

Essex Bus News

**No. 628
August
2016**



Essex Bus Enthusiasts Group
www.essexbus.org.uk

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where sold



Top picture:
BN69910 on first day
of route X10, 24 July,
in Chelmsford Bus
Station.

Adam Kelleher.



Lower picture:
Fresh from repaint by
Mardens of Benfleet,
First Essex BMC
1100FE school bus
68520 (KP54 AZU),
just after emerging
from repainting (12
August). This now
carries special
Colchester High
School logos.
Six BMC 1100FE are
being repainted.

John G. Lidstone.

Front Cover Picture.

Go Ride CIC have SJ16 BFM a Fiat Ducato with Mellor 16 seat bodywork, which includes a rear wheelchair lift. The Fiat Ducato is front wheel drive, so this is a low floor minibus. It is used on services 79 Brightlingsea – Clacton and 73 Clacton – Colchester Asda. Photographed in Pier Avenue, Clacton on 8 July.

Robert Appleton.

EBN628ifc

Essex Bus News 628

August 2016

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*Owen also stocks a wide range of colour photos;
Send SAE with your requirements*

Black & White Photo Sales

Robin Jenkinson, 23 Wheatfields, Rickinghall, DISS, IP22 1EN,
Using the order form available on-line at:
<http://www.signal-training.com/ebeg/Photo%20order%20form.pdf>.

Welcome to New Members:

Wayne Collins of Clay Cross – 1105
Paul Mason of Witham - 1106

Subscriptions

Held for yet another year

A calendar year subscription is £21. New members may join from any month, but subscriptions will always run to December, from whichever month the member chooses.

Those joining from February to December inclusive will pay a pro-rata subscription calculated at £1.80 per month. For example, a member joining in March would pay 10 x £1.80, i.e. £18.00.

Contact Richard Delahoy, address below.

Data Protection Act

Members' details are held on computer for the purpose of administration. If you object to your information being held in this way, please write to:

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Reports and observations

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

The Editors exercise the normal discretion to publish contributions in full, in part or not at all and cannot guarantee publication in any particular month.

Every effort is made to ensure accuracy but the Group cannot accept responsibility for any errors published.

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

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

MID-ESSEX MEETINGS by Maurice Austin.

Quaker Meeting House, corner of Parkway and Rainsford Road, Chelmsford, less than 10 minutes walk from the Bus and Rail stations; continue along Duke Street past Civic Centre and cross to far side of Parkway. There is a small car park on site, other public ones nearby.

Tea and coffee making facilities. For those who need other refreshment, there are plenty of excellent pubs and eating establishments nearby. Members and guests welcome. £2.00 donation towards cost of room hire, please.

Doors open at 1915 for an informal chat and often impromptu slide show, with the main talk or show from 1945 to 2145.

Thursday 22 September

***There is no Mid-Essex meeting during August. ***

Richard Delahoy. 2016 current scene and historic- another Great British Bus Ride (London to Birmingham), Manchester and Leigh Busway.

Heritage in Nottingham plus Warminster, Winchester and Alton Running Days

Suzy Scott & Caroline Mathieson, publishers of "Here to There" timetables and other bus information.

Thursday 27 October

Thursday 24 November

David Whiteside, "1986 and All That". **Thursday 15 December** tba plus Christmas special.

NORTH ESSEX MEETINGS by Dave Arnold.

Downstairs room at the Friends Meeting House, Church Street, Colchester, just south of "Jumbo" (the water tower) and behind the Mercury Theatre. Town centre bus stops and parking are nearby. Doors open at 1915 for informal chat, and often an impromptu slide show, with the main talk or show from 1945 to 2145.

£2.00 donation towards room hire, please. Slides/digital photos are preferred, but prints can also be shown. Members and guests welcome.

Friday 9 September

Russell Young

Other 2016 dates, Fridays, **14 October** Alan Osborne, Buses of Yesteryear Plus, **11 November** Steve Maskell, **9 December** Gary Sharpe.

A Blast From The Past!

By Paul Harvey.



Eastern National 1409 X00 878L Bristol RELH Plaxton seen on National Express duties leaving Basildon Bus Station during summer of 1979. 1409 is the bus your Editor meant to show in EBN627. What appeared was Eastern National 2303 NTW 943C Bristol FLF ECW open top seen at Southend Kursall during summer of 1979. That vehicle was 2850 before being converted to open top. Both pics by **Paul Harvey**.

EBN628p2

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

EVENTS

Sunday 21 August
Sunday 21 August
Fri/Sat 26/27 August
Saturday 3 September
Saturday 10 September
Sat/Sun 24/25 Sept
Sunday 25 September

Saturday 1 October
Saturday 1 October
Sunday 2 October
Sunday 9 October

Buses Festival. Gaydon. www.busesfestival.com.
Eastern Transport Collection 5th Bus Rally at Old Buckenham Airfield, Attleborough
Depot Discovery Tours. LT Museum Acton. Pre-book to www.ltmuseum.co.uk
East Kent Centenary Rally/Display at The Strand, Walmer.
Royal Forest Hotel, Chingford. Bus Display
Trolleybus Weekend East Anglian Transport Museum, Carlton Colville. www.eatransportmuseum.co.uk
Showbus at Donington Park. Talisman will be attending this event. Starting from Colchester North Station at 0630 and Dunmow at 0710. Cost, inclusive of entry is £30, payable on coach. To book, call **01621 857509**.
Classic Vehicles Day, Ipswich Transport Museum. www.ipswichtransportmuseum.co.uk
Potters Bar Garage Open Day. www.metroline.co.uk
Amersham & Chesham Running Day. www.amershammotorbussociety.co.uk
Castle Point Museum Open Day.

REQUEST

Robin Jenkinson would like photos of ex City six-wheelers carrying 1954 fleet plates and ex Benfleet/Canvey Daimlers also with 1954 fleet number plates. If you can assist, contact Robin, please (address on page1).

TOUR

Saturday 27 August 2016

LONDON TOUR BY EX-ST ASTROMEGA COACH

Matthew Evans is organising a tour to London using Ensign's ex ST Astromega 245. Depart Southend at 0930 via ST X10 route, pick ups by arrangement at Basildon & Grays, then via Culturebus old 614 route. Return 1700hrs. Cost £10. Bookings to Matthew on 07746 779 414 after 2000hrs. ***Seats should have been confirmed and paid for by 31 July; it may be worth trying to make a late booking!***

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 altered.



Van Hool Astromega TD824 245 (JEV 245Y) seen at Reading Station in September 2015, with then brand new Reading Buses Alexander Dennis Enviro400 MMC 773 (YV15 OYP). Even with a 32-year difference, the Astro still looks good.

John G. Lidstone.

EBN628p3

Richard Misses Out!

Text and picture by Richard Delahoy.

The late evening low sunshine and threatening storm clouds create a dramatic image of Lodge Coaches' 1950 Bedford OB LTA 752. New to Western National in 1950 as a conventional coach, it later passed to Lincolnshire Road Car for conversion to semi toast-rack style for use at Skegness and has been owned by Lodges since 2010 as part of their superb heritage fleet.



On Friday 29 July it was on display as part of a "ride and drive" event organised by the industry trade body CPT at North Weald airfield, making an interesting contrast with the brand new coaches and buses displayed by the trade. Despite the threatening sky, the temporary side screens had been removed to show off the interior. A drive of the OB around the airfield was the first prize in a raffle that raised £1,000 for the Essex & Herts Air Ambulance. Ticket 62 won – sadly mine was 26 so I missed out!

A Message From The Chairman.

Paul Harvey.

Recently a Chelmsford Meetings survey was circulated to 64 members to assist the Committee in deciding on the future of Mid Essex meetings currently held in Chelmsford. 30 completed forms were returned with interesting results. The Committee thank those members who kindly completed the survey form. From the September meeting, we will be using the smaller room at the current venue.

The survey showed Wednesday or Thursday evening was the preferred meeting night, so for 2017 we hope to secure the smaller meeting room at the current venue if available. Further news will be announced later in the year.

Essex Coast Express – Information Please.

Minehead based member Dave Grimmett (aka The Hairy Driver and /or Moses Nobbs!) davidgrimmett@btconnect.com asks:

"In the late 1960s early 1970s Eastern National double deckers occasionally turned up working on the Essex Coast Express. Has any member got photos of such workings, or details of such workings?"

OWC 722M, research and captions by Chris Stewart.



Top picture: Colchester Corporation built up quite a fleet of Massey-bodied AEC and Leyland double deckers after World War II, but the next new vehicles after their 1967/68 Leyland Atlanteans marked a radical departure. Having bought some secondhand AEC Reliances with which to introduce one man operation (as it was then), 15 ECW-bodied Bristol RELL6Ls arrived in 1972/73 to become 24-28 (SWC 24-28K), 14-18 (YWC 14-18L) and 19-23 (OWC 719-23M). ECW remained the bodybuilder of choice for subsequent Leyland Atlantean AN68s and Olympians, and the REs ran side by side with similar Gardner-powered Eastern

National versions. Delivered in all-over cream apart from a maroon skirt, the standard livery had changed by the time 22 was photographed at Colchester North Station on 19 June 1984 working the peak-hours only commuter link to and from Highwoods. **Richard Delahoy.**

Lower picture: Seven of the 15 passed to Busways Travel Services (and a number have been preserved), OWC 722M moving from Colchester to South Shields in September 1988 and gaining yellow/white livery. Numbered 1813, it was later repainted in the blue and cream scheme seen here and which it has retained in preservation after its 10 years in the North East. Now owned by Terry Hussey, OWC was in use for the 7th Alton Beer and Buses day on Saturday 19 July and was photographed outside the 'Jolly Farmer' pub at Blacknest. By coincidence the route it was on was also numbered 11. **Chris Stewart.**



Service Changes by Paul Harvey.

Amber Coaches

1 Sept 16	268	Sch	Blackmore to Grays: school service withdrawn.
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Arriva Kent Thameside (Harlow & Southend)

7 August 16	1	M-S	Harlow to Katherines: revised timetable to improve reliability.
	8	M-S	Harlow to Old Harlow: revised timetable and route, will be revised to run via First Avenue and Howard Way instead of Maddox Road.
	9	M-S	Harlow to Potter Street: off peak buses will run between Town Centre and Howard Way via First Avenue & Maddox Road as service 9A.
4 Sept 16	1	D	Shoeburyness to Rayleigh: revised timetable.
	4/4A	D	Southend to Landwick: weekday service withdrawn, no change to Sunday 4A service.
	5	M-S	Southend to Basildon: service withdrawn.
	7/8	D	Shoeburyness to Rayleigh: revised timetable and route. Mon to Sat daytime frequency increased to every 10 minutes between Southend & Thorpe Bay Station. Alternative buses will then run either via Maplin Way North, Bournes Green and Thorpe Hall Avenue to Woodgrange Drive or via Asda to Great Wakering & Landwick. Withdrawn from Blackgate Road. Some weekday journeys and Sundays will operate to and from The Renown Shoeburyness. School service 407 withdrawn.
	9	D	Rayleigh to Shoeburyness: Minor timetable revisions.
	29	D	Eastwood to Temple Sutton: revised timetable with the route extended beyond Temple Sutton to serve Archer Ave, Newington Ave, Poynings Ave & Whittington Ave Southchurch. Increased frequency on Sundays operating whole route.



The “wave” batch of Optare Versas at Arriva Southend are likely to be transferred away to Guildford soon, replaced on service 9 by the longer Versas currently on route one, which will get brand new Enviro 400 deckers. **Richard Delahoy** was out on 15 July to catch 4208, YJ61CJU, diverted away from its usual seafront route at Thorpe Bay Corner to run instead via Thorpe Hall Avenue and Woodgrange Drive due to evening roadworks on Thorpe Esplanade for resurfacing which temporarily uncovered the original cobbles, complete with evidence of where the tram tracks had existed until 1938.

Service Changes, continued by Paul Harvey.

Beestons

5 Sept 16	971	Sch	Hadleigh to Colchester Schs: minor change to the route of morning journey in Colchester.
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Carters Coach Services

1 Sept 16	92	M-S	Stratford St Mary to Ipswich: service withdrawn.
	93/94	M-S	Colchester to Ipswich: service withdrawn.
	94A	M-S	Ipswich to Hadleigh: service withdrawn.
	192	Sch	East Bergholt to Tattingstone: service withdrawn.
	194	Sch	Langham to East Bergholt: service withdrawn.



On the subject of step entry double-deckers becoming rare sights on local bus services, Ipswich Buses withdrew their last Volvo Olympians earlier this year, then gained two with Carters Coach Services. They normally work school services to/from East Bergholt High School. Fleet number 42 P915 RYO, Volvo Olympian/Northern Counties H45/29F in Heath Road, East Bergholt on 21 July working school service 194 from Langham (in Essex) via Dedham Gun Hill (in Essex), then over the border via Stratford St Mary to East Bergholt High School.

Robert Appleton.

First Essex

24 July 16	13/14	M-S	Chelmsford to Wickford The Wick: revised timetable to improve reliability.
	31	M-S	Chelmsford to Burnham: on Saturdays 2150 from Maldon will depart at 2152 and the 2315 from Chelmsford will depart at 2310.
	45	M-S	Moulsham Lodge to Oxney Green: minor timetable changes to improve reliability.
	47	M-S	Chelmsford to Broomfield Hospital: service re-routed to serve Springfield Road Tesco in both directions.
	56	D	North Melbourne to Beaulieu Park: minor changes to the Sunday evening timetable.
	70	D	Colchester to Chelmsford via Braintree: minor timetable changes.
	71A	M-S	Colchester to Chelmsford: revision to timetable./cont.

Service Changes, continued by Paul Harvey.

First Essex, cont.

73/A	M-S	Chelmsford to Heybridge/Maldon: the 0715 from Chelmsford will depart at 0701 on schooldays.
94/A/B	M-S	Basildon to South Woodham: revision to route and timetable.
351	D	Chelmsford to Brentwood: minor changes to timetable to improve reliability. 2332 journey from Brentwood withdrawn.

Flagfinders

20 July 16	COLVIC1	Coll	Great Notley to Colchester: service withdrawn.
5 Sept 16	841	Sch	Tolleshunt D' Arcy to Thurstable Sch: new school service.
	842	Sch	Tollesbury to Thurstable Sch: new school service.
	845	Sch	Kelvedon to Thurstable Sch: new school service.
	847	Sch	West Mersea to Thurstable Sch: new school service.
	848	Sch	East Mersea to Thurstable Sch: new school service.
	850	Sch	Heybridge to Thurstable Sch: new school service.

Galleon Travel (Trustybus)

12 Sept 16	418-420	D	Harlow to Epping/Ongar/Loughton: revision to timetable.
17 Sept 16	392	M-S	Harlow to Rye Park: Saturday service withdrawn.



The batch of East Lancs. bodied Scantias that Trustybus acquired from Go Ahead London remain in assorted colours and ELS9 has the original brown skirt livery as seen at Two Brewers, Ongar terminus on 8 July. At the rear a rather smarter Enviro (427) of Stephenson's waits for the 1410 departure of the 32 to Chelmsford.

Owen Woodliffe.

Go Ahead (Hedingham)

25 July 16	91/A	M-F	Tollesbury to Witham: service reinstated under contract.
	92	M-S	Colchester to Tollesbury: service reinstated under contract.
	95	M-F	Tollesbury to Maldon: service reinstated under contract.
28 Aug 16	2	M-S	Harwich Town Service: new contract service.
	741	Sch	Tolleshunt D'Arcy to Thurstable Sch: school service withdrawn.
	742	Sch	Tollesbury to Thurstable Sch: school service withdrawn.
	745	Sch	Kelvedon to Thurstable Sch: school service withdrawn.
	747	Sch	West Mersea to Thurstable Sch: school service withdrawn.
	748	Sch	East Mersea to Thurstable Sch: school service withdrawn.

Service Changes by Paul Harvey, cont.

Ipswich Buses

1 Sept 16	92	M-S	Manningtree to Ipswich: new service.
	93/94	M-S	Ipswich to Colchester: new service.
	94A	M-S	Hadleigh to Ipswich: new service.
4 Sept 16	194	Sch	Langham to East Bergholt: new school service.
	92	M-S	Manningtree to Ipswich: minor timetable revisions.
	93/94	M-S	Colchester to Ipswich: minor timetable revisions.



Following Ipswich Buses takeover of Carters Coach Services as recorded in EBN626, Ipswich Buses own buses have been appearing on ex Carters Coach Services routes 93/94 Ipswich – Colchester. 57 (PN52 XBJ) DAF DB250LF/East Lancs Lowlander H43/29F at East Bergholt Lambe School on 6 July. It is in the current green/purple/white livery and was working 1005 Ipswich – Colchester 94, returning from Colchester on 1120 Colchester – Ipswich 94. 57 also worked these journeys on 13, 21, 27 July.

Robert Appleton.

NIBS

1 Sept 16	47	Sch	Shotgate to Chelmsford: school service withdrawn.
	50	Sch	Shotgate to Billericay: revision to timetable & route.
	478	Sch	Willingdale to Brentwood: school service withdrawn.
	489	Sch	Fyfield to Brentwood: school service withdrawn.

Regal Busways

xx June 16	X10	M-F	Bishop Stortford/Harlow to London: service withdrawn, may have ceased earlier. [Last day of operation not known.]
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Stephensons of Essex

1 Aug 16	21	M-S	Braintree to Black Notley: reduction to early morning and early evening service, and Saturday service withdrawn — reinstated under contract therefore no change to current timetable (updated information).
1 Sept 16	53	Sch	Wimbish to Newport Schs: school service withdrawn.
	413	Sch	Great Dunmow to Saffron Walden: new school service.
	414	Sch	Great Dunmow to Saffron Walden: new school service.
	451	Sch	Great Dunmow to Newport Schs: revision to timetable.
5 Sept 16	438	Sch	Great Yeldham to Newport Schs: new school service.
	441	Sch	Takely to Saffron Walden: new school service.
	444	Sch	Barley to Saffron Walden: new school service.
	446	Sch	Manuden to Saffron Walden: new school service.
	453	Sch	Wimbish to Newport Schs: revised route and timetable.

Swallow Coaches/Vigar Travel (EOS)

1 Sept 16	86	M-S	Harlow to Upshire & Waltham Cross: revised timetable & route to operate two way around Waltham Abbey, Upshire & Waltham Cross.
	87	M-S	Harlow to Waltham Cross: new service.



On 21 July, Alexander bodied Dennis KX51 LGK, formerly in Ensignbus fleet as 780, was on EOS route 66 still in Ensign livery with fleetname, although showing Vigar Travel as legal owner. Seen at High Road, Loughton the destination does show Waltham Cross, despite the blank screen in the photo, as the route now returns in a one-way anti-clockwise loop via Debden.

Owen Woodliffe.

Viceroy Coaches

31 July 16	444	Sch	Barley to Saffron Walden: school service withdrawn.
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(acknowledgements to LOTS, Essex, Hertfordshire & Suffolk County Councils, Omnibus Society (Essex Branch), HarlowBuses info & Richard Delahoy).

London Overground Rail Replacement



"I came across this on my travels last week. Ensignbus are subcontracted by Arriva for some journeys on the rail replacement service between Walthamstow and Barking whilst London Overground electrify the line to Gospel Oak. One of seven former Arriva Volvo/Alexanders, ex VLA 81 is now 907 and is seen passing Leyton Cricket Ground, once used for some matches by Essex C.C.C. many years ago." **Owen Woodliffe.**

Editor's notes:

- 1 VLA 81 is one of the vehicles retaining a mainly red livery with silver/grey "trimmings". Very smart. The red seems to me to be slightly different from the standard London red. Does anyone know whether it is?
- 2 Ian Ransom once wrote to me "I like rail replacement services even if the public doesn't!" I share his sentiments and I think many of our members do so as well. Although some of our photographic contributors send pictures of rail replacement services from time to time (and long may this continue!), it would be nice if we had a formal Rail Replacement Sub-Editor who could keep an eye on this important facet of our enthusiasm. Any volunteers?
- 3 I am frequently asked "what qualifies as an Essex bus?" I take a fairly broad view of this. Obviously, the operators and services based in the Essex area (including Southend and Thurrock) are our prime interest, but, too my mind, anything that operates out of Essex (such as Stephensons operations in Suffolk), into Essex (including coaches into Thurrock services), has operated in Essex in the past (e.g. former Essex based buses now operating elsewhere) and occasionally, even a "foreign" vehicle photographed by one of our members is fair game!
- 4 Naturally, trams, trolleybuses, other passenger carrying vehicles and former buses, etc. in new roles are potential candidates.

Trustybus Bodies – Caption Error.

Robert Appleton advises:

Re the caption to the photo on EBN627p24, Volvo B10BLE have Wright Renown bodies. The Wright Crusader body was built on the shorter Dennis Dart SLF and Volvo B6LE/B6BLE chassis.

Chelmsford Park & Ride Services **Maurice Austin**

Essex County Council website advises that the two Chelmsford Park and ride services are to be linked across the City Centre to operate from Chelmer Valley and Sandon and vice-versa in the autumn. Full details in the Service Revisions column next month.

Allocation Changes

BN-Basildon; CF-Chelmsford; CN-Clacton; CR-Colchester; HH-Hadleigh; CF(DS)-Driving School (based at Chelmsford); Sh-Driver Shuttle; BE(out of service)-withdrawn vehicles stored at Braintree; FEC-to / from First Eastern Counties*; FG-to / from another First Group company* (*both involving change of legal ownership)

Period 4 (26 June - 23 July)

32642 BN-CR, 41736 HH-HH(out of service), 62406 CN(out of service)-Disposal

32642 left BN on 7 July, all five of the ex First Leicester Eclipse Geminis have now moved from BN to CR.



HH41736 had just arrived at Hadleigh from Clacton paint shop on 14 December 2014. It now seems as though it may be on its way to pastures new!
John G. Lidstone.

Disposals; July 2016

62406 to Alpha for scrap (noted on the back of a low loader being removed from Clacton on 8 July).

Repaints

Further to EBN627, HH42487 was seen on routes 24 & 26 on 8 July (see photo on inside front cover of EBN627), its first day in service after repaint, with small "First Essex" names with f symbol above entrance door and driver's cab, depot stickers both sides and main "Essex" fleet names on lower panels both sides. However, when seen the next day on route 27, it had gained an advert covering up the nearside fleet name. Unusually the side magenta pin stripe does not carry on around the front. All round LED blinds have been fitted. CF68520 was seen repainted at Mardens (still to overall yellow) on 9 August.

Other Vehicle News and Workings - Colchester and Clacton

The fire brigade was called to an engine fire on 66809 at London Road, Stanway on 13 July. It is not known how badly damaged the vehicle was, although from photos it seems that the damage was confined to the engine area and rear of the bus. The bus was empty at the time. Double deckers and StreetLites seen on routes 103/4 during July (all CR): 33088 (4th), 32476 (5th & 8th), 33080 & 33086 (7th), 32475 (21st, 28th & 29th), 33190 (25th), 32478 (27th), 33088 (27th), 63337 (8th), 63333 (21st), 63332 (25th) plus 32477 & 33195 on 3 August. During July and early August, CN32087 was noted working two different duties on Mondays to Fridays: (1) 0740, 0955, 1205, 1415 Clacton-Colchester 76 returning at 0850, 1100, 1310, 1520 from Colchester, then 1640 Clacton-Colchester 74 and 1740 return (7 & 15 July, 4 August); (2) all journeys on summer service 16 Clacton-Bockings Elm Circular, then 1610 Clacton-Colchester 76 and 1715 return (22 & 29 July, 1 & 2 August). Clacton's other double decker, 32068, has still not been seen in service. Friday 22 July was the last day of term at Manningtree High School, and thus the last day of First Essex operation of route 30A, CN65692 was seen on the morning service. In late July (and perhaps into early August) Colchester's 65672 was on loan to Clacton. On 25 July it was seen on 1240 Harwich-Clacton 3, 1340 Clacton-Harwich 3 and 1605 Harwich-Parkeston 2A with its LED destination set to show "First Colchester" and with paper destinations in windscreen: "Service 3 Clacton", "Service 3 Harwich" and "Service 2A Parkeston". On 29 July it was noted on 0900 Clacton-Walton on the Naze 7, with LED destination now programmed with Clacton destinations. On 5 August it was back at Colchester, noted on 1130 Colchester-Harwich 104 with LED destination display reprogrammed back for Colchester routes. Clacton Enviro 200s noted away from their normal routes 7/8: 44596 on 5/A (22 July); 44597 on 76 (8th), 19 (15th), 10/11/12 (25th); 44598 on 10/11/12 (4 August). Other sightings on summer service 19 have been CN42918 (29 July), CN42922 (4 August) and CN42923 (19 & 25 July). Clacton to Weeley shorts on route 76 are normally Scania operated, one exception on 29 July was CN42937.

12 July	CR32641 on 64A		
14	CR63331 on 71		
15	CR32475 on 1A		
19	CR32642 on 70		
20	CR33086 & CR33190 on 65		
21	CR33044 on 66, CR33195 on 64A		
22	CR32642 on 1A, CR33088 on 64A, CR33195 on 67		
25	CR32478 on 1A, CR32631 on 64A, CR33088 on 65	28	CR33195 on 67A
29	CR32631 on 61, CR32642 on 62	30	CR33088 on 65



CF66796 on Sunday only route 33 at Chelmsford Bus Station on 24 July (this route was only introduced in April this year).

Adam Kelleher.

Chelmsford (including Braintree Outstation)

(All vehicles allocated to CF except where stated.) 32481 has lost its super rear advert for Workshop Play (which it only received in April this year). 67903 has had its nearside destination display removed (again, contrary to PSVAR). Conversely 53125 has received rear and side LED blinds (it already had an LED blind at the front). 69434 seems to be a regular on the Sandon Park & Ride.

Buses seen on X30: 65031 (9 July), 65029 (14th & 15th), 69429 (20th), 65028, 65029 & 65031 (all on 24th), 65031 again (9 August).

3 July	66808 & 66812 at Braintree outstation
6	23019 on Colchester High School working
7	32484 on 352
8	43848 unusual on Chelmer Valley Park & Ride
11	43848 on 71, 53128 on 71A
12	65028 on 542
14	44540 on 70 (and again next day)
16	44544 on 37 & 351
17	44551 on 37 & 351
20	BN47657 on 512 & 1710 Sandon Park & Ride extra, 43848 on 13, 53136 on 31X
21	67903 on 72
23	66794, 66808 & 66814 at BE outstation
24	(Sunday) 44540 on 59, 44546 & 66796 on 33, 53114 on driver shuttles, 66808, 66814 & 66815 on 70
1 Aug	CF(DS)66179 on driver training in Colchester, 66614 & 66817 at Braintree outstation (66817 seen there again on 6th)
8	68510 on driver shuttles
9	67901 on 31X



Volvo Wright Eclipse 32628 on 70. (John's first observation of this bus on 70) at the end of July.

John Salmon.

Basildon and Hadleigh

HH47528 & HH63165 have received a main Essex fleet name on offside lower panels. Route X10 between Basildon and Stansted Airport commenced in the early hours of 24 July. BN69902 worked the first journey from Stansted after running light from Basildon. Other vehicles operating the route on the first day were (all BN) 69906, 69910 and 69913. All four have received "X10 from Here to Air" branding on the third passenger window each side, although they retain route 100 branding on their cove panels (69902 also has a route 100 super rear advert). These four were then the regular vehicles on the route, however, sadly, at around 0345 on 7 August, a pedestrian received fatal injuries in a collision with 69913 on the Great Baddow bypass, a few hundred yards from the Army & Navy roundabout. On 8 August, BN69904 was deputising (without any X10 branding).

The use of these Hybrids on the X10 has obviously meant more than the usual non-Hybrids on route 100. For example, in a two-hour period at Chelmsford on 8 August, BN66819/21/22/24/27 were all noted.

Other observations have been (all BN): 47657 & 66827 (9 July), 66825 (20 July), 47652 (4 August), 66826 (5 August).

9 July HH63161 on 25, BN69909 on 25 & 25A

19 HH63164 rare on evening 20



picture: First Essex 'X10 Here to Air' branded Volvo 7900H 69902, in Duke Street, Chelmsford on 3 August 2016.

Russell Young.

Other News

A number of bus stop flag poles have been placed in Southend Travel Centre, with electronic departure boards atop. Routes 13/13A/14 have moved from Stand 1 in Chelmsford Bus Station to Stand 6 to accommodate route X10 at the former. Further to EBN627: former 30903, now with Panther Travel, has been repaired and was at Mardens on 3 August for repaint, dual purpose seats have been fitted downstairs, with upstairs to follow; former 32905, converted to partial open top, entered service on route 3 at Great Yarmouth at the end of July.

Sources: own observations, and with thanks to R Appleton, S Barham, D Bell, J Bennee, T Clark, L Cornwell, D Lund-Conlon, A Hughes, J Lidstone, J Marquis, J Podgorski, J Salmon, K Smith, G Toon, R West, First Essex, Essex Buses Google group and Terminus.

Bishops Stortford (BS)

Following the article on 39 South Street, way back in EBN597, local member Peter Carr sent some of his historical pictures which, hopefully, are now well out of copyright!

Top picture:

Shows 39 South Street still with the "General – Green Line" board above; the closed ex-Acme bus garage can be glimpsed to the rear.



The London Transport waiting-room (formerly London General, and prior to that owned by Acme Coach Co.), on the site of the present Erentex cleaners in South Street. Taken in Sept. 1936, after closure of the ex-Acme garage, seen in the background.



Interior of the waiting-room, photographed in January 1936. Note timetables for Green Line Services N and V (Windsor, Liverpool St.).

Lower picture:

This shows the interior of the (by then London Transport) waitin-room, including passengers posing very unconvincingly (!) plus timetables forfor Green Line Services N and V to Windsor and Liverpool Street.

Peter worked at this garage from 1970 until 1982 and amongst the relics he found there (and liberated!) were a board "On hire to Hicks Bros." and another board denoting limited stop rail-replacement service to Maldon East. Quite how this last made its way to BS is not known!



Bishops Stortford garage in October 1930, before formation of Eastern National. Buses in garage on services to Warley and Hertford (N9, N10, N11). These routes were worked by National on behalf of London General, with vehicles supplied by L.G.O.C..

Top picture:
The LGOC-built garage a quarter of a mile further south in South Street. Today, there are still manhole covers on the forecourt bearing the letters L.G.O.C. As can be seen, despite the garage still being owned by the LGOC in 1930, to all intents and purposes, it was a NOTC garage, with all the visible publicity relating to NOTC, not General.



The Acme Coach Company's depot in South Street, on the site of the present car-park. Acme were taken over by London General, Sept. 1932, and the garage continued in use until Epping garage was opened, Sept. 1934. Photo taken October 1935, after closure.

Lower picture:
Another view of the closed garage a month later than the one on the previous page. It was unaltered from operating days (which ended in September 1934 when Epping garage was opened). Older Stortford residents have told Peter that during the war, the depot became part of the National Canteen Service, where people could obtain inexpensive basic meals. Eventually demolished after deteriorating, as can be seen, it was never very substantial, being chiefly made of corrugated iron!

New vehicles 440/441 SN16 ORS, ORU, ADL Enviro 200 B33F. As illustrated in last month's stop press, they had been new to Silcox of Pembroke Dock in April and were bought at auction following the collapse of Silcox.



picture With thanks to Stephensons for kindly alerting me, ex-Silcox, Pembroke Dock Alexander Dennis Enviro200 440 (SN16 ORS) on its first day in service, 15 July, seen here making its last departure from East Beach on its first day in service with Stephensons. **John G. Lidstone.**

On order are 5 x E200 (not 4 as previously reported – 4 for service 90, 1 for service 38/38A), to be numbered 477-481, due shortly. Dart 439 Y284 FIN has been withdrawn and will be scrapped. B10M/Alexander 233 (M233TBV) is also withdrawn and was the last step-entrance single decker in the fleet; it had been restricted to contracts since the end of last year.

Olympians Most Olympians were stood down at the end of July and moved to Rochford depot, pending sale; only 947 (H547 VAT) and one of 808 - 10 batch (M408 - 10 RVU) are expected to be used once the schools restart in September. Both will be operated by Haverhill depot on "closed door" school contracts where the PSVAR accessibility rules do not apply.

Replacement Scania 'deckers Fleet numbers for these, previously reported, will be:

507 YT59 NZM 508 YT59 NZN 648 BV55 UCT 649 BV55 UCW

None are yet in service but all should be by September. Numbers 507/8 are available in the sequence of current vehicles because the original 507/8, YN54 AFF/AFJ were renumbered 906/7 some while ago.

Services From the start of the new school year in September, Stephensons are providing further services to Newport (Joyce Frankland Academy) and Saffron Walden (County High School) on a commercial basis in replacement of former Essex contracts run by other operators; some existing services are also becoming commercial operations. The full network is:

- 413, 414 Gt Dunmow – Thaxted – Saffron Walden (413 trip previously part of 313, 414 previously 94)
- 417, 418, 419 Rayne/Gt Saling/Wethersfield - Finchingfield - Saffron Walden – Newport (existing)
- 438 Gt Yeldham - Birdbrook - Radwinter - Saffron Walden – Newport (new)
- 441 Takeley - Stansted Airport - Elsenham - Newport - Saffron Walden (new)
- 444 Barley - Gt Chishill - Heydon - Chrishall - Elmdon - Wendons Ambo - Newport - Saffron Walden (new)
- 446 Manuden – Berden - Clavering - Newport - Saffron Walden (new)
- 451 Gt Dunmow - Thaxted - Debden – Newport (existing 51 renumbered & revised)
- 453 Carver Barracks - Wimbish - Thaxted –Newport (existing 52 & 53 renumbered and revised)

A Trip To The Seaside



top picture: Buses Excetera Southend "Seafront Service" on 28 June. Volvo B7TL/Plaxton President S24 ETC. It was new to London General as PVL200 (X502 UGC) and was later with East Thames Buses. **John G. Lidstone.**



lower picture: Cook's Coaches of Southend-on-Sea Bova at The Gyn Square Coach Park at North Shore Blackpool on 23 June. **Terry Challis.**

EASTERN NATIONAL
BISHOP'S STORTFORD

EASTERN NATIONAL
PRIVATE
SCHOOLS SERVICE
WORKS SERVICE
ABBESS RODING
BIRCHANGER
BISHOP'S STORTFORD
BRAINTREE
BRENTWOOD
BROXTED
CHELMSFORD
CLACTON
CLACTON & JAYWICK
CLAVERING
COOPERS END
DEB DEN
DUNMOW
Elsenham
FELIXSTOWE
GT. HALLINGBURY
HARLOW NEW TOWN
HATFIELD BROAD OAK
HATFIELD HEATH
HERTS & ESSEX HOSPITAL
HENHAM
HIGH LAVER
HIGH RODING
LANGLEY LOWER GREEN
LANGLEY UPPER GREEN
LEADEN RODING
MATCHING GREEN
MORETON
ONGAR
PARSONAGE ESTATE
BISHOP'S STORTFORD
QUENDON
SAFFRON WALDEN
SHEEPCOTE GREEN
STANSTED
STANSTED AIRPORT
STANSTED ESTATE
THAXTED
UGLEY GREEN
WALTON
WHITE RODING
WIDDINGTON
WOODSIDE GREEN
HIGH HOUSE ESTATE
HAVERS LANE ESTATE
PARSONAGE ESTATE

Norbury Bros. JUNE 1960
A.T.W.

The Blind Spot.

Another in the popular occasional series from Bob Williamson.

This blind set complements the Pictures of Bishop's Stortford premises on EBN628p16 & 17, as well as the recent Tebbit's Tales.



A fully loaded Eastern National 467 (later 1309), Bristol MW5G, ECW B41F, with Eastern National from December 1958 to March 1976.

R.J.W. collection.

Special Sunday Service 75B from Colchester to the Zoo is not new as demonstrated by these blinds from 1970 and 1977.

WALTON
WEST BERGHOLT
WEST MERSEA
WEST MERSEA ^{The Hard}
WIVENHOE ^{Station}
WORMINGFORD
EXCURSION
STANWAY ZOO
MISTLEY

EXTRACT FROM APRIL
1970 COLCHESTER
41" x 5" DESTN BY
NORBURY BROS. -
LAST TWO DISPLAYS
ADDED TO WHITE BY
E.N.

MISTLEY
COLCHESTER
NAYLAND
NORTH STATION
ROW HEDGE
SOUTHEND
STANWAY ZOO
STOKE BY NAYLAND
STRATFORD ST. MARY

EXTRACT FROM
SEPTEMBER 1977
COLCHESTER 30" x 5"
BY NORBURY -
PRINTED AS PART
OF BLIND - NOT
AN ADDITION.

Wickford At The Somme 100 Event

Adam Kelleher



Although not an Essex bus, a bus in Essex. London Transport Museum's B2737 at the "Wickford at the Somme 100" event held at Wickford Memorial Park on 9 July. Description from the LTM website: "With the support of the Heritage Lottery Fund and London Transport Museum Friends, B2737 was restored to operational condition. It was launched in June 2014 in its original red and cream livery, and attended 14 public events over the summer. In September 2014 the bus was converted into a military troop carrier to commemorate the role of London's transport workers during the First World War. As a military vehicle it has attended a number of events, including a 10-day commemorative tour of key Western Front locations in Belgium and France."

Alton Bus Rally Sue Burden

2 former Essex vehicles turned up at this year's Alton Bus Rally - both a very pleasant surprise. One was former Wicks Seddon FLY 755J, which now belongs to a preservationist and is painted in an attractive orange and cream livery with "GH Watts" fleetnames. It was entered by someone from the Coventry area.

I went for a ride on it and it lived up to its registration as it flew along! Its compact Perkins V8 engine gives it a lot of poke.

The other former Essex bus was VR XHK221X, from Abus of Bristol, in a cream and blue livery.

Also see notes in Smaller Operators page (EBN628p30) and Chris Stewart's article on OWC 722M (EBN628p5)

A Quarter of an Hour at Stansted Airport

Maurice Austin

Stansted Airport at 0300 hours seems to be full of bodies inside and gossiping bus and coach drivers outside!

Angela and I caught the 0400 First Essex X30, which left at 0359 (according to my watch!) but couldn't clear the bus/coach area for several minutes because of reversing National Express coaches. We travelled with just one other person who, like us, disembarked at Chelmsford. The service was operated by Volvo coach 23019 (coincidentally, the one we caught a week earlier on our trip to the airport). Our friendly driver was ending his shift and took the coach out of service to Westway (the timetable says it is a through service to Southend). We saw no-one waiting at Chelmsford, neither did we see the coach to form the 0440 departure. Plenty of taxi's lurking in the bus station, however!

At Stansted, we saw the Arriva 510 waiting, it departed on time at 0350 with no passengers. The Arriva 133 from Braintree arrived at 0350 ish with a full load of about 40. We didn't see the 0355/0405 X10 at Stansted but did see the next X30 just south of Barnston, running on time and operated with another Volvo coach.

EBN628p21



Ensignbus

Dealing Stock Movements

July 2016.

Mark Lloyd with thanks to Ross Newman.

Vehicles In

Galleon Travel	MX10 DXY	Enviro 200
Go-Ahead NE	NK54 NLC / NLD	DAF SB120's
Go-Ahead South Coast	P737 RYL	Dart
London General	LT02 ZDS	Dart
Metroline	LN51 KZD / KYJ	Tridents
	LR02 BCY / BBU	
	LK03 UFD/J/NKR/UFP/U	
	LR02 BEU	Dart
Rotala PLC	YN08 OBY/OBZ	Scania's
	YT59 NZM	
Stagecoach Devon	S805/6/10/1/38 BWC	Tridents
	T651/5/6 KPU	
	T699 K VX	
	V170 DFT	
Stagecoach London	LX03 OSC/G/I/K/L /R /V/OTA	Tridents
	LX04 FYC/D/E/G/W/FZA	
Stagecoach Manchester	T667 KPU	Trident
Stagecoach Merseyside	S819 BWC	Trident
Stagecoach Midlands	KX51 CTK / CTO	Solo's
	KX03 KZO	



Vehicles Out

Aintree Coaches, Liverpool	KX51 CTK	Solo
	YN03 RYR / RYM	Scania's
Borderbus, Bungay, Suffolk		
	LF52 ZPB / ZPC	Volvo B7TL's
Coastal Liner, Wolverhampton		
	T183 CLO	Trident
Flagfinders, Braintree, Essex		
	YN56 FDD	Scania
	LK03 NHF	Volvo B7TL
Galleon Travel, Roydon, Essex		
	KM51 BFO	Dart
	YX53 GXJ	Volvo B7RLE
Isle Coaches, Owston Ferry, S Yorks		
	01-D-10213 / 216	Dublin B7TL's
Liverpool City Sights, Liverpool		
	P718 SWC	Olympian
Moxon Coaches, Worksop	T184 CLO	Trident
Peter Reynolds Coaches, Watford		
	T657 KPU	Trident
Redfern Travel, Mansfield	S805/6/10/1/9/38 BWC	Tridents
	T651/5/6/67 KPU	
	T699 K VX	
	V170 DFT	
SBC Leisure, Southend	YN08 OBZ/OBY	Scania's
Seaford and District	P772 SWC	Olympian
Stephensons of Essex	YT59 NZM	Scania
Stotts Coaches, Huddersfield		
	00-D-70180/182	Dublin B7TL's
Towlers Coaches, Wisbech, Cambs		
	S957 URI	Olympian
Xelabus, Eastleigh, Hants	S271 CCD	Olympians
	R760 DRJ	
	R501/5/7 UWL	
	P718 GND	
	R297 HCD	

Other Movements

Olympian	S592 BCE	Mr Michael White, Snodland for preservation.			
Volvo B7TL	X551 EGK	Mr Philippe Riou, Brittany, France.	Trident	LX03 OSL	Raccoon London Ltd, Edenbridge.
Dart	LK53 FDV	Bus and Truck Driving School, London N13.			
Trident	LX04 FYE / FYJ / FYS / FYV	E and M Horsburgh, Livingston			

Ensignbus

Ensign Fleet – July 2016

Mark Lloyd with thanks to Ross Newman.

General Open top vehicles on emergency rail work are not too common but Ensign had so many calls on Tuesday 19 July, that FFY 401 went out on Wickford to Billericay and the punters loved it! (The hottest day of the year so far.....). Picture courtesy **Ross Newman**.



The first of the BCI tri-axle double decker vehicles have arrived and are yet to be registered. The 12.5m long vehicles are 2.5m wide, complying to Australian and New Zealand road regulations, and come in at a height of 4.24m. They seat 98 with 61 upstairs, the downstairs having tip up seats in the wheelchair bay. The seats are semi-coach style, more comfortable than standard service buses with seat belts fitted. One interesting feature is a small nearside window below the main windscreen to give better kerb visibility, similar in thinking to the additional lower windows fitted in truck passenger doors to give better vision of cyclists under the London CLOCs scheme. The power pack is a Cummins 330HP Euro 6 with power supplied through a ZF automatic transmission. The vehicle benefits from air-conditioning, which will enhance use on longer distance routes such as rail replacement duties. Four are on their way, the first delivery ousting coach 603 as described below. Coach 603 ULL 933 (was YN54 DCY) Volvo B7R Panther sold to HJ Coach Hire, Thornton Heath.

Vehicle on Loan

LX51 FGK, Dart / Alexander ALX 200, Ensignbus, 780 seen on route 66 on 16 July (and again on 21st). Returned to Ensign on 4 August.

Repaint

Trident / President PN03 ULY from all red to fleet livery.

With thanks to John Card, Ross Newman and Owen Woodliffe

Tebbit's Tales. Another recollection from Alan Tebbit, BEM

Nicky's Hundred Hour Weeks.

During the late 1950s, when the benefit system was less robust than today, the only way a man could support his family was by working excessive hours. At that time Eastern National was still on a 6-day week (6 x 6hr 40min shifts), and it was not unusual for drivers and conductors to work double shifts. So, who was Nicky, and how did he work over a hundred hours for a few weeks? Nicholas Hickey was a driver at CF depot, a dapper little Irishman, who lived with his young family at Brook Hill, Little Waltham, and was always willing for a bit of overtime. He was pleased when he was offered a period of 7-day weeks, more pleased when he was told that he would carry no passengers, and delighted when he learnt that he would be working from home.

At that time, Little Waltham straddled the main A131 trunk road, no by-pass then. At the lower end of the village a bridge spanned the River Chelmer. It had been built in the time of much less, and lighter traffic, and was beginning to weaken under the weight of modern day vehicles. It had to be replaced, causing the trunk road to be closed for some length of time. The diversion route was not really suitable for large lorries and buses, but the Nationals main concern was that it took the buses away from potential customers in north Broomfield, and most of Little Waltham. The villagers were up in arms because they were denied access to some important facilities, viz, the doctors' surgery, Amoses bakers shop, and the One Bell public house. As a result of this, a bailey type footbridge was placed across the river, and this proved to be the bus company's salvation.

The road closure was planned for the early hours of one morning and, late on the preceding evening, two doubledeck buses appeared in the village, one each from BE and CF, and parked on the pub forecourts, their drivers returning passenger to their respective depots. By the arrival of the first service buses the next day, both buses were parked with their backs to the now deserted bridge, with their destination indicators set for the onward journey, courtesy of Nicky. Having seen both sets of passengers and crews safely across the bridge, and on their way, Nicky's main function came into play.

It was a simple task, (or it was to the man who sat in an office, and planned it), he climbed into the cab of the bus on the Braintree side, and reversed the entire length of the village, and where the road widened by the butchers shop, he did a three point turn, reversed back to the bridge, and reset the destination indicator. Then he crossed the stream, reversed the other bus to the One Bell, effected a several point turn, and reversed back to the bridge, and more blind setting. This was repeated every half hour throughout the day. Luckily this was done at the height of summer, meaning long hours of daylight, the last buses at night being left facing the bridge until after dawn. Sundays was a later start, with only an hourly service. This was all on vehicles with no power steering. All too soon, the new bridge was open, and Nicky joined the queue for overtime again!



I haven't got a contemporary photo but this is taken at Ash Tree Corner, just south of the by-pass described by Alan. The by-pass is just beyond the 50mph sign.

Here is former Bournemouth T277 BPR, now with Lodge's of Good Easter operating the Chelmer Valley School contract on 1 July 2016.

John Salmon

Trustybus (Galleon Travel 2009, Roydon, Essex bus operations) by Adam Kelleher

Acquired Vehicles

YK53 GXJ, Volvo B7RLE / Wrightbus, B43F, new to First West Yorkshire (66701), 12/03
Transferred to Stagecoach in January 2013 (fleet number 21249) when Stagecoach took over First's Chester & Wirral operations. From Ensignbus, July 2016. Repainted into fleet livery at Mardens. Seen on route 351 on 28 July.
KM51 BFO, which has been on loan, has now been acquired from Ensignbus (in July - please see EBN624 for details of previous operators).
Further to EBN627, W905 RBB (on 12th) and W491 SCU (13th) were first seen in service in July. The ex Go Ahead North East Volvo B10BLEs have full width rear blinds (flip dot) including destination.

Disposals

Enviro 300 EDL 37 (SN61 CYY) to Ensignbus, June 2016. Dart Y253 FJN plus parent company Galleon Travel UNZ 7507 (ex M765 RAX, a 63 seat Volvo B10M-55 / Alexander PS) to NMC Tractors, Ely, for scrap, June 2016. Enviro 200 EDS 36 (MX10 DXY) to Ensignbus, July 2016 (last reported in service with Trustybus on 22nd).

With thanks to John Card, Ross Newman, Mardens, LOTS, Bus Lists on the Web and Flickr.



Trustybus HZN, TP 423 and RXH seen in Harlow Bus Station, 17 February 2016. The small rear route numbers with scrolling destination details can be seen on the single deckers.

Ambus (Amber Coaches' bus operations) by Adam Kelleher with thanks to Chris Stewart.

Vehicle News

A partial correction to EBN627, former Bates Travel Alexander Mini Pointer Dart 1051 (CC05 BLU), has a light blue skirt (dark blue at rear) on its otherwise all white livery. It was again on route 269 on 12 July, with front LED blind programmed.

EBN628p25

The End of an Era – Farewell to Tollesbury Depot

Allocations

66	P602CAY	Stripped internally before donation to local school. See below.			
69	P608CAY	To Alpha to be scrapped late July.			
71	R626MNU	TY to KN	72	R629MNU	TY to KN
73	R643MNU	TY to KN	74	R702DNH	TY to HD
75	S300XHK	TY to KN	83	M273UKN	TY to KN
86	M294UKN	Withdrawn at end of school year – spares at KN.			
91	N540LHG	TY to KN			
92	P910RYO	KN to CN (re-allocation of Olympian to Clacton after some absence).			
93	R273LGH	TY to KN	95	R279LGH	TY to KN
96	R552LGH	TY to KN	256	EU55BWC	TY to HD
259	EU56FLP	TY to HD	260	EU56FLR	TY to CN
281	V250BNV	Moved from CN depot to scrap.	284	W792WMV	Moved from CN depot to scrap.
723	W823NNJ	TY to CN	726	W826NNJ	TY to CN
737	T107DBW	TY to HD	738	T108DBW	TY to HD
739	T117DBW	TY to HD	743	X386NNO	TY to HD
904	MX53FDM	Allocation TY to Withdrawn – towed to Beccles mid July.			

General

At approximately 1850 on 22 July, history was made as the final bus from a commercial service operated from Tollesbury entered the depot. Fleet number 739 T117 DBW Alexander 400 bodied Dennis Trident, entered the depot to close the day's operations. Tollesbury depot closing, corresponded with the end of the school year and the advanced notice to withdraw all commercial services operated from Tollesbury. Most employees had departed the depot by this time, except the necessary depot engineer but the scene was witnessed by a small group of camera wielding enthusiasts.

The last scheduled bus duty back to the depot was supposed to be the 1745 service 50A supported by ECC, which in the event was not certain if covered as 260 EU56 FLR Alexander Dennis SLF bodied Dart arrived circa 20 minutes ahead of schedule and thus the final bus returning to the depot became the Trident on the 91 commercial service 91 from Witham.



Second from last bus
reverses into Tollesbury
depot on 22 July after coming
in from Colchester on 50A
(despite blind setting shown
here). See debate above to
if it actually ran the service.

Mark Lloyd.

As various buses had arrived back at the depot they had been photographed coming into the depot, then were checked over and reversed into the depot to be parked up. Unfortunately the last commercial service on route 92 did not appear to run as apologies were posted on the company Twitter page. Therefore with all the confusion it was 739 that had the honour of not only being the last bus on commercial service from Tollesbury but also the last bus to arrive back at the yard and the last to be parked up in the depot on the last official day of commercial operation.

The Tollesbury depot manager drove the last duty himself, there was an air of sadness as the money was tallied and collected and the depot fell silent. The depot, presumably to be demolished, itself had suffered from lack of care and upkeep as the depot clock had vanished from the front wall along with the remaining letters from HEDINGHAM. The letters TOLLESBURY DEPOT remained but affixed to a dirty background with scruffy eaves and general untidiness compared to the pristine yard days under the control of Mr D MacGregor.

Ironically the next day would see three buses work out of Tollesbury on the ECC 50/92 services so this point in time was not the official closure of the depot as such.

Essex County Council stepped in from 25 July to support the 91/92/95 services with Hedingham still running them. Services were run from Monday 25 July from the Tollesbury depot with the aim of moving them permanently to Kelvedon. The ECC timetables state "some buses may have a step entrance". This because the service will mostly be provided by Olympians still, as the Kelvedon depot entrance angle does not easily allow low floors to use without damage.

The SLFs from Tollesbury were due to be relocated to Clacton depot along with the East Lancs Tridents, the ALX400s to Hedingham along with 74 R702 DNH. 91/92/95 services undertaken by Olympians from the 71/2/3/5 batch with decisions as to the future of the others to be taken as school work dictates next year. 86 having been withdrawn at the end of school year was quickly used for spares donation. On 25 July all the remaining Olympians including 86 were relocated to Kelvedon depot. R---MNU batch Olympians were spotted running on the 92 and 95 services on the first days of the new ECC services. Three vehicles were out-stationed at Tollesbury until 1 August. The final vehicles finished services on Monday 1 August and that night travelled to Kelvedon for the services to commence from there on 2 August. Thus it is believed 72 was the final arrival back at Tollesbury on the ECC services on Friday 29 July. 66 P602 CAY was towed to Potkiln School Gt. Cornard, for use as a static library on 2 August so was arguably the last bus to leave Tollesbury depot.

Hedingham, at least for the period of the ECC contract will retain its relationship with Tollesbury and surrounding area but what will happen when step entrance deckers have to come off the road at the end of 2016 will be interesting.



What was amazing during the two months between announcement of closure and the actual date was the local stirring of support to keep the bus services running. Most shops in the area had posters urging people to write to local councillors and MPs, there were offers of sessions where people would type the letters on provision of an envelope and stamp, to ensure these concerns reached the people that mattered. It was a very organised campaign supported by Witham and Colchester MPs and included a huge local newspaper campaign, SOBS save our bus services.

Picture: Final commercial bus on service 91 enters the depot to close operations on the 22 July. Trident ALX400 no 739.

Mark Lloyd.

Services

Revised ECC supported services as below:-

Service 91 – essentially now starts at Tiptree not Tollesbury and has a revision to operating times but essentially the same number of buses per day in each direction.

Service 92 – very small timing changes.

Service 95 – Tollesbury to Maldon departures are generally half an hour later, 1300 departure is now 1430, 1430 replaced by 1600. Same number of buses in each direction, with Maldon pm departures heavily revised. This seems to allow better pm shopping in Maldon.

** Service 91 has positioning journeys to Tollesbury and the 91, 92 and 95 are essentially one-bus duties.

Tollesbury Allocation at 22 July 2016

71, 72, 73, 74, 75, 83, 86, 91, 93, 95, 96, 256, 259, 260, 723, 726, 737, 738, 739, 743.

66 (W) undergoing conversion to static library.

Peter Mansbridge with thanks to John Card, Richard Delahoy, John Podgorski and Keith Sadler.

18 new Alexander Dennis Enviro 400 MMC are destined for **Southend** for service 1. The existing service 1 Versas (11.7 metres) will transfer to service 9, displacing the shorter 11.1 metre Versas to Guildford. It is understood that Volvo B7RLEs / Wright will be allocated to services 7/8 following withdrawal of service 5 (Southend – Basildon) after operation on 3 September.



Top picture: Arriva The Shires 6492 (YY16 YLC) was formally used by Southend Arriva on 9 August, to undertake a risk assessment of route 1, which these well proportioned and attractive looking buses will be operating from September. Grateful thanks to very helpful driver Lee Burvill-Eckett, who kindly paused at the bus stop in London Road, Leigh to afford photo opportunity of this very first use of an E400 MMC at Southend. 6492 (YY16 YLC) is one of 13 currently stored at Short Street (of 18 due) for Arriva The Shires at Ware. This bus has since been used (Fri 12th) on type training, but this photo was on its first trip out. Lower picture: Arriva's new MMCs (for The Shires at Ware, stored at Southend) on 9 August. The batch of 18 mentioned by Peter, above, could see 36 deckers in the Southend yard! Both by **John G. Lidstone**.



At **Colchester**, further repaints into Arriva colours comprise Dart SLFs 1563 (RX07 KPI), 1558 (KX56 HCP) 1559 (EU56 GVG) and 3414/8 (SN54 HXA/E). 3418 retains roller blinds.



picture: The latest Arriva Kent Thameside (Colchester) repaint out of the dated TGM livery, into corporate colours is 1563. The first of the short Caetano Darts to be done. Seen on route 2 in St Johns Road, on 14 July 2016. **Russell Young.**

Dart SLF 3327 returned to **Harlow** early July having been on loan to **Colchester**.

At **Harlow**, Optare Solo 1508 (YN03 NCF) has entered service ex Guildford. This was new to Weaverway (Newbury & District) and was acquired by Arriva with the MK Metro operations. 3891 (BU06 HSD) is the second Mercedes Citaro to be repainted from Green Line to Arriva livery.



“Up early this morning at breakfast o'clock to wave Arriva-Derci to the last Southend Arriva Dart that ran in service, 3322 (T822 NMJ), seen here on the A127 at Eastwood, Kent Elms Corner, on its final journey to the scrapyard. Apart from the standard daubed-out fleetnames/legals and the 'anti use in Arriva livery' red stripe, it looks in very good fettle for an end-life bus. The batch 3318/21-6 (T218, 821-6 NMJ) was the last delivered to the former SCT/ST Garage at 87 London Road, the next new buses being the W-KXK Dennis Tridents which were new at Short Street. 3322 was also of note as it worked the first and last Arriva service 5 to Lakeside - its departure is just 4 weeks ahead of the withdrawal of route 5, very sadly, meaning that the last deregulation foray across the traditional Tarpots Corner 'Southend & District Joint Services' boundary is now to be lost.”

John G. Lidstone.

Smaller Operators

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

APT Coaches, Rayleigh

BX12 CVS, a Volvo B9R C33F is here from Bayliss, Deal, Kent whilst Iriza bodied Scania K114 reg. PT03 APT has reverted to its original registration of SN03 CLZ

Acme Bus, Molehill Green

MB04 TCZ (ex MX04 TFU), a Marco Polo C53F bodied MAN 18.310 is here from Lodge, High Easter

Bougein, Wickford

Van Hool bodied Volvo B10M C53F, reg. YOI 7573 (ex is understood to have gone to Harrington, Knypersley, Staffordshire (Dealers)

Flagfinders, Braintree

London General East Lancs bodied H45/26D on a Scania N94UD chassis, reg. YN56 FDF is here whilst S. Burden of Braintree reports seeing similar YN56 FLX on 21 July smartly painted in Flagfinders white and blue livery. S. Burden also reports that Dennis dart G129 RGT has been sold.

Mortlock (Keane Travel), Muckingford

YN04 AUX, a Neoplan C49FT has recently been acquired from Johnson, Worksop, Nottinghamshire and re-registered as KIG 1262 whilst MAN/Marco Polo has reverted to its original registration no. V311 EAL from KIG 1262

New Horizon, Frating

FJ03 AAZ, a Berkhof bodied Volvo B12M has been re-registered as S25 NHT. The photo inb last month's EBN of Skills of Nottingham Lahden C51FT bodied Scania ws taken in Stratford-On-Avon whilst on a "Travelstyle" tour and not at Witham as stated

Viceroy, Saffron Walden

SUI 9014 (ex G002 CLA), a Scania K114 with Iriza C49FT bodywork is now with Blue Fox, Peterborough

Wicks, Braintree

Sue Burden reports that Seddon FLY 55J has gone to a preservationist in the Coventry area and was shown at the Alton bus rally wearing a smart cream and orange livery (it was cream and orange with Wicks). See note on EBN628p21.



Kirby's have two brochures for their 2016 tours and holidays and in the latter included again is a tour to Costa Brava in October. Setra K50 BYS is seen parked outside The Citadel at Roses during October 2015.
Owen Woodliffe.

EBN628p30

The Letters Page.

Ray Boreham

I was the "stranger" who attended the Mid-Essex meeting on 23 June to listen to John Wilson as I was employed by Eastern National for 41 years (1956 - 1997) and John was the Assistant Traffic Manager (Commercial) during that time. I was interested to hear what he had to say about his time with EN. *[Stranger or not, you were very welcome and we hope you find enough interest to attend more of our meetings (Ray did attend the Owen rally presentation which was excellent despite a compatability problem between a memory stick and the Eds. computer!) – Ed]*

However, this is not the reason for contacting you. It is Alan Tebbit's letter about the relief operation on service 58C. The late Tina Belsham, Conductress and Inspector at Chelmsford depot for many years told me the history of this operation. It was Carnival Day and the service driver contacted Chelmsford depot to state that he was "at Mashbury with a full load", hence the relief vehicle operation described by Alan. Fortunately, the majority returned home on the early evening journey back to Good Easter with the remainder catching the "picture bus" at 10.30pm. Just imagine a bus operating via Chignal and Mashbury to Good Easter at that time today!

Talking of Mashbury, this small community was served by two bus operators for many years as EN service 58C, Good Easter, Mashbury, Chignal St. James whilst Lodge Coaches operated a service High Easter via Stagden Cross, Mashbury, Chignal Smealy, Fanners Green, Broads Green, Great Waltham to Chelmsford.

I wonder how many members of EBEG know of the latter operation, which ceased over 50 years ago?

Doug Brown from Hutton (DB from BD)

The front cover of EBN627 bought back memories of my trips to school (which I hated!). I was taken in a Bedford OB like the one pictured; it was owned by City and had wood seats. I think it had been converted from a petrol engine to a Perkins P6 diesel; it seemed as though the engine had been bolted direct onto the chassis as on tick-over, everything shook and the windows rattled!

[Eds note: modern Optare Solos can be like that when the driver engages the brake and leaves the bus in gear!]

On EBN627p27, ONO 993. This bus was at BD* in the 60s. I drove it to St Vincents Hamlet, South Weald and to Hook End many times. If the bus had a black steering wheel, it was 7'6" wide; an 8'2½" wide one was indicated by a white one. So ONO 993 was 7'6". Note no trafficators and make up mirror. The good old days but not for the driver!

*BD is the Eastern National code for the former Brentwood garage.

The Relief of Mashbury

Memories of OBs and ONO 993

Terry Challis from Blackpool

I was especially interested in the photos on the back cover of the Eastern Counties RE showing service 207 and the MW showing service 123. What is interesting is that these services were only joint services in the latter days of their history. The 207 was originally operated entirely by Eastern Counties and the 123 was an Eastern National route.

What was particularly interesting about the 123 was that for many years, certainly until the end of the 1960s, EN used ECOC Ipswich Garage as an outstation for one of the vehicles on the 123 and there was an EN crew there. For much of the time, the EN vehicle was a Bristol K5G usually one of the ONO batch. For many years the Ipswich crew never actually reached Clacton but changed over with a Clacton crew at some pre-determined point en-route. The place varied according to which journey they were on. At some point in the 1960s the change was made and the Ipswich crew worked through to Clacton. I was told that on the first occasion that the Ipswich crew worked through to Clacton, the Clacton crews cheered them into Clacton Bus Station! Eastern Counties' crews covered the Ipswich workings on rest-days and holidays.

I am sure that some EBEG members know the exact dates on which these things happened.

Robert Appleton from Kirby Cross

Re service 123 Clacton to Ipswich, the story of the Clacton crews cheering the Ipswich crew in to Clacton Bus Station is in *Transports of Delight* – *Memoirs of a Bus Anorak* Chapter 5 by Revd. Terry Challis in EBN545 Sept 2009p28.

My research reveals that service 123 was a joint Eastern National/Eastern Counties service from 29 Jan 1961 to 29 April 1972, and again from June 1981 to October 1986. I have an Eastern Counties Eastern Area timetable book for the period 20 June 1965 to 4 Sept 1965, which shows service 123 as being jointly operated then. So I conclude that the occasion of Clacton crews cheering the Ipswich crew in to Clacton bus station must have occurred before 29 Jan 1961.

I agree that service 207 Ipswich – Colchester was originally an Eastern Counties service. It was jointly operated with Eastern National from June 1961 to 29 April 1972. From 30 April 1972 it became an Eastern Counties service again.

[Thanks Robert; as Terry implied in his original article and his recent email, the cheering tale is "heresay", is there anyone around who can corroborate it? Ed.]

Our "Man on the Spot" responds



C5 DUR Setra S315GT-HD of KB Coaches, Wickford new to Clarkes of London as X477 ROA, seen on 3 August at Maldon Promenade Park.

Dave Arnold.

WANTED - HAVE YOU SOME FREE TIME? IF SO WE COULD USE YOU!

If you have some free time, we could make use of your knowledge and experience to assist in the running of your group. There are a number of projects that we require help towards, so if you are interested then please contact me in the first instance for an informal chat (contact details on page 2). I look forward to hearing from you. Paul Harvey, Chairman.

Target Dates for EBN629 (September 2016).

By Saturday 3 September 2016
By Saturday 10 September 2016
By Monday 19 September 2016

Reports to Sub-Editors.
Sub-Editor drafts to Editor.
Dispatch by Printers.

Back Cover Photos.

Outer Top

A nice line-up of withdrawn Stephenson's of Essex Olympians at Rochford in early August - with Leyland 724 (J624 GCR), 862 (J562 HAT) and Volvo 829/30 (N881, 959 FKK). Also there withdrawn is Volvo B10M-55 233 (M233 TBV). John understands the 4 Olympians are likely to be sold to Square Pegg of Leeds.

John G. Lidstone.

Outer Lower

By way of contrast, APT's recently-acquired Volvo Olympian B4 APT.

John G. Lidstone.

Lodge's of High Easter

Top:

Lodges tree lopper - This Leyland Olympian (~1990) (formerly with Warrington Coachlines) was bought from a Barnsley Scrapyard, had its roof removed and fitted with a tree shredder on the upper floor. Essex County Council contract Lodges to provide the vehicle and driver and ECC contract a tree surgeon. This work is normally carried out in the Autumn. The vehicle is operated in "plain clothes" so that residents whose trees are being cut do not blame Lodges!

Middle:

Heritage fleet;
EDD 685C Bedford SB13 Bella Vega
(originally with Princes Mary Coaches, Bristol),
MJD 481 1956 Bedford Duple Vega
"Katie" with
1949 Bedford OB Duple Vista TMY 700
"Joe" peering round the corner!

Bottom:

Model T Ford. Body about to be removed
and chassis sand blasted.

All pictures:

John Salmon.



www.essexbus.org.uk