards Southend to Bournes Green to circle the roundabout there, then via Woking Road, the Rose Inn and Southend Road. Sunday 4A was also affected.



As mentioned in Peter's report, a new style of blind demonstrating the versatility of modern electronic blinds, taken by **Richard Delahoy** on the morning of 9 September.



Harlow based Optare Arriva 4238 in Chelmsford Bus Station on 12 August, not sure why it is there, route 59 usually passes and stops on the road outside. Maybe a toilet stop?

David Moth.

Mark Lloyd with thanks to Jon Podgorski, Robert Appleton & Essex-Buses yahoo group.

Vehicles Acquired

601*	SN10 CFE	ADL	Enviro 400	H47/33F	Ex Konectbus
602*	SN10 CFF	ADL	Enviro 400	H47/33F	Ex Konectbus
586	X584 EGK	Volvo B7TL	Plaxton President	ex Go-Ahead North East	6936
	PL51 LDU	Volvo B7TL	Plaxton President	ex Go-Ahead North East	6938
	PJ02 RBY	Volvo B7TL	Plaxton President	ex Go-Ahead EYMS	669

B7TLs acquired to assist with school service duplicates. 669 is still in the predominantly cream EYMS livery similar to 500 whereas 6936/8 have the larger swathes of maroon colour to front and rear.

(*) 601 arrived at HD on 7 September and 602 arrived at Clacton the following day from Konectbus.

Vehicles Withdrawn

569	W484 WGH	Withdrawn at HD	577	W51 WGH	Withdrawn at HD
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Significant Allocation changes

258	KN – HD	By 17 August	258	HD – CN	By 26 August
586	CNu – HD	By 30 August			
601	Konectbus – HD	By 7 September			
602*	Konectbus – CN	Arrived 8 September – entered service 9 September on X76 CN – CR in Konectbus livery.			
910	SY – CN	By 23 August			
911	CN – SY	By 23 August			

Fleet news

454 YT11 LVF Scania Omnilink has been repainted in Chambers livery by 23 August. Repainted Deckers 850-852 are having tree defenders added to protect their new livery. Plaxton President update – 570/574 in service and 571/2 returned to service availability by 27 August with 575 soon after. Over the period of 25 to 27 August 570/1/2/3/4/79/80/84 all reverted to use at KN presumably before school services commence early September. All buses SORN or placed in reserve have been reallocated for service except published withdrawals. The diminishing B7TL President fleet has been added to – refer above.

Service news

From Tuesday 1 September 2020, a revision to timetables within the Clacton Network will be implemented. This will be achieved by providing more frequent buses, notably two additional buses during the daytime on routes 97 and 98, but also by connecting other bus routes better to ensure smooth connections for customers.

The main change is that route 4 will run Clacton Town Centre to Jaywick only and the ECC tender with 136 replacing the Northern 4A service to combine with the 137 to give a 15-minute headway on Clacton Town to Shopping Village services. Departures will run every 10 minutes from Pier Avenue to St Osyth Road and every 15 minutes from Clacton Shopping Village to Clacton. However, due to the withdrawal of route 4A from this date, the Bockings Elm area will now be served by routes 7 and 135.

Braintree market day (Wednesdays-only) bus route 345 will be altered slightly retimed and a new commercial Honeywood School route 910 will begin on schooldays from 7 September 2020.

On 1 September the main 753/754/784 Chambers routes revert to the planned changes due to take place late March before Covid struck.

For all services, concessionary bus passes will no longer be valid before 9.30am and pre-covid restrictions will apply.

Refer to service changes section of EBN for closer detail of all service changes.

Other News

Several of the Dennis Dart SLFs have received face masks requesting that customers wear face coverings. Seen on 28 August were 253, 257 & 260.



257 EU56 FLM Dennis Dart SLF Pointer on X76 service to Colchester in Pier Avenue Clacton on 28 August just departing on the 13.51 service, with a busy scene of local services to the rear of the photograph including 264 EU59 AYP on service 5. The masks have divided local enthusiast opinion but serve a useful reminder to users and engages with the public especially children. Several large groups have done similar to their vehicle fronts. **Mark Lloyd.**

The wrap on 460 YN05 HFF for Dream 100 has been amended to coincide with the station's rebranding to Greatest Hits Radio. This bus now has a standard fleet livery front and the remainder of the vehicle wrapped.

Several of the 520-8 batch of Wright Gemini Eclipse deckers have Heart Radio advertising added enhancing their appearance.



"and a Heddingham bus from yesterday [11 August] in Colchester."

525, LX05 EZH Volvo B7TL Wright Eclipse ex- Go-Ahead London in Colchester's excuse for a bus station. **David Moth.**

Essex's Newest Operator

Chris Stewart.

The Brentwood-Blackmore 61 had been operated on an emergency basis by Arrow Taxis but the tender has now been won by Vectare Ltd (vectare.co.uk) of Loughborough. A young company with many innovations regarding school transport logistics, they only appear to have operated stage services directly to date in Leics/Notts/Lincs. They are understood to have now acquired Gardner Travel of Chelmsford and are using their Rettendon base for this as well as the Epping (St Margaret's) to Waltham Cross 13. There are new permutations of both the 13 (13A via Epping Station) and 61 (61A on Sat missing out Wyatt's Green, as does the peak 61C to/from Brentwood Station) as well as a Schools-only S13. Vectare are also operating schools duplicates on Centrebus 390 to Ware.

Seen in Brentwood on the first morning of the 61 contract (Tuesday 1 September) was virtually new silver Mercedes Sprinter RX20 RDV. Fleet liveried 200 (WN69 FYL) and 202 (WV20 VDG) have been noted on the 13 and 61, while former Rotala (Diamond West Midlands) Volvo B7RLE/Wright B44F BK13 NZU has been reported on the S13. **Chris Stewart**, thanks to Jeff Moon and to Dave Stewart of LOTS.



**IPSWICH
BUSES**
taking you places

by Robert Appleton. Acknowledgements to Ipswich Buses Enthusiast Blog on Facebook.

Within a week of Ipswich Buses starting operation of Essex County Council contracted services 2/2A/4/11 on 27 July 2020, seven (145 to 151) of the eight Optare Versa V1110 had appeared on these services. The eighth Optare Versa V1110 152 (YK08 EPV) was seen on 15 August, working service 2/2A Clacton - Mistley.

An Optare Metrocity single-deck demonstrator, YJ67 FXE, came on loan from Optare to Ipswich Buses at the beginning of August. Ipswich Buses gave it the temporary fleet number 501. It was in a two tone blue livery and was noted on Colchester services 4 and 11 on 6 August. Since then it has been a regular performer on services 4 and 11 and was still working these services on 26 August.

Due to the COVID-19 pandemic, Ipswich Buses suspended nearly all school services in March. Therefore services 92 Ipswich - Manningtree and 93 Ipswich - Colchester no longer carried school-children to/from East Bergholt High School so these services became single-deck operated, normally with Alexander Dennis Enviro 200 single-deckers. The Scania Omnicity double-deckers previously used on 92/93 have been allocated to Ipswich town services to aid social distancing.

We are sad to report the death of Andrew Mead early in September, regular reporter of Lodge matters for EBN. Andrew was second cousin through marriage of the Mead and Lodge families, way back in the 1890's.

Andrew Mead – a tribute from close friend Owen Woodliffe.

I first met Andrew Mead in 1980 when he was a mere teenager at the British Coachways terminal at Pancras Road and he became a keen enthusiast of Grey-Green. Later he became, like me, a civvy with the Met Police until a serious illness caused his early retirement. During this period, he researched the history of South Dorset Coaches and Sheasby family and a book was published as '99 Years of Coaching'. Following a long period of recovery, he became a guide with Golden Tours Round London Sightseeing Tours until this ended due to another bout of illness.

Then followed two further books on Grey-Green and Isle of Wight operators whilst during research of his family tree he discovered he was related by a long previous marriage with the Lodge family. As a consequence, Andrew produced a book on the Lodge family history and involvement in the life of High Easter, publication of which by Amberley has unfortunately been delayed. This will however be a fitting legacy to him for his achievements in difficult circumstances.

Richard Delahoy reports

Lodge Coaches are celebrating their Centenary this year, marking 100 years since Joe Lodge and Charles Mead bought a Ford T type chassis and built a wooden body to carry passengers and goods from their home village of High Easter, to the north west of Chelmsford. Today they are a highly respected coach and bus operator with an immaculate fleet and premises. Despite the challenges of Covid, the present directors, Andrew, Chris and Robert Lodge, organised a celebration gathering of buses, coaches, cars and commercials at the depot on 23 August, even featuring a flypast from a WW2 Hurricane aircraft!

As well as Lodge's extensive heritage fleet, there were 18 visiting buses and coaches, including no less than six Bedford SBs and two OBs. Local bus operations were represented by ex-Eastern National MW bus 1356 and ex-Westcliff Motor Services AJN825, whilst a potentially unlucky line up of 13 Lodge vehicles in the field behind the depot comprised a service bus, four coaches and eight double deckers, including one newly into heritage liver. Panther Travel's open top ex-Southdown Queen Mary, BUF 426C, provided local tours.

The Centenary has also been marked by a commemorative book by Geoff Mills. In A4 size with 84 pages, most in colour, the fleet since 1946 is represented photographically, with a focus on the period from the 1980s to today and including many service buses owned as well as the coach fleet. The book costs £14.95 and can be obtained direct from the company - either phone Lodge's on 01245 231262 or e-mail to administrator@lodgecoaches.co.uk for details of how to order, with payment accepted by card or cheque. (The Group does not have stocks of this book). A more detailed history of the company had also been prepared by Andrew Mead and was already with Amberley Books at the point of Andrew's untimely death, and we hope it will be published at the end of this year.



Volunteer sought for a Lodge reporter. The Editor.

Regular readers will be aware that Andrew has submitted reports and pictures of Lodge activities for several years now. He was very loyal to the Lodge brand and would want his regular column to be continued. Do we have a willing person who could take on this role? It's an easy task, they are a pleasant and open organisation to deal with. Please contact the Editor, details page 1 of EBN.

Left. Here is one Andrew prepared earlier! Talisman Metrobus EWF 453V on the 20 August 2011 outside Colchester Castle. Previously with Ensign Bus who had used it on their central London sightseeing routes. They acquired it from Grey-Green, London N16. Grey-Green had operated it on their LRT routes 125 and 298.

Andrew Mead

EBN677p25



Mark Lloyd with thanks to Ross Newman.

Ensignbus

Dealing Stock Movements – August 2020

Vehicles in

EOS Buses	YR10 AZO	Scania
First Essex	SN55 CXH / CXJ	Darts
	WX05 RVF	
First West of England	W371 EOW	Volvo B10BLE
	VX53 VKB / VX54 MRV	E300s
Kings Ferry	FJ12G BU / GBE / GBO	Volvo B9Rs
Lothian Buses	RIG 6493/4/5/6/7.	Volvo B7RLEs
	SN55 BJJ / BJK / BJU / BJV	
Metroline	LK08 FLW	E200
	LK58 KGJ	E400s
	LK08 NVL / DXX / NVH / DXV	
Nu-Venture	LK05 GFX	Trident
Seaford and District	LB02 YXL	B7TLs
	LF52 TGO / TJO	

Vehicles Out

Ashbourne Connect, Leinster, Co Meath, Eire	SN13 CHL	E400
Atlantic Travel, Bolton	BJ11 DSO / DSV / DVH	Volvo B9TLs
AVMT, Seaton, Devon	LB02 YXL	Volvo B7TL
Barway Services Ltd, Cambridge	LJ03 MXM / MXP	Volvo B7TL's
Belle-Vue, Manchester	BJ11 DVK / DTY	Volvo B9TLs
Bestway Coaches, Bolton	YN08 DHX / DHV	Scania

Collins Coaches, Cambridge

YU52 VYM Volvo B7TL

Cymru Coaches, Swansea FJ12 GBU / GBE / GBO Volvo B9R's

YR10 AZO Scania

First Devon and Cornwall LK08 NVJ E400s now half tops

N09 CFU / CFV

Fowlers Coaches, Holbeach Drove, Lincs

RIG 6494 Volvo B7RLE

Hulleys of Baslow, Derbyshire

LK09 EKU E400

Ipswich Buses YN08 MRV Scania

New Horizon Coaches, Frating, Essex

LF52 TGO / TJO Volvo B7TL's

Nu-Venture, Maidstone AE06 GZW / AE55 DJV Tridents

LX06 ECF Volvo B7TL

P and O Lloyd, Bagilt, N Wales

LT52 WWY Volvo B7TL

Peelings Coaches, Kings Lynn

RIG 6493 Volvo B7RLE

Red Eagle, Aylesbury YX10 BGU / YX60 DZO E200s

Seaford and District LT52 WWD / WWE Volvo B7TL's

W768 DWX

Sharpes Coaches, Nottingham

RIG 6495 Volvo B7RLE

Shoreline Suncruisers, Scarborough

LT52 WWZ Volvo B7TLs

LX54 GZG

Smith and Sons Coaches, Blairgowrie

DK09 DZG Volvo B7RLE

Sullivan Buses, South Mimms

SN13 CGY / CGZ E400s

LK08 NVH / DXO / FNE / DXW / DXX

Travelmasters, Sheerness BJ11 DUA / DVC Volvo B9TLs

Xelabus, Eastleigh, Hants WU02 KVI / KVV Volvo B7TLs

Continued next page.

EBN677p26

Other Movements

Volvo B7TL W218 XBD Buses for Homeless, Croydon.

Trident LN51 GKY.

Mr R Wright, London, for preservation.

The following all to Shelton Motors for scrap

Volvo B7TLs KP51 WDE / W728 DWX / LT52 WWC

Dart

SN55 CXJ / WX05 RV

Ensignbus

Mark Lloyd with thanks to Ross Newman.

Ensign Fleet – August 2020

E200s 717 and 718 to P and O Lloyd, Bagilt, N Wales.

The following E400s into fleet for TFL schools work - All retain red livery with Ensign fleetnames and numbers.

LK58 KGJ 970

LK58 KGO 971

LK58 KHG 972

LK58 KHH 973

LK58 KHO 974

LK58 KHR 975



Ensignbus to the rescue in London, again. TfL have duplicated buses on their schools services to aid social distancing and Ensignbus have provided these on half a dozen routes near the Essex border. AD Trident 400 LK58 KHO, formerly Metroliner TE947, was working route 675 that starts opposite member Chris Hatley's house. It was being driven on 2 September by enthusiast Frank Gainsbury, who suggested a photo stop at Woodford Green. Redbridge schools had not then returned so no children were on board and usual 675 by Go-Ahead did not operate that week.

Owen Woodliffe.

EBN677p27

Richard Delahoy

With thanks to the Companies, Owen Woodliffe and the Stephensons/NIBS/Galloway Facebook group.

Fleet

702/4 (PG04 WHU and P054 ACY, Volvo B7TL deckers) have transferred from NIBS to Galloway, replacing 808 (the last Olympian in the Group) and for a new contract (see below).

NIBS Solo 328 (MX08 UZK, aka "Niblet") has been withdrawn due to engine failure and is being cannibalised for spares. It was non-standard as the only MAN-engined Solo in the Group.

Services

Certain services returned to full timetables from 10 August, including NIBS 21C, 104/6 & 352 and Stephensons 38/38A & 90.

Then from Tuesday 1 September 2020, services reverted back to pre-COVID timetables "to help to meet the predicted higher levels of demand as people return to work and education, and to allow customers to effectively practice social distancing where applicable".

As the company have explained:

"Generally, there is capacity on most of our services, although the busiest period tends to be 0800-1130 & 1500-1800. We have arranged 'duplicate' vehicles on certain local bus services with busy journeys at peak times. Generally, schoolchildren will be asked to use the duplicate vehicle, which will follow the service bus. This will in most cases be a coach, and will carry the route number with an 'S' suffix (so for example, a duplicate on route 81 will display 81S). We have also organised 'standby' vehicles at key points across our network, to deal quickly with any overloading problems that arise and allowing us to maintain social distancing. The situation in relation to COVID-19 is fast-moving, and coupled with the unpredictability of loadings in September, this may result in further timetable changes. From September 2020, to help manage loadings during the coronavirus pandemic, many of the services numbered 2, 3, 43 to 51 and in the 4xx, 5xx, 6xx, 7xx and 8xx series which serve schools will be temporarily designated for the use of students only and will no longer be open to the general public."

King Edmund School (Rochford) service 809 has been withdrawn and the stops absorbed into the other routes from Great Wakering. Great Baddow HS routes 602, 603, 605 are temporarily running as 602, 605, 605A so that students can travel in year-group 'bubbles'.

New to Stephensons are private contract services to West Suffolk College in Bury - 901 from Haverhill, 902 from Soham and 903 from Eye. All require double decks and the 903 is sub-contracted to Galloway.

Obviously, the position was somewhat fluid at start of September, reacting to the number of passengers travelling on school services. There are 15 duplicate vehicles currently operating/planned across Stephensons and NIBS including some on standby to cover for any overloading that wasn't predicted. The only report we've had so far is that at Brentwood, service 81 has a duplicate coach provided by sister company Galloway. Conversely, due to lower passenger numbers to the selective schools in Southend, service 503/593 from the Dengie to Southend is only running as far as South Woodham where it feeds into the 504 to Southend.

With the resumption of full timetables, Braintree and Maldon depots have now re-opened. There has been some reallocation of work, Braintree is now an outstation of Boreham, with a PVR of 7. Boreham now operates 9/9A, 16, 21, 30, part of 38/A, 39, 71, 71C, 72 and 265 as well as the Clacton routes (from the Great Bromley outstation) and various peak time school services.

At NIBS, ECC contract changes mean that route 257 (Ramsden Heath to Billericay, TThS only) is merged into a revised 256 which is extended to Ramsden Heath with a new timetable from 1 September. At Stephensons, ECC contract route 352 was lost on re-tender.

Stephensons have taken a slightly less prescriptive approach than some other operators to vehicle capacities in the age of social distancing, as shown in this notice in a Scania/E400 decker.

Richard Delahoy.



Above Rail replacement between Leigh and Southend usually takes buses up the steep and narrow Leigh Hill, where buses struggle even to pass cars, not helped by the narrow pavements. Stephenson's 608, EU64 CVR, shows the problems as it heads for Shoeburyng on c2c rail replacement on 6 September. The partial destination is a quirk of digital cameras, not a fault on the bus!

Richard

Delahoy.

Below In the latest NIBS red and deep yellow livery, Enviro 200 418, MX59 AVN, approaches Basildon bus station on 18 August. As reported elsewhere in this issue, there are extensive roadworks in the vicinity of the bus station. Route 11 is a Thurrock Council contract, running every 2 hours on a rambling route that takes in Fobbing, Corringham, Stanford, Horndon on the Hill, Orsett, North Stifford, Ockendon and Aveley, reaching Purfleet 105 minutes after leaving Basildon. Photo **Matthew Evans**, caption **Richard Delahoy**.



Letters

Peter Carr from Sawbridgeworth

Having a Turnout!

Thanks for another interesting magazine! I'm trying to clear some space on my shelves, and am looking to give away the following: Eastern National Enthusiasts Group newssheets 106 (Jan. 1973) - 273 (Dec. 1986). Southend Busman newssheets; most sheets 1980-2. PSV Circle newssheets Eastern Major, Southern Major, Metropolitan traffic areas, 1968 - 1984 (incomplete; some sheets missing). No charge, but they would need to be collected from Sawbridgeworth (although as I periodically visit Chelmsford, I could combine a visit with a delivery there). If interested, contact Peter Carr, tel. 01279 725636, e-mail hevcarr@hotmail.com.

Richard Delahoy and Martin Weyell.

EN Setright Speed Tickets

Following my book review in EBN675 and comments about the colours used for the ticket rolls in EN's Setright Speed machines, Martin Weyell [who, incidentally, is member number 10, the lowest number still in use!] has written to say "The ENOC Setright tickets I have in my collection are mostly cream or medium brown as yours are, but I have two which are a sort of washed out lilac colour (I have noted on the back of one of them that it was issued on the X10 on 10 August 1969), four which are a sort of dark brown/orangey colour and another four which are dark blue. These are from machines E 222, 223, 227 and 23x so presumably came from the same depot".

I have a list that EN issued in October 1984 showing machine numbers, and at that time E223 was in use at Basildon, and others in the E22x & E23x series were there, at Hadleigh and at Southend, this may be somewhat later than when Martin collected these tickets.

I've also recently acquired some tickets which are on an even darker brown paper, a sort of rust/peach shade and, from the font and the ticket values, are probably 1950s issues. One is 1½d, a value that I think had been phased out in the latter part of the 1950s? Certainly by the 1962 faretable book the lowest fare anywhere seems to be 2d, but there are a few 1½d stages in the 1955 book. I don't have others in between these dates.

Essex Bus News back issues

Richard Delahoy.

Member John Rugg has recently passed on to us his collection of back copies of the magazine, covering most issues from 1987 onwards. If any of our more recent members are interested in taking these, they are available for free but would need to be collected from Southend on Sea (or sent by carrier at cost). Please contact Richard Delahoy - details on page 1 - if you are interested.

Owen Woodliffe also holds back copies of more recent issues, back to around 2015.

All copies of the magazine and our earlier news-sheets, back to issue 1 of 1964, are also available as digital pdf copies. Again, if you are interested please contact Richard Delahoy. There is no charge for the pdf copies, other than for the cost of a memory stick to put them on to post to you.

Finally, we are making good progress with the digitisation of the Eastern National monthly fleet allocation records from 1964 onwards. These are not ready for circulation yet but will be available on memory stick at a later date, further details will be supplied when they are all processed.



New into the First Essex fleet 44512 on service 94 in The Broadway, Wickford on 3 August still showing Lowestoft signage!

William Morrisson.

EBN677p30

Other Operators.

Roger A. Smith.

With thanks to the PSV Circle.

A1 Taxi (Tony Glew), Colchester

M684 LRU and M348 MCY, both Berkhoff bodied Dennis Javelins have gone from here.

Barker, Roydon

Recently arrived here is CGZ 6314 (ex-AXI 283) a MAN ND363F with Ayats CH55/16F body, previously with Decker Bus, Yaxley, Cambridgeshire.

Dans Travel, Waltham Abbey

PE13 GMG and PE13 GMO, both Mercedes Benz 516CDIs with UNVI C18F bodies have gone from here to First Call Travel, Merthyr Tydfil, South Wales.

BF16 XRE, a Mercedes Benz Tourismo which arrived here in April 2019 as C57F has been converted to C55F as of June 2020. Prior to arriving at Dans, this vehicle was with Grange Travel, Gravesend, Kent.

Companies House reports that Dans have gone into administration. **Robert Downton.**

(<https://beta.companieshouse.gov.uk/company/01901431/insolvency>)

N&P officially confirms that Dans have surrendered their licence. **Owen Woodliffe** comments "another sad casualty of this dreadful year."



The sad demise of Dans Luxury Travel also spells the end of West's Coaches, the name that continued to be used for their day tour programme. Mercedes Tourismo BF67 WKM awaits its passengers at Orton Mere Station on a tour to Nene Valley Railway and Peterborough on 11 July 2018. **Owen Woodliffe.**

M&M Staffing, Cooksmill Green

East Lancs H47/30F bodied Transbus, registration PN04 XDK is here from Blackpool Corporation Transport, Lancashire.

Ton Up!!! Lodge's at a Hundred.

Chris Stewart.

J W Lodge & Sons Ltd of High Easter celebrated their Centenary with an Open Day on 23 August, featuring their own bus, coach and heritage fleet, about 15 visiting PSVs, a large display of cars and a handful of military vehicles, a helicopter and a flypast by a Duxford-based Hawker Hurricane. Covid-19 considerations unfortunately precluded connecting bus services and access to the Museum building, but Adam Barham did three trips out with Southdown PD3 BUF 426C and Lodge's were still able to mark this milestone in their business in some style (and in a manner which earlier in the year had looked unlikely). Most of the bus fleet and four of the coaches – which have sadly been pretty much idle since March, although the newest Turismo, JW20 DGE, has been out on day excursions along with one other since restrictions were eased slightly in July – had been taken down to the bottom of the field behind the garage with pride of place taken by former Blackpool Transport Trident/East Lancs C20 DGE (PN04 XDL) in a heritage livery and named 'James Walter' after the founder. We all look forward to the day when the whole fleet is once again a regular sight on the roads locally (and further afield).



Text and pictures on the inner rear cover and the Hawker Hurricane on the left are by **Chris Stewart**.

Lower picture. Often overshadowed by the more obviously historic Bedford OBs in the Lodge fleet, EDD 685C is a Bedford SB13 with Duple Bella Vega C41F bodywork. Relatively few SBs exist in preservation but no less than eight were on display at the open day.

Richard Delahoy.



Target Dates for EBN678 (October 2020).

Before ...	Saturday	3 October 2020
Before ---	Friday	9 October 2020
On or before	Monday	19 October 2020

Reports to Sub-Editors.

Sub-Editor drafts to Editor.

Dispatch by Printers. *Dependent upon Lockdown.*

EBN677p32

Lodge et al. All pictures Chris Stewart.



Bedford YMT/Duple Dominant II YMJ 555S has been in Lodge's fleet since new in 1978 and is the newest member of the heritage fleet, being some six decades newer than the Ford Model T SV 6936. Parked alongside is well known Westcliff-on-Sea Motor Services 1939 K5G AJN 825 on its first outing of 2020.



Robin Hood converted Ford Transit C923 GYD was new to Southern National but is characteristic of many dozens of such minibuses to be found in former NBC fleets at the time of Deregulation, including a large number of 'Little Green Buses' with Eastern National and their sisters with Thamesway. This example, an important part of bus history from that era, is beautifully restored and owned by Stephenson's of Essex.



Left. Eight of the double deck fleet, four coaches and the regular service saloon were lined up in the field behind the garage, the first Trident (C20 DGE, formerly Blackpool 327: PN04 XDL) proudly showing off its new heritage livery.



Southdown Leyland PD3/Northern Counties convertible open top BUF 426C was one of two operated by Harris of Grays in the late 1980s and passed through a number of preservationists' hands before being acquired by Adam Barham of Panther Travel in 2015. It is seen leaving Lodge's garage on one of three popular trips around the local villages.



Bedford SB3 LGV 994 was new to Burton of Haverhill in 1958 but spent a number of years with Went's of Boxted. Now preserved in the livery of Premier, Watford (later to become Premier-Albanian, and who had a similar SB 243 CUR), it is seen alongside Lodge's SBG - now diesel engined - MJB 481 which was their first heritage fleet coach.



Bedford OB/Duple SEV 777 was new to Wiffen of Finchingfield in 1951 and is now preserved by Brentwood Coaches, who undertook a major restoration after acquiring it from a private owner in 2010.

EBN677irc



Top
Former Blackpool Transport 327, a Dennis Trident, has been repainted in a special Centenary livery, with more blue.

Originally PN04 XDL, it is now C20 DGE.

Some have commented on much it recalls the old Southend Corporation Transport scheme.

On 2 September, Chelmer Valley High School began the return to near normal operations with year 7 and 12 being in school and Lodge's buses have finally appeared past my home in Little Leighs.

John Salmon.



Bottom
Arriva Colchester 4324 (SK68 TWV) Wrightbus Streetline Max at Highwoods, Colchester, on 26 August 2020, working service 8 to Monkwick instead of its normal service 133 Braintree - Stansted Airport.

Robert Appleton.

Essex Bus News 677; September 2020

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