

Essex Bus Magazine

Current news and historical features

Issue 698 June 2022



Essex Bus Enthusiasts Group

www.essexbus.org.uk



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First Essex Platinum Jubilee Bus

To celebrate Her Majesty the Queen's Platinum Jubilee, First Essex's recently acquired 33983 (SN65 OFY) has received this special livery. As part of the design of the project First Essex delivered a virtual art workshop in schools led by community artist Jenny Leonard. Hundreds of schoolchildren helped to create portraits of the Queen and 200 such works of art are displayed on the Jubilee Bus.

Pupils were the first to board the bus over 25-26 May, as it visited Boxted St Peter's CEVC Primary School, Kings Ford Infant School & Nursery in Colchester and St Michael's Primary School & Nursery. Historic re-enactor Jim Williams was present to share stories from key moments in history during the last 70 years of Her Majesty's reign. A Facebook live stream was broadcast from the bus on 26 May at 1330, which was available on First Essex's page.

For earlier Jubilees, disappointingly Essex Buses / First Essex had not painted a bus into celebratory livery for either the Queen's Golden Jubilee in 2002 or her Diamond Jubilee in 2012. The last bus to be treated to such a livery was predecessor Eastern National's Bristol VR / ECW 3053 (LIN 648P) 45 years ago for the Silver Jubilee in 1977, with commercial advertising (see opposite and rear cover).

Below: Side views of Enviro 400 MMC 33983 after completion at Mardens on 20 May showing the pupils' artwork. **John G Lidstone** It has since had aluminium rear wheel trims added. More pictures are on the rear of the vehicle, see photo on page 18.

Front Cover: 33983 on its first journey in service in Essex on the 1200 Basildon - Southend 25 on Wednesday 1 June, the day before the start of the four day Platinum Jubilee weekend, at Southend Victoria Station. **Richard Delahoy**





Above and Rear Cover: Her Majesty the Queen's Platinum Jubilee is celebrated this month. First Essex Jubilee bus 33983 is illustrated on the front cover, opposite and on page 18. Here are reminders of previous Jubilees. **Above:** Sally Thomsett was a well-known, popular actress in 1977 who had first come to fame in the film 'The Railway Children' and had starred in 'Man About the House' on television between 1973 and 1976. She is seen launching Eastern National's Silver Jubilee bus, 3053 (LIN 648P), at Southend Depot on 16 March 1977. Does anyone recognise other people in the photo? **Below:** A traffic poster for the service to be operated on the occasion of The Queen's grandfather's Silver Jubilee, King George V, in 1935. **The Bus Archive**

Rear Cover top: Another shot of 3053 on launch day. Bottom: Southend Transport did not have a Silver Jubilee bus but Colchester Transport did. Leyland Atlantean AN68/1R / ECW 55 (JHK 495N) is seen at Colchester Bus Station on 27 September 1977. This bus was later converted to open top and preserved. All photos **Richard Delahoy**. More Jubilee references throughout the magazine.

Mentioning Colchester, it was one of eight towns made a city as part of the Platinum Jubilee celebrations. The number of cities in Essex has thus tripled in the last few months (before 2012 there were none). Two of the four First Essex depots are now in cities (plus Hadleigh serves another one) and two of the three Arriva depots in Essex are also now in cities.

NEW EMPRESS  SALOONS

JUBILEE DAY
MONDAY, MAY 6TH, 1935

**The Normal Advertised SUNDAY SERVICE
will be in operation**

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A calendar year subscription is £25. 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 £2.20 per month. For example, a member joining in March would pay 10 x £2.20, i.e., £22. Please contact Richard Delahoy, 272 Shoebury Road, Southend-on-Sea SS1 3TT
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Membership Records & 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, address above.

Reports, Articles & Photographs

Members' reports, articles and photos (prints, slides or preferably jpgs) are always welcome. Please send to the Editor or relevant Sub-Editor. The editors exercise discretion to publish contributions in full, in part or not at all and cannot guarantee publication in any particular month.

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Sub-Editor drafts to Editor	8 July
Dispatch by Printers	on or before 18 July

The last two dates are fixed, but late news can be sent up to 9th and will be included if possible, if not it will be held over to the next month.

Views expressed in EBM do not necessarily reflect the opinions of the Essex Bus Enthusiasts Group or members of its Committee. Every effort is made to ensure accuracy, but the Group cannot accept responsibility for any errors published.

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Group Notices

Membership News

Welcome to New Member
Chris Vigrass, Colchester - 1197

We are very sorry to have to record the death of former member and Eastern National employee Anthony Spindler (member 511), who passed away some weeks ago. Anthony had worked for EN and then Thamesway from 1964 to 1992 and presented a talk to us in 2015 about his career, as well as contributing material to Essex Bus News. We have some notes from his talk and will publish these in a subsequent edition. We offer our sincere condolences to his family, friends and former colleagues.

The Running Card by Owen Woodliffe

The following events have been advertised.

Sunday 19 June: Elstree & Borehamwood Running Day, Allum Manor Elstree.

Sunday 19 June: Canvey Island Bus Museum Open Day, plus also 17 July, 21 August and 18 September.

Sunday 26 June: London Bus Museum Summer Event, Brooklands

Saturday / Sunday 2/3 July: Vintage Transport Weekend, North Norfolk Railway, NR25 6AJ. Free Heritage Bus Service Holt-Sheringham.
www.nnrailway.co.uk/vintage-transport-weekend

Sunday 2 July: Wythall Busfest at Gaydon, incorporating 50th Anniversary of Leyland National. British Motor Museum, Gaydon.
<https://gaydon.org>.

Sunday 17 July: Alton Bus Rally.

Sunday 24 July: Steam Gala Day, Thursford, NR21 OAS. www.thursford.com/steam-museum

Sunday 31 July: Worthing Bus Rally.

Sunday 7 August: Classic Vintage Bus Day. Mid Suffolk Light Railway, Brockford Station, Wetheringsett. IP14 5PW.

Sunday 14 August: Big Bus Show. Stonham Barns Park, Stowmarket IP14 6AT.

Sunday 21 August: Lodge Coaches Bus & Show, High Easter, CM1 4QR

Sunday 11 September: King's Lynn Heritage Open Day, PE30 1DS with free services around the town.

Saturday / Sunday 18/19 September: '40's Weekend North Norfolk Railway.

Events are published in good faith. However, the Group cannot be responsible for any changes due to future circumstances. Please check before travelling.

Wembley Stadium

Page 28 of last month's issue featured photos at Wembley Stadium with the statement that there would be more this month. Unfortunately, due to lack of space, these have had to be held over, they will hopefully appear next month.

Jubilee Interlude 1

The Queen's Golden Jubilee in 2002 didn't inspire many commemorative bus liveries, but as a modest mark of respect, Phoenix Student Travel applied a gold fleet name, gold fleet number transfers and an additional gold band on at least one of its fleet of ex-London Leyland Olympians. Newly outshopped, 6014 (C44 CHM) stands outside their depot at Maldon on 18 May 2002.

Richard Delahoy



Letters

Peter Carr from Sawbridgeworth

Many thanks for the excellent EBM Extra, and especially thanks to Alan Osborne for his excellent and detailed history of Hall's Coaches ('Stag' Bus Service). Re the Halls and Don's ex-Northampton Daimlers, I can only think that I saw the Hall's one parked up opposite the Eastern National garage and erroneously attributed the two Don's examples to Halls. Should have looked properly! The Extra shows the only photo I've ever seen of a bus, Hall's Bedford OB LVW 152, turning out of Dane Street having travelled what would have been the wrong way, since Dane Street was made (and still is) one-way in the opposite direction in 1958 as part of the Bishop's Stortford one-way system created in that year. The mock-Tudor building behind the bus is still there; it is the Bishop's Stortford Registry Office, and had been the Bishop's Stortford Offices of Braughing Rural District Council before the 1974 local government re-organisation.

Richard writes in 'What's in a Number' that the only connecting service between the Eastern National Midland and Eastern sections was route 164, Bishop's Stortford to Royston. This was certainly true post-war, but interestingly, the time table issued on 5 May 1938 by EN showing the ex-Clavering and District routes to be operated following the takeover shows a route 40, Royston to Wicken Bonhunt, i.e., by default, a second connecting route between the Midland and Eastern sections (although the timetable shows just one journey each way, and only on Wednesdays!). The time table and cover are illustrated below.

It wasn't just City and Hicks buses that didn't show route numbers, many older (pre-war) Eastern National buses had no facility for doing so. The photo opposite shows that even on major routes buses did not display route numbers.

Richard adds: research is continuing, but we are coming to the view that EN didn't start to display route numbers on buses until 1947.

LEAFLET No. 3723

EASTERN NATIONAL

(Associated with the L.M.S. and L.N.E. Railways.)

FOLDER OF SERVICES

Previously run by

MR. H. WILSON

CLAVERING & DISTRICT SERVICES

which will be operated by The Eastern National Omnibus Company Ltd., as from

THURSDAY, MAY 5th, 1938

The Services, as previously licensed to Mr. H. Wilson, will be continued for the time being, without modification, except Services Nos. 13d & 39a which are revised as shown herein.

All Services will be liable to revision at a later date, see subsequent announcements.

Ser. No. 13b. BISHOP'S STORTFORD-HENHAM-CLAVERING.
 Ser. No. 13c. BISHOP'S STORTFORD-NEWPORT-CLAVERING.
 Ser. No. 13d. BISHOP'S STORTFORD-LANGLEY UPPER GREEN.
 Ser. No. 13e. BISHOP'S STORTFORD-LANGLEY LOWER GREEN.
 Ser. No. 39a. SAFFRON WALDEN-LANGLEY UPPER GREEN.
 Ser. No. 39b. SAFFRON WALDEN-LANGLEY LOWER GREEN.
 Ser. No. 39c. SAFFRON WALDEN-ELSENHAM.
 Ser. No. 40. ROYSTON-WICKEN BONHUNT.

Company Regulations:—Passengers are conveyed subject to the advertised Conditions contained in the current Official Time Table Booklets.

THE EASTERN NATIONAL OMNIBUS CO., LTD.

Local Offices South Street, BISHOP'S STORTFORD 'Phone 542.	Head Offices NEW WRITTLE STREET, CHELMSFORD. 'Phone 3431 (3 Lines).	Local Offices; Omnibus Station, CHELMSFORD 'Phone 3104/5
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Service No. 37b. SAFFRON WALDEN, CLAVERING, LANGLEY LOWER GREEN.

Tuesdays only.

Saffron Walden, The Common dep. 8.04 a.m. Sign Post, Sparrow End 8.12 a.m. Newport, Grammar School 8.24 a.m. Wicken Bonhunt, Three Horseshoes 8.30 a.m. Clavering, Brent Pelham Corner 8.40 a.m. Sheppeson Green, Wagon and Horses 8.45 a.m. Langley Lower Green, The Black Bull 8.50 a.m.	Langley Lower Green, The Black Bull arr. 10.01 a.m. Sheppeson Green, Wagon and Horses 10.01 a.m. Clavering, Brent Pelham Corner 10.05 a.m. Wicken Bonhunt, Three Horseshoes 10.10 a.m. Newport, Grammar School 10.15 a.m. Sign Post, Sparrow End 10.20 a.m. Saffron Walden, The Common 10.25 a.m.
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Service No. 39c. SAFFRON WALDEN, HENHAM, ELSENHAM.

Tuesdays, Sat.

Saffron Walden, The Common dep. 8.04 a.m. Widdington, The Green 8.14 a.m. Gate House Bridge 8.24 a.m. Henham, The Bell 8.30 a.m. Hill Road Hill 8.40 a.m. Elsenham, The Crown 8.45 a.m.	Elsenham, The Crown dep. 10.05 a.m. Hill Road Hill 10.15 a.m. Gate House Bridge 10.25 a.m. Widdington, The Green 10.35 a.m. Saffron Walden, The Common 10.45 a.m.
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Service No. 40. ROYSTON, LANGLEY UPPER GREEN, WICKEN BONHUNT.

Wednesdays only.

Royston dep. 8.30 a.m. Duddeshoe End 8.40 a.m. Langley Upper Green, The Chapel 8.50 a.m. Langley Lower Green, The Black Bull 9.00 a.m. Clavering, Brent Pelham Corner 9.10 a.m. Wicken Bonhunt, Three Horseshoes 9.20 a.m. Wicken Garage 9.30 a.m.	Wicken Garage dep. 1.10 p.m. Wicken Bonhunt, Three Horseshoes 1.20 p.m. Clavering, Brent Pelham Corner 1.30 p.m. Langley Lower Green, The Black Bull 1.40 p.m. Langley Upper Green, The Chapel 1.50 p.m. Duddeshoe End 2.00 p.m. Royston 2.10 p.m.
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COPIES OF THE LICENSED FARE TABLES FOR EACH OF THE ABOVE SERVICES ARE CARRIED BY ALL CONDUCTORS, AND MAY BE SEEN ON REQUEST

Other "Eastern National" Services in the Bishop's Stortford and Royston districts.

Ser. No. 8. BISHOP'S STORTFORD-HATFIELD HEATH-LEADEN RODING-CHELMSFORD.

Ser. No. 13. BISHOP'S STORTFORD-STANSTED-NEWPORT-SAFFRON WALDEN.

Ser. No. 13a. BISHOP'S STORTFORD-STANSTED-ELSENHAM-HENHAM. (See Eastern Section Time Table Booklets.)

Ser. No. 35b. ROYSTON-STEEPLE MORDEN-ASHWELL-BIGGLESWADE.

Ser. No. 41. HITCHIN-ASHWELL-STEEPLE MORDEN-ROYSTON-CAMBRIDGE.

Ser. No. 164. ROYSTON-BUNTINGFORD-PUCKERIDGE-STANDON. (See Midland Section Time Table Booklets.)

THE LUXURY STYLE OF PRIVATE PARTY TRAVEL!

Ask for a Quotation for the hire of an "Eastern National" Private Luxury Coach now available at Bishop's Stortford Depot.

Apply: Local Office, South Street, BISHOP'S STORTFORD. 'Phone: 542.



Above: AEC Regent 3330 (EV 5785) of 1932, with a Strachans body rebuilt by ECW in 1941, in South Street, Bishop's Stortford c1951, on the main 13 route, not displaying a route number. The bus was withdrawn in 1951. **W J Haynes** with thanks to Peter Carr.

Jubilee Interlude 2

Letters continue on the next page, but in the meantime here is a photo representing 1952, the year Her Majesty The Queen ascended to the throne. It shows a significant bus new to First Essex's predecessor, Eastern National, in 1952 - the first under-floor-engined bus for EN, Bristol LS 4174 (UEV 829). At the time the height of modernity. When new, the ECW body featured dual doors (front and rear) - enter at rear, exit at front - and higher backed seats. The rear door was removed in 1958 and it was then used on coach / air services to Southend Airport until 1962 before moving back onto bus duties. It was renumbered 359 in 1955 and 1200 in 1964. It was withdrawn in 1965.

In this 1954 **Frank Church** shot it has just left the Westcliff Motor Services coach station at Pier Hill Southend. The rear doors can just be made out.



I enjoyed Robert Appleton's article in EBM Extra 1 about the Manningtree railway bridge and level crossing and thought that you might like photos of another service that went under the bridge, albeit fairly briefly. Owner-driver Robin Potter of Brantham, who traded as 'Robin Coaches', operated during the mid-1980s. From memory, he ran two services, a Brantham & Cattawade circular and a Cattawade to Manningtree service, which were operated alternately. The vehicle used was Tricentrol-bodied Ford A609 registered NVD 429P. I don't have a photo of Robin's vehicle actually at the crossing; he told me that he bought the A609 because it would fit under the bridge, so he didn't need to wait for trains. This seems odd, because the Chassis Developments Ford Transit that I used to drive was 9' 8" tall so had to go over the top, and the Transit has smaller wheels than the A, so should theoretically be lower; perhaps the bridge was still at 10 feet clearance in those days.

Robert replies:

I had forgotten about Robin Coaches. From memory he had just the one bus, NVD 429P, kept near his home at Brantham, Suffolk. NVD 429P was a 25 seater and was new to Tricentrol, Dunstable, in April 1976. I can recollect reading about Robin Coaches, and that he was starting those services, in the local Harwich & Manningtree Standard newspaper. I think it was in response to people in Brantham wanting a better bus service to Manningtree. There was a photo in the paper of NVD 429P in overall white livery. So Robin Coaches must have it repainted it at some point. Unfortunately I never spotted nor photographed NVD 429P.

A service between East Bergholt and Manningtree via Bentley, East End, Brantham, and Cattawade, consisting of ten return journeys M-F and four S, was registered in April 1986. I do not know when they actually started running, it could have been before deregulation day on 26 October 1986, because the traffic commissioners took a more relaxed view re new service registrations before deregulation, due to the new legislation. Services were expanded from 12 April 1987 with a T, Th, S shoppers service from Mistley to Ipswich. These services competed with Eastern Counties. Also, on Summer Sundays and Bank Holidays, a Mistley to Felixstowe service via the Orwell Bridge was introduced.

However, the operation didn't last long at all. The recently introduced Mistley - Ipswich services were withdrawn after 30 May 1987 and then notification was given of the withdrawal of the services between Mistley, East Bergholt and Felixstowe from 5 June 1987, although it is possible that some operations were discontinued earlier.

At that time Manningtree rail bridge safe height was 10ft so NVD 429P would have gone under the bridge without any problems.

Some information from Eastern Transport Society's 'Terminus' magazine. Thanks to them.

Top Right & Right: NVD 429P at the layover point, which was probably in Brantham; Paul doesn't know the exact location but Birch Drive or Brooklands Road would be likely possibilities.



All photos **Paul Creighton**

When First Essex made changes to their network on 17 April, one road that was affected in Chelmsford had seen a regular bus service for 62 years. Prior to the 17th two city bound routes used Loftin Way, Great Baddow. Service 45 would pass Gunson Gate, travel along Loftin Way and turn left into Beehive Lane. Service 51 entered Loftin Way from Beehive Lane and then turned right into Gunson Gate. The C5 (which covers part of the former 45) mostly turns into Gunson Gate and continues to the Army and Navy roundabout, whilst the C6 (which covers most of the former 51) continues down Beehive Lane past Loftin Way. Just three return trips of the C5 on weekdays still use Loftin Way, one in the morning and two in the afternoon at school times, and then there is the one direction only late night Sunday service C56 (which, prior to 17 April, was numbered 57B).

A matter which may be an issue is the turning of the C5 left into Gunson Gate from Gloucester Avenue. About the only buses that can turn without driving over the footway are the mini-Enviro 200s. When I was on Dart 42487 during the first week after the changes the driver drove the front of it into Gunson Gate then had to reverse out again to straighten up. On a subsequent trip in a longer Enviro 200, mothers with prams had to stop to allow the bus to drive over the footway. With the 51 it was okay, as coming from Loftin Way the bus had the full width of the road to manoeuvre. That may be the reason that Darts have been rarely used on the C5 (whereas when the route went down Beehive Lane as the 45, often the whole route was Dart operated) although during half term week (from 28 May) more were used.

Buses first used Loftin Way on 5 June 1960 when the 44B was extended to serve the then new Moulsham Lodge Estate and Bristol KSWs were the order of the day, including the famous WNO 484 which was allocated to CF until it was converted to open top in November 1965. On the same day, the 44A was extended from Vicarage Road to the same destination on the new estate, entering it from the opposite end via Longstomps Avenue. In practice, I believe the buses got to the destination and switched routes, the 44B becoming the 44A and vice-versa.

During 1965, the junction of Princes Road with Vicarage Road and Longstomps Avenue closed due to the volume of traffic on the then A12 (Princes Road), and both 44A and 44B entered Moulsham Lodge via Loftin Way but retaining their separate route numbers as they served different destinations in Melbourne estate. About this time the KSWs were replaced by Bristol FLFs - I remember new 2831 and 2832 (KNO 954/5C) being used on the 44A and 44B. In November 1980 manual gearbox FLFs were last used on these routes, although some months beforehand semi-automatic versions had also been introduced. In February 1981, with the arrival of 3080-2 at Chelmsford depot, the 44A and 44B were converted to OMO and four VRs from the batch 3077-82 were used initially. Later on the routes were converted to single deck, initially using Leyland Nationals. When the Mercedes minibuses were introduced the route number changed to 45 as did the far destination, to Oxney Green.

A postscript to this story is that another route 51 ran along Loftin Way from 7 June 1965 when the Princes Road junction closed; Eastern National introduced three services - 51/A/B which took different routes out of Chelmsford, converging at Wood Street to travel through Moulsham Lodge estate, along Loftin Way and on to Molrams Lane in Great Baddow. CF depot's last KSWs were used on the 51 variants but the routes subsequently became OMO using Bristol MW saloons. However one journey I made in October 1973 was on 1700 (WNO 549L), a rather extravagant use of a new Leyland National for a relatively little used route. Of course, other companies have operated bus routes along Loftin Way, but that is another story.

Some information and dates taken from 'The Years Between, Volume 2 - The Eastern National Story from 1930'.

Below: Enviro 200 44544 on C5 turning right into Loftin Way on 3 May 2022. **Andrew Toms.**



Alan 'Tebzy' Tebbit from Cornwall

Relief Coaches

The letter in EBM 697 from David Grimmett regarding relief, or duplicate, coaches on the East Anglia Express network brought back a memory. One 23 December in the early 1980s I was given a day's work duplicating services 081/3. Christmas Day was on a Sunday that year, so the 'big get away' was on the 23rd. My coach was one of the ex-Fox of Hayes Leyland Leopard / Duple Dominant 51 seaters, if my memory is correct, 1306 (LLT 347V), lovely coaches, a joy to drive, and comfortable for the passengers. My day started with an 0710 departure from Chelmsford to London Victoria, duplicating an Eastern Counties service 081 which had started from Ipswich.

Having dropped off at Samuelson's garage, I proceeded to the coach station to work a relief to the 10 o'clock service 083 to Great Yarmouth. Grey Green were operating the service, with two ENOC coaches already parked behind the service car, from Colchester and Clacton depots. The two drivers were laying down the law to the GG driver, that they would go no further than Colchester or Ipswich. The lead man cautiously approached me and asked what I wanted to do. "Load me for Yarmouth and back" I told him, (i.e., load as many as available for Great Yarmouth, and fill up with Gorleston, Hopton and Lowestoft). The two other drivers grinned at my enthusiasm. I had 49 passengers for Yarmouth, and picked up one more at Charing Cross. I then had a clear run, M11 and M25 to pick up the A12 just south of Brentwood, and bypassed all of the towns and villages. A quick comfort stop, and arrival at Yarmouth a good two hours ahead of schedule.

With my pockets full of the gratitude of passengers who had not endured a long journey through everybody's backyards, I checked with the Inspector that all was covered, and I was free to return to my depot. A spirited run home, and somewhere near Woodbridge I met three coaches, all still heading North. As the other two reliefs set down passengers at their preferred stops, they picked up replacements. Who was grinning now?

John Salmon from Little Waltham

696/7 for EBM 696/7 Follow Up

The features on the Eastern National Leyland Tigers 1128 and 1129 (B696/7 WAR) brought back great memories of a pioneering trip by Chelmsford Swimming Club to Breda in Holland in the late 1980s. We had received an invitation (John Wilson was involved) to take part in an international swimming gala and a large party of swimmers and their parents departed in these two Leyland Tigers. These vehicles were in the white National Holidays livery. We departed from the old Chelmsford bus station shown in the photo in EBM 696.

At the time, 1128 was based at Brentwood Garage whilst 1129 was based at Chelmsford Garage. 1128 was the lead coach and we arrived in Breda after crossing the North Sea via Harwich (I think). The photos show 1128 in Breda shortly after arrival, before the swimmers were allocated to their host families. I can remember my son being forced fed sugar and chocolate sprinkle sandwiches by our host Nettie shortly before the gala! Unfortunately I did not record the details of the Top Deck Bristol FLF / ECW. (Chris Stewart confirms that it is not an ex Eastern National example and thinks, from the CBC / hopper & vent permutations the only likely suspects are BH&D - they had two.)

Thanks for bringing back these memories of a great trip in a couple of very interesting vehicles.
Both photos **John Salmon**



Andrew Colebourne from South Woodford

More on Sullivan Buses in Essex

In the caption to the photo of Enviro 200 MMC AE27 (DB66 SUL) at Loughton Station on route 549 in EBM 696 it was stated that Sullivan Buses are no strangers to Loughton as in recent years they have operated Central Line replacements to Loughton and Epping. The route for those between South Woodford and Loughton northbound is much the same as the 549; southbound it differs in that the rail replacement uses Snakes Lane East and Chigwell Road south of Woodford station to reach Broadmead Road. This is probably so it is consistent with replacement services that terminate from the north at Woodford as that is the first part of the terminal loop, buses returning to Woodford via Broadmead Road and St Barnabas Road, like the northbound 549. However, I have spotted the occasional southbound replacement bus going the 'wrong' way. Hence, Sullivan drivers must be very familiar with the route of the 549.

AE27 was in fact the vehicle used on the first day and it soon became apparent that it was intended to be the regular bus for the route. However, it seems to have had mechanical problems and on a couple of occasions I observed it running significantly late, not good for a 90-minute frequency service.

On 21 March 2022 AE27 was used elsewhere and AE18 was on the 549. However, it suffered a problem and had to be withdrawn temporarily leading substitution mid-morning by double deck E57. AE18 then resumed service mid-afternoon. That was the first time a double-decker had appeared on the 549 since it was an Essex County Council contract operated by Imperial Buses. Although they usually used midibuses, I do recall seeing a Metrobus at least once. Several photographers captured E57 on the route, but unfortunately I did not. By chance E57 had been used for the first time on a Central Line replacement service when it worked on the CL5 Stratford-Loughton on the Saturday before Sullivan took over the 549.

Enviro 200 MMCs AE17, 18, 19 and 22 have all worked the 549 at least once. The first three of these are ex-Abellio buses, ousted from their previous employment by electric vehicles. They are longer B31D versions of the Enviro 200 MMC, whereas AE22 and AE27 are shorter B27D versions. The three ex-Abellio buses are also unusual in having the less-common flared wheel arches, a feature I have not seen commented on anywhere.

After working on the 549 on 30 April and then the W9 on the 1 and 4 May, AE27 was taken out of service for rectification. It re-entered service on 16 May, but evidently was kept closer to base for four days to see how it performed, before returning to the 549 on 21 May.

AE17 had been at Showbus 2021 displaying 549 blinds. However, its first actual use on the route occurred on 14 May 2022 and I photographed it in South Woodford on that date. Unfortunately its powered front destination blind was being temperamental, showing either Staines or Thorpe Park instead of the correct destinations! The photo shows it turning from Daisy Road into Cowslip Road, South Woodford, where it will start its next journey to Loughton. The driver said these buses are too long for the tight turns on the route, but I'm unsure whether they are actually any longer than the 'classic' Enviro 200s that Stagecoach London unfailingly used - not once did anything unusual appear during their tenure! Just to be fair, their buses occasionally broke down in service on the route too!



Around Waltham Forest by Bus, Tram and Train

by Roger Torode. The Omnibus Society, London Historical Research Group.

The London Borough of Waltham Forest and some of its previous constituent councils border on Essex so consequently operators and services crossed the boundary. Of the many historical photos there are quite a few relating to Essex and the earliest is of a Leyland Lion of New Empress Saloon under City control in the 1930s, passing the former AEC Works approaching the Royal Standard junction in Walthamstow en route to Southend. A couple of miles away at The Bell junction there is a stunning shot of two City coaches passing in company with a Walthamstow Council tram.

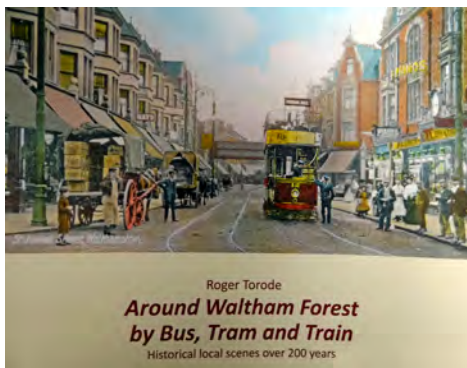
Another eye-catching photo at The Bell is of 97 TVX, an Eastern National FLF, taken on 30 December 1962 in snow-covered Forest Road that brings back memories of that dreadful winter. This is particularly nostalgic for me as it is adjacent to the shop of the driving school with whom I had passed my test just three months previously. Reflecting the sad decline of the 251 is a 1981 photo of a VR, now in Hoe Street as the route had been diverted to Walthamstow Central Station at The Bell on closure of Wood Green depot.

There was a reversal of fortune later that decade when EN gained LRT tenders and a VR is seen at Higham's Park on route 275.

In the early days, boundaries caused routes to terminate where there were no real passenger objectives, such as the Napier Arms, as residents opposed trams being extended to Woodford and subsequently supported by their MP Winston Churchill, trolleybuses also. However, motorbuses did transport city dwellers to sample the delights of Epping Forest and there are photos taken at the Castle Hotel, Woodford, and Robin Hood, as well as the famous Royal Forest Hotel at Chingford.

Epping featured in an amusing photo taken in the High Street of Green Line T284 being delayed by a giant pig! The marathon 718 route from Epping (later Harlow) to Windsor depicts vehicles from various times, such as an RT, RMC & RF and RB. Independent operators Empire's Best and Jennings, whose services passed through Essex from the capital, are also remembered.

Evocative and informative, it is good value at £15. Available from MDS Book Sales and other outlets.



Jubilee Interlude 3 2012 was another Jubilee year (Diamond) as well as the year of the London Olympics. Ulsterbus 1030 (JFZ 7130) is seen in Essex... but only just. The coach had left the Lee Valley White Water Centre, built for the Olympics, which is in Hertfordshire, and having just crossed the river Lea it is now in Essex with Waltham Abbey just visible in the far distance. **Alan White** A coach from the same batch has recently been acquired by Central Connect, see page 26.



698 for EBM 698



Eastern National 4003 (B698 BPU), a Leyland Olympian ONLXB/1R / ECW H45/32F, was new in April 1985. It is pictured above leaving Colchester Bus Station on 1 October 1988. 4003 received this overall advert for Colchester Fuel Injection in December 1987 and returned to fleet livery in September 1990, as seen below, also at Colchester Bus Station, on 9 March 1991. In July 1991, 4003 and sister 4006 (C712 GEV) were transferred to Thamesway in exchange for dual-purpose 4018/9 (C418/9 HJN). Both **Robert Appleton**



Elizabeth Line



The central section of the Elizabeth Line, from Abbey Wood to Paddington, finally opened on Tuesday 24 May 2022. At the same time, the outer sections, from Shenfield to Liverpool Street and from Reading to Paddington, were renamed from 'TfL Rail' to 'Elizabeth Line'. The line will be run as three separate sections until the autumn, when the Shenfield to Paddington sections and Reading to Abbey Wood sections will be joined up, then it is due to become a through service from Shenfield to Reading in May next year. There is also a spur to Heathrow Airport. NIBS and First Essex (the latter on Sundays / BH only) serve Shenfield Station and both, plus Stephenson's and Vectare, serve Brentwood Station. First Essex Enviro 200 44004 below, at Brentwood Station on Thursday 19 May, when the signage had already been updated. NIBS Enviro 200 MMC 401 left, at the same location on 31 May. Both **Adam Kelleher**



Essex Bus Magazine 697 Supplement

Thank you for all the positive feedback we have received about the supplement, it is much appreciated. Just one of the many messages was from James Freeman (past Omnibus Society President and recently retired MD of First Bristol) who writes:

"The Essex Bus Magazine focus on First Essex's radical service changes book arrived with me yesterday. I just wanted to congratulate everybody involved in compiling and producing this, which in my view is a spectacular publication. It shows the Omnibus Society and the EBEG at their best, for it is comprehensive, clear, informative and independent. To somebody like me, who comes from outside the area, it explains what's happening and comments on it all in a constructive and realistic way. Well done on a real achievement with this publication".

One minor error has been spotted in the supplement. On page 25, the section of route X10 between Basildon and Chelmsford had been temporarily withdrawn from 1 November 2021, as detailed in EBM 691, not from March 2020. A further error spotted in First Essex's website timetables is their wrong coding of school day / non-school day journeys in the afternoon on the 87 from Brightlingsea.

Additionally, on pages 4-5 (Colchester competition), re the extension of First Essex 87 over Arriva route 2, it is worth noting that en-route to Horkesley Heath is the new Chesterwell development which will eventually have 1,600 homes. Buses currently pass by the new development but within the estate there are already bus stops / shelters in place; it has yet to receive a bus service, as the trigger point in the Section 106 planning consent for a bus service within the development (based on the number of houses occupied) has presumably not yet been reached. Ultimately, it is understood that buses would access the development via a new bus gate from Bartholomew Court, off Mile End Road. This may explain First Essex's expansion into 'Arriva territory'. Whether it is intended to divert route 87 through the Chesterwell development in due course is not known. Meanwhile, Arriva have reduced the frequency of their service 2 from every 20 to every 30 minutes from 5 June, although we believe that was planned before First Essex extended the 87 to Horkesley Heath. First's departures from Horkesley Heath are at xx10/xx40, with Arriva at xx20/xx50.

With thanks to William Morrison and Geoff Toon.

Regarding the PVR (peak vehicle requirement) figures for Monday to Friday schooldays on page 30 of the supplement, following further research into Bustimes data carried out by Sean Menzies, we believe these are the correct current totals:

Depot	Shuttles	Essex Bus	AirLink	Total
Basildon	16	46	4	66
Chelmsford	33	42	5	80
Colchester	32	26	0	58
Hadleigh	0	52	0	52
Total	81	166	9	256

To be plus 6 (at Basildon, Essex Bus) when First Essex take over the route Z2 Amazon contract.

Service Revisions

by Ian Ransom

19 April 2022

KEV001 NEW SERVICE (Sch only) **Kevendys Travel**, Grays - Ursuline Convent School, Brentwood. Restricted to school pupils.
667 Ilford Hainault Street - Chigwell West Hatch School (Sch only) **Stagecoach London**. One morning journey retimed.

27 April

SM001 NEW SERVICE (Sch only) **CVS Essex**, South Wash Road, Basildon - St Martins School, Hutton. Restricted to school pupils.

28 April

BUCHS NEW SERVICE (Sch only) **Michael Martin** Pitsea Broadway - Brentwood Council Offices via Basildon and Laindon. Restricted to school pupils.

5 June

1 Colchester Shrub End - Colchester Greenstead Estate (M-S) **Arriva**. Minor timetable adjustments.
2 Colchester Horkesley Heath - Colchester Highwood (M-S) **Arriva**. Revised timetable, reduced from every 20 mins to every 30 mins.
8 Colchester Monkwick - Colchester Highwood (M-S) **Arriva**. Minor timetable adjustments.

6 June

347 Hatfield Broad Oak - Harlow Bus Station (M-S) **Epping Forest CT**. Revised timetable.

22 June

Chelmsford Railway Station - Chelmsford Racecourse **Ensignbus**. Shuttle service in conjunction with events at the racecourse, will also operate on further specific dates.

21 July

68 Southend Seafront Service (Daily) **Ensignbus**. Revised timetable.

24 July

86 Waltham Cross - Harlow (M-F) **Arriva**. Extended from Harlow Bus Station to Town Station and Templefields, with a revised timetable.
308/9 Thorley Park - Stansted Airport (Su) **Arriva**. Revised timetable to improve reliability.
311 Bishops Stortford - Stortford Fields (M-S) **Arriva**. Off peak journeys revised to serve Bishops Park, Tesco. Route and timetable revised.
508-510 Harlow - Stansted Airport (D) **Arriva**. Revised timetable to improve reliability.
724 Harlow - Heathrow Airport (D) **Arriva**. Revised timetable, with additional early morning and late evening journeys added.

First Essex: The services to Amazon Tilbury Z3 (from Southchurch) and Z4 (from Pitsea), plus Z2 (from Canning Town, currently sub-contracted to Ensignbus) are confirmed as being for the use of Amazon staff only, despite being registered as 'normal stopping services'.

Between 16 and 20 May **Arriva** service 133 (Colchester / Braintree - Stansted Airport) was unable to operate Blake End - Watchouse Green due to road works. Diverted via Gore Road, New Road, School Road and Bartholomew Green.

Due to the Ride London cycling festival on Friday 27 - Sunday 29 May, a number of diversions and cancellations to services, far too numerous to include here, were in place across Central and West Essex.

With thanks to the Omnibus Society and Paul Harvey.

Colchester

A further Enviro 200 here is 4037 (GN09 AWH), transferred from Northfleet, which entered service on 20 May. It has replaced similar 3990 (GN07 DLY) which we assume is now withdrawn.

News of the former Park & Ride fleet is that 4071-5 are all now in use at Maidstone. 4074's repaint into standard Arriva livery is now completed, and 4071 is now confirmed as having permanently moved across to Maidstone from Gillingham. We believe that 4071 still carries the name on the doors it had when at Colchester (Saint Helena) but the other four had their names removed on repaint.

With two of the dedicated P&R buses off the road (4122/5), StreetLite 4324 was unusually on the Park & Ride service on 31 May and 1 June.

Service revisions from 5 June: the frequency on the 2 (Great Horkesley - Highwoods) was reduced from every 20 mins to every 30, M-S daytime. Services 1 and 8 have just minor changes from the same date and remain every 12 minutes (1) or 10 minutes (8), again M-S daytime.

Southend

A fallen power cable near Bullwood Hall at Hockley on the afternoon of 17 May led to some buses on 7/8 being diverted via Eastwood Road and Cherry Orchard Lane, with one bus, 4258, being used to run a shuttle trip from Ashingdon via Lower Road and Hambro Hill to Rayleigh, returning via Hambro Hill, Lower Road, Church Road and Folly Lane - a most unusual diversion over roads not normally served by buses.

Further major disruption to all Southend services occurred on the afternoon of Friday 27 May after a serious accident closed the Cuckoo Corner roundabout, leading to gridlock across much of the city. Enviro 400 6508 was unusually used on emergency shuttles on routes 7 & 9 between the city centre and Shoebury and is seen, right, at Shoebury East Beach having worked from Southend to Asda as a 7 and then on to East Beach as a 9.

Matthew Evans

The service revisions here are now expected to be effective from the start of the summer school holidays, details to follow next month.



Harlow

VDL / Wrightbus 3776 (KX09 KDK), in new livery, previously in use at Ware, now seems to be allocated to Harlow, thereby restoring the allocation to 45. It was first used here on 25 April.

More information about last month's late news about 4086 going to Derby and in exchange Scania N230UB OmniCity 3556 (YR58 SRY) arriving at Harlow. This exchange lasted from 1-13 May. 3556 is in Arriva Max livery and spent most of its time on the Stansted routes although it was believed to be a trial for route 724 (on which it also worked), it being ULEZ compliant. 4086 was back in use in Harlow on Monday 16 May. Further to this, since 23 May, 4113 has been in Derby in exchange for 3747 (YJ59 BVK), a VDL / Wrightbus in Max livery. This has been in regular use on the 724, also being ULEZ compliant.

Route 8 continues to use Howard Way instead of Minchin Road.

4076 and 4180 appear not to have been in use at all during May. All other vehicles have been sighted.

Harlow Council reopened the Bus Station waiting room and enquiry office on Monday 16 May.

With thanks to Richard Astley, John Card, Matthew Evans, Paul Harvey, Adam Kelleher, Keith Sadler and the M&D & East Kent Bus Club.

Acquired Vehicles

Former Tower Transit Enviro 200s DML44171 (YX11 AFK) and DML 44172 (YX11 AFN), new to First London, were seen at Mardens on 17 May 2022, converted from dual door to single door, still in TfL red. These are believed to be for First Essex and may become the first buses in red shuttles livery. Full details next month.

Further to EBMs 696/7, Enviro 400 MMCs 33983 (route 25, 1 June, in Platinum Jubilee livery), 33986 (route 25, 26 May) and 33987 (routes 20 & 27, on loan to Hadleigh, 30 May) have all joined 33984/8/9 in service, leaving 33985 as the only one not yet in use.

Vehicle on Loan

Volvo B7RLE / WrightBus Eclipse Urban 66936 (WX55 UAC) from First Bristol (Lawrence Hill), complete with instructor, first seen at Westway, Chelmsford on 18 May, as in the photo below. **David Edwards**



Allocation Changes

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

Period 2 2022/23 (24 April - 21 May)

32068 CR (oos)-CR, 32249 CF-CF (oos), 32530 CR (oos)-CR, 32539 CR-CR (oos), 33136 HH-Disposal, 33401 HH-HH (oos), 37010 CR-CR (oos), 37062 CR-CR (oos), 37133 CR-CR (oos), 63065 CR-HH, 63161 HH (oos)-HH, 63330 HH-CR, 66813 CF-CR, 66815 CF-CF (oos), 66823 CR-CF, 66830 CR-CF, 66872 CR-CF, 66936 FG on loan-CF(DS), 67165 BN-BN (oos), 67166 BN (oos)-BN, 67192 HH-HH (oos), 67904 BN-BN (oos), 69515 HH-CR

33401 had a fire in its engine compartment whilst on route 27 on 7 May. Fortunately the bus was passing Hadleigh depot at the time and pulled in. The fire was quickly doused, but damage was such, plus the age of the vehicle, that the bus is likely to be written off.

Then 33136 was completely destroyed by fire near Vange Five Bells on 10 May. The driver noticed smoke so pulled off the A13 on to the slip road. It was working the 1845 Amazon contract route Z3 from Tilbury to Southend. In both instances everyone aboard was evacuated safely.

37133 was involved in an accident with a telegraph post whilst on route 87 in Wivenhoe early morning on 9 May and sustained front nearside damage. It had only returned to service in mid-April after being off road since last August.

Former Park & Ride Enviro 200 MMC 67192 has gone to ADL for repairs after being damaged in an RTC on Canvey on route 22 on 31 March.

Correction to last month, 32539 is of course a Volvo B7TL not a Volvo B7RLE.

Disposals

33136 destroyed by fire 10 May 2022.

Further to EBMs 692 and 694, former Dart / Caetano 41521 was seen on tow for scrap by an MC Tractors wrecker on the A120 at Little Tey on 23 May 2022.

Repaints

There is a schedule for repaints, but sometimes vehicles 'jump the queue'. 63161 and 67166 reported last month plus 67165 (see below) were all repainted after accident damage. As reported last month, 63161 and 67166 were repainted at TVS and returned without vinyls. These were supplied by Mardens and fitted at the depots.

33415 returned to Basildon on 17 May and 44471 returned to Westway, Chelmsford on the same day, both after repaint at Mardens, both to green Essex Bus livery. The former does not have route 100 branding. The latter did not have any vinyls applied, as seen in **David Edwards** photo taken at Westway on 17th. A photo of this bus in overall grey plus interior shots were in last month's EBM. 33983 went to Mardens on 10 May and was back at Basildon on 20th in Her Majesty The Queen's Platinum Jubilee livery, as illustrated on the front cover, inside front cover and page 18.

44467 was seen at Mardens still all white on 17 May, but it was towed to Westway on 27th, by now in EB green with fleet names and numbers but no yellow stripes.

67165 returned to service on 30 May, on route X10, after repaint to green Essex Bus livery, but without fleet names and numbers and also without the yellow dividing stripes. Like 67166 reported last month, this is the third livery it has had in five and a half years; it was new in November 2016 in X30 silver and green livery, then received Urban livery in December 2018.



Super Rear Adverts

44546 at Chelmsford (first seen 21 May) and 47649 at Hadleigh (first seen 30th) have received a white based super rear advert for Efteling, "Holland's Largest Theme Park" (that's Holland as in The Netherlands, not as in near Clacton-on-Sea).

Area News & Workings

Creamfields Festival

This dance music festival, originally a one-day event but expanded over the years to two then three then four days, first took place in 1998 in Winchester, before moving north the next year to Liverpool and then to its current site in Daresbury, Cheshire in 2006. It is held over the August Bank Holiday weekend. To celebrate its 25th UK event (including a virtual event in 2020 due to the pandemic) it has been expanded with the original being renamed Creamfields North and a new Creamfields South event being introduced, which was held at Hylands Park, Chelmsford over the first three days of the Platinum Jubilee four day holiday weekend, from Thursday 2 June 2022 to Saturday 4th. A shuttle service from Coval Lane to Hylands Park was operated by First Essex.

Vehicles seen on the service over the three days (not all operated every day): 33424 (EN NBC), 33425 (Pride), 33983 (Platinum Jubilee), 33987 (First Glasgow gold branding), 33988 (Urban 2 with white front) from Basildon; 32484, 32551, 32641, 32672 from Chelmsford; 32673 (Remembrance), 37007 (EN Badgerline), 37134 & 37138 (both Urban 2 with green front), 37140 from Colchester; 36216 and 36220 from Hadleigh. Many thanks and congratulations to the organisers of the shuttles for getting so many different and special liveried buses together. Photos on page 21.

Incidentally, the service was tracking as route H1 on Bustimes (although not all vehicles were tracked and this number was not displayed). On 2 June Colchester's 67736 was parked in the public space behind the bus station selling tickets for the shuttle service. On 3 June Chelmsford's 44913 undertook this role but was replaced later in the morning by the same depot's 44914. In the afternoon Colchester's 37138 joined 44914 in selling tickets. On 4 June Chelmsford's 32676 and 44599 were used.

Colchester

(All vehicles listed below allocated to CR except where stated. All dates May 2022 except where stated.)

Volvo B7RLEs / Wrightbus 66798, 66803, 66810 and 66828 are all for disposal with various parts & Ticketers, including baseplates, removed from them all. On 27 May, the latter three were still on the 'scrap line' along with 32532, 32539 and 63332, although 66798 was not seen.

News of the Harwich routes (3 May - 1 June 2022). 13 Volvo B7TLs worked on 0915 Mistley - Colchester 104 during this period, plus just one Volvo B9TL, 37135 on 1 June, as the latter are concentrated on Great Horkeley - Brightlingsea 87. This journey also saw two single-deckers, 66804 on 9 May and 67739 the next day. Only one Volvo B7TL worked through to Harwich; on 5 May 37005 replaced 67736 on 0930 Colchester - Harwich 104 and 1100 Harwich - Colchester 104, but it was then itself replaced by 66970 for the rest of the day. So services to & from Harwich were virtually all single-deck operated, including all 12 of the Enviro 300s and seven Volvo B7RLEs / Wrightbus on the Colchester allocation, plus 66823 and 66830 before they returned to Chelmsford. In addition just six

StreetLites worked through to Harwich. Enviro 300 67735 was also seen on route learning duties in the Harwich area on 26 May, covering parts of the 102/103/104 services.

Clacton routes: 74B: 32530 (11th), 32532 (10th, 16th), 32628 (9th), 32629 (30th), 32673 (20th), 37010 (23rd), 37016 (4 June), 37017 (19th), 37020 (28th), 37027 (25th), 37034 (12th), 37037 (18th), 37042 (13th, 24th, 1 June), 37054 (17th, 31st), 37062 (26th), 37135 (21st), 37138 (14th part), 66801 (27th), 67742 (14th part).

76 (in date order): 37007 (15th), 32540 & 32669 (22nd), 67756 (29th), 32068 (Thursday 2 June, Platinum Jubilee Bank Holiday), 67742 (Friday 3 June, also a Platinum Jubilee Bank Holiday), 37015 (5 June).

Chelmsford

(All vehicles listed below allocated to CF. All dates May 2022 except where stated.)

On 24 May, the 'scrap line' contained just 32249 and 32631.

The 1600 Chelmsford to Colchester 371 and the 1735 return are normally worked by a Volvo B7RLE / Wrightbus, as this vehicle then goes on to the 1905 351 from Chelmsford to Warley and return. However, on 1 June, these journeys were worked by Volvo B7TL / Wrightbus 32551, so an unusual double-decker on the 351. Luckily the driver remembered to divert away from the Duke Street bridge! 67169 on school route 620 (25th) - normally a Scania double-decker.

Wrong colour buses: all of Chelmsford's first six buses in green livery, 67160/2/4, 69421/31/3, have appeared on shuttles route C1. DS66848 in Great Leighs, DS66860 in Writtle (both 10th). DS64017 in Springfield, DS66936 in Ingatestone (both on-loan, both 30th).

Basildon & Hadleigh

(All vehicles listed below allocated to BN. All dates May 2022 except where stated.)

Volvo 7900 hybrid 69905 was removed from Basildon Depot on a Thorntons low-loader on 31 May for refurbishment.

Due to the A130 being closed overnight because of a serious accident and police investigation work, there were long delays to service X10 and X30 on the morning of Monday 9 May. As a result, after working in on 561 to Patching Hall Lane schools, rather than returning to Basildon dead as is normal, 33989 worked an X10 service from Chelmsford to Basildon.

As noted last month, since the 17 April service changes, single-deckers are now rare on route 9, one StreetLite only noted only on 16th, 19th, 23rd and 28th, plus Mini Enviro 200 44908 on 12th. Most buses are standard Urban liveried Enviro 400s, but also seen have been green 'coach-seated' 33413/5/6/8/9 (various dates) and MMCs 33984 (11th, 14th) & 33986 (1 June), plus Volvo B7TL 32260 (17th, 19th, 21st, 1 June) and Trident 33186 (10th, 1 June), both the last of their types at Basildon. Route 9 is now interworked with route 200, so a greater variety of vehicles are on the route each day.

Routes 94/A continued to be mainly operated by two StreetLites, although on nine days a Mini Enviro 200 worked instead of one of the SLs. On 17th, Trident 33186 replaced 47653 on the 1500 from Basildon for the rest of the duty. The only other double-deckers noted in the past month have been 33544 on the morning of 31st and 33573 on 4 June.

Route 100 is now mainly Enviro 400 operated, with occasional appearances of the former Volvo 7900 hybrids. Unusual have been Volvo B7TL 32260 (16th, 23rd), Trident 33816 (28th) and a very small vehicle for the route, Mini Enviro 200 44910 (also 28th).

Only one double-decker reported on route 16, 33572 on 22nd.

Basildon shuttles routes B1-B5 continue to be principally single-deck operated, although there have been rare double-deck appearances on B2 and B4 and more frequent ones on B1, but no reports on B3 or B5.

Double-deckers on B1: 33186 (25th), 33425 (25th), 33544 (30th, 3 June), 33549 (11th, 23rd), 33552 (1 June), 33555 (18th, 2 June), 33557 (19th), 33562 (24th), 33572 (23rd), 33989 (24th).

Double-deckers on B2: 33545 (1 June), 33551 (19th). Double-decker on B4: 33562 (25th).

None of the Essex Bus green Enviro 400s have appeared on shuttles, but one of the two green Enviro 200s there, 67166, was on route B5 on 22nd.

33425 was the first double-decker reported on 300 (on 12th) since the Basildon to Chelmsford section was renumbered from 100. 44909 on 251 (29th). 44910 on 200 (17th).

33988 and 33989 have been almost exclusively used on school route 561 in the past month, although they moved on to other routes during half-term week (after Friday 27th).

Blue 67161 and 67163 have been used exclusively on intended route X10 recently. Green 67165/6 and Urban 67167/8 have also often been used on X10 and occasionally black 67190/1. Non Enviro 200 MMCs noted on the route: 47654 (22nd), 67901 (27th), 69902 (9th), 69908 (28th), 69910 (29th), 69912 (4 June), 69913 (27th, photo page 20), 69914 (9th).

Corrections to Captions in EBM 697

Page 18: 67161 on route 42A. The Monday to Friday one journey each way service between Chelmsford Bus Station and Takeley operates during school holidays (albeit at slightly different times), not just on school days.

Page 19: 32269 on route 87. The digits within the fleet number were transposed, this should have read 32629.

With thanks to Robert Appleton, Dale Bell, Stephen Barham, Jon Collins, Richard Delahoy, David Edwards, Gary Ford, Jake Gill, John Lidstone, William Morrison, Gareth Norris, John Podgorski, Ian Ransom, Derek Stebbing, Chris Stewart, Andrew Toms, Robert West, First Essex, Bustimes, Bus Lists on the Web, Facebook, Essex Buses Google group, Wikipedia and Terminus.

First Essex News in Pictures

Platinum Jubilee 33983

Enviro 400 MMC 33983 (SN65 OFY), acquired in Urban livery with gold relief, did not enter service before being repainted into its Platinum Jubilee livery. Here it is leaving Basildon Depot to go to Mardens for repaint on 10 May.

A photo of this bus two days after arrival at First Essex (at Westway) was in EBM 696.



Ten days later 33983 had turned from gold to platinum. Back at Basildon after repaint and wrap into Her Majesty The Queen's Platinum Jubilee livery, 20 May. Other photos on front and inside front covers.



All this page **Gareth Norris**

Other Recently Acquired ex First Glasgow Enviro 400 MMCs

Last month's front cover featured recently acquired Enviro 400 MMC 33989 (SN65 OGE), in Urban livery with gold relief for its First Glasgow X routes branding, operating on route 561. Here is sister 33988 (SN65 OGD) on the same route, exiting Basildon Bus Station 16 May. This bus is in Urban 2 livery, but after repaint from Urban it did not regain the gold relief or X routes branding.

David Hewitt



In contrast, 33984 (SN65 OFZ) is also in Urban 2 livery but did receive gold relief and branding (the latter which has now been partially removed) after repaint from Urban. On route 25 at Eastwood Rise, Southend on 17 May.

John G Lidstone



33987 (SN65 OGC) remains in as acquired condition, in original Urban livery with gold relief and without removal of its Glasgow branding. It entered service at Hadleigh on 30 May on routes 20 & 27, as seen here at Chichester Road, Southend, on its first day. After two days service from HH it was then used on the Creamfields shuttles on 4 June.

Matthew Evans



Unusual Working

ECC contracted route 73, Maldon - Chelmsford via Hatfield Peverel and the back roads, is usually operated by a standard Enviro 200, sometimes a Dart, but the final journey of the day back to Chelmsford works off the 2010 31 so usually has Volvo B7RLEs on it. This journey does not serve Dorset Road or Heybridge Basin. Former Park & Ride 67189, seen as the light fades, was unusual on Saturday 28 May 2022. Photo taken at Nounsley Corner by its driver.

David Edwards



Route Interworking

Dart 42935 has arrived in Duke Street, opposite the bus station, on a route C3 from North Melbourne on 27 May. It then proceeded to Springfield Sainsbury's as a C11 and then back to the bus station as a C12 via Chelmer Village. The C3-C11 combination is similar to the previous 45, but the C11 skirts Beaulieu but does not serve it.

Adam Kelleher.

See page 32 for another photo which includes this Co-Op store, taken half a century earlier.



Volvo 7900 Hybrids

Since the major service revisions of 17 April 2022, Volvo 7900 hybrids are mainly used on Basildon shuttles, but each day they also appear on other routes from BN, principally the 300, less so on 25, 100 and X10. 69913 was the cover star of EBM 697 supplement, whilst on route B3 at Pitsea Broadway, but here she is on route X10 at Chelmsford Bus Station on 27 May.

Robert Appleton

As reported on page 17, sister 69905 is the first of the batch to go for refurbishment.



Creamfields Festival

Details on page 16.

Remembrance liveried 32673 in Writtle on 3 June with "Contract Service" on the blinds.



Eastern National Badgerline-style heritage liveried 37007, also in Writtle on 3 June.

Most vehicles had this blind display; one was seen with "Contract Service" (see above) and one on its return from Hylands had "Chelmsford for" in small letters (as per normal via points) above the destination in larger letters of "Train & Bus Station" and others carried "First f Bus" or the normal "Not in Service" display.



NBC liveried Enviro 400 33424 has had Eastern National-style depot and fleet number plates (silver on red), plus NBC symbols, added at front and rear. Also at Writtle, on 4 June.



All this page **Jake Gill**

Withdrawn Vehicle

584 PJ02 REU Volvo B7TL Plaxton President - withdrawn at CN

Further to EBM 697 and the report of 584 being withdrawn, after months of inactivity, by 14 May 584 had moved away from the rear of the depot into the 'active' rows but still does not appear to have been allocated a ticket machine and there have not been sightings of it on routes locally nor has it appeared back on Bustimes.

In EBM 697 a small typographical error crept in to the remaining B7TL Presidents which should have read 500/565/573/586-8, although 586 has been inactive for a while.

Observations see 565 and 573 still working out of KN regularly at the end of May.

Significant Allocations

Konectbus Enviro 400 fleet number 605 (SN61 CZV) was at CN on 14 May and was reportedly used by CN on service on 18 May. By 19 May it had transferred to KN depot, but was at HD by the end of the month. Also reported was Konectbus 603 (SN10 CFG) working out of HD by 18 May. It is not known if these are permanent or if being used whilst in a repainting process as some have done earlier. They met in Halstead High Street on 1 June, both on route 89, 603 on the 0907 service to Braintree and 605 on the 0915 service to Great Yeldham, as seen in the photo opposite bottom. **Mark Lloyd**

510	HD - KN	by 8 May	817	KN - CN	by 5 May
819	KN - CN	by 9 May			

Fleet News

640 (LX56 EUC) was being worked on in the Engineering yard at CN during May and may be close to entering service. Solo 910 (SF04 SKD) returned to service on 9 May after a long layoff through mechanical issues. It worked the 91/92/95 diagram all day on its first day back in service.

Service News

There was disruption to Clacton town services and the X76 route due to a Tour Series cycling event held on 19 May. Major disruption to Kelvedon depot service output occurred on Friday 27 May due to the RideLondon cycling event centred on Maldon, which affected routes in the Maldon, Tiptree, Chelmsford, Peldon and Layer areas. Open top Clacton Breeze operation recommenced for this year on Saturday 28 May still using 500 (PL51 LDJ).

Preservation News

Former Hedingham L103 (BAR 103X) Leyland Leopard / Plaxton Bustler B55F has been fully restored privately after nearly 10 years work following an engine failure in 2013 and made its public debut at the Fenland Bus Festival at Whittlesey on 15 May as seen in the photo at the top of the opposite page. **Paul Harvey**

Right: Enviro 400 615 (EU07 GVV) on route 88 on 17 May 2022 with a Platinum Jubilee sticker on the front upstairs windows, appropriately in Queen Street, Colchester. **David Moth**

With thanks to John Podgorski and the Hedingham website





Re the acquired ex-London Scania deckers, there are in fact 29 in total. We published lists of some in the March and April issues, but the complete list comprises (quoting their original London United fleet numbers):

SP56-8/60/5/74	YT09 ZCA, ZCE, ZCF, ZCK, BJV, BJX
SP76/83-5/90/4/5/8, 102/4-8	YT59 RYA, RYJ, RYK, RYM, SFO, SFY, SFZ, SGV, SHJ, SFF, DXY, DXZ, DYY, DYY
SP109/10/3/7/9/25	YR59 FYO, FYP, FYU, FYY, FZA, FZG
SP126/7/32	YT59 PBF, PBO, PCF.

Some will be going onto the fleet, others are for resale and are being advertised by Chartwell Bus Sales, as seen in this advert from Bus and Coach Buyer magazine; the bus is thought to be YT59 RYJ, posed in the Rochford depot yard.

There was disruption to various services on Friday 27 May (Maldon area) and Saturday 28 May (north / west of Braintree, Dunmow area) due to the Ride London cycle event (this also affected other operators' services). Meanwhile in Southend, service 14 is on diversion for the next four months due to the closure of Barling Road between the Rose Inn and Shopland, buses are diverting via Little Wakering Corner and Barrow Hall Road.

Very interesting news is that with effect from 10 July 2022 Galloway (a sister company of Stephenson's / NiBS) will be taking on the coach operations of Kirby's Coaches, Rayleigh. Kirby's will continue to sell holiday tours and day excursions both on-line and through their travel shop, but the transport involved will be run by Galloway. From the same date, the small team of Kirby's drivers and the coach fleet will also transfer to Galloway, and the Stephenson's depot at Rochford will operate as an outstation, providing parking and fuelling facilities. We will provide a list of the vehicles transferred in due course.

With thanks to the companies.

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Ensignbus

omnibus suppliers to the world

by Mark Lloyd

News

Stockport County won the National League with a 2-0 victory over FC Halifax Town on 15 May, to return to the Football League after an 11 year absence. The next day they held an open top bus victory celebration using Ensignbus open top Volvo B7L / Ayats Bravo 369 (EU05 BZM). 369 and sister 370 attended the Epsom Derby on 4 June.

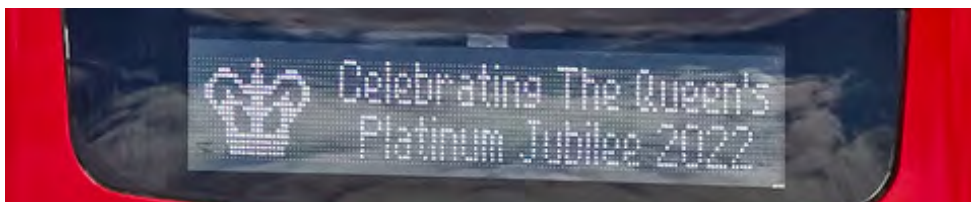
With thanks to Richard Delahoy.

Opposite

Over the Platinum Jubilee Bank Holiday weekend buses on route 68 carried special displays alternating with the usual display - 368 shows this on Belton Way West, with bunting around the upper deck side rails and Platinum Jubilee flags fluttering from the mirror arms, being driven by Ross Newman on Friday 3 June.

A surprise on the same day. Due to heavy traffic and the need to step buses back two trips rather than the usual one to maintain schedule, sales stock Volvo B7L / Ayats Bravo EU05 VBN, ex Bath Bus Co / TootBus, Cardiff was drafted onto route 68. It worked one round trip, front LED display refusing to show, hence the paper 68 in the windscreen. Lorraine Newman driving, in Grand Drive, Leigh. This is a sister vehicle to 369-371 (EU05 BZM/VBL/VBO) which also came from Bath Bus Co and were acquired last year.

All John G Lidstone



Acquired Vehicles

YG02 FWL Optare Solo M920, B33F, new to Marshalls of Sutton-on-Trent OP60, 05/02

It is still in Marshalls livery. First reported on 10 May 2022. It is seen below at Harlow Bus Station on route 5 on 12th. **Tony Higgs**



Correcting EBM 697, former Ulsterbus Scania K230IB4 / Irizar JFZ 7018 has been acquired from Ensignbus for the Central Connect fleet, not the main Galleon coach fleet. It entered service in as acquired livery (as per the photo on page 10 but without the London 2012 signage) but has since been repainted into fleet livery (as per photo below). It has retained its former Ulsterbus fleet number of 1018; this matches the registration and fits into the number sequence detailed in EBM 696. It is the first vehicle to be seen carrying a new fleet number. The new fleet numbers are in connection with a new fuelling system that has not yet been commissioned. Like sister JFZ 7130 illustrated on page 10, 1018 was used on London Olympics work in 2012.

In addition to St Edmunds College route 19 from Loughton (illustrated in EBM 696), Central Connect has also gained, at the expense of Golden Boy, route 1 from Cuffley. 1018 waits to start its journey on 20 May from The Plough, Cuffley in its new livery. **Owen Woodliffe**



Two Central Connect Optare Solo M850 Slimlines.

Right: 1008 (MV07 DWM, ex T10 BHN) in Hertford Bus Station on 18 May 2022, still with Salisbury Reds branding and fleet number, despite it actually being blue. The blue livery is from its time with Damory Coaches.

Allan White

Below: In contrast, 1002 (SGZ 2223, ex WX05 RU0) is in Central Connect livery. It is in Stevenage Bus Station on layover 17 May.

Paul Harvey

The number of double-deckers in use on the Epping routes in May has fallen further to just four with YP59 OEO joining OEM/N/V/W/X in not being seen.

Enviro 200 SN57 DWV now has a working LED blind display.

With thanks to John Card, Paul Harvey, Tony Higgs, Owen Woodliffe and Allan White.



During the morning peak of Friday 6 May 2022, 14 buses were operating in Essex, in fleet number order they were:

- 1 (SGZ 1001) Volvo B7R / Jonckheere Modulo on Ipswich school contract 10 from Holland-on-Sea / Tendring
- 3 (SGZ 1003) Volvo B11RT / Caetano Levante on Ipswich School contract 2B from Colchester Braiswick / Langham
- 38 (YR61 RUU) Scania OmniCity on 0803 Ipswich - East Bergholt High School - Manningtree 92, 0920 Manningtree - Ipswich 92
- 46 (SGZ 3346) Scania OmniCity on Ipswich School contract 2A from Feering / Colchester Tollgate
- 47 (SGZ 3347) Scania OmniCity on Ipswich School contract 2C from Langenhoe / Colchester
- 57 (PN52 XBJ) DAF DB250 / East Lancs Lowlander on 0821 Langham - East Bergholt High Sch 694, 0910 East Bergholt - Ipswich 94
- 58 (PJ53 OLA) DAF DB250 / East Lancs Lowlander on 0813 Ardleigh - East Bergholt High School 693, light to Ipswich
- 60 (PJ54 YZT) Scania N94UD / East Lancs OmniDekka on 0810 Ipswich - East Bergholt High School - Colchester 93A
- 61 (PJ54 YZU) Scania N94UD / East Lancs OmniDekka on 0755 Colchester - East Bergholt High School - Ipswich 93
- 70 (YX59 BZL) ADL Enviro 200, and 162 (SK07 CGO) Volvo B7RLE / Wrightbus Eclipse on Colchester routes 4 & 11
- 71 (LX58 LMO) ADL Enviro 200 on Ipswich School contract 6 from Castle Hedingham / Halstead
- 72 (LX58 LMM) ADL Enviro 200 on 0830 Clacton - Mistley 2, 0940 Mistley - Clacton 2
- 73 (YX59 BZN) ADL Enviro 200 on Ipswich School contract 3 from Dedham / Dedham Heath.

A week later, on 13 May, 3 (SGZ 1003) worked Ipswich School contract 6 and 2B reverted to double deck operation with Scania OmniCity 48 (SGZ 3348). My previous snapshot for Monday 10 January 2022 (see EBM 694 p25) listed 15 buses, the above has 14. This is because contract RC1 Thorington Crossroads - Suffolk Rural College at Otley passed from Ipswich Buses to Beeston's of Hadleigh, Suffolk, at the beginning of the new term on 25 April.

On 5 May, 59 (PJ53 OLB), sister to 57/58 above, worked 1545 East Bergholt High School - Ardleigh 693, seen right after negotiating the Manningtree level crossing. **Robert Appleton**

Instead of two 8.9m long Enviro 200s from 70 - 73, on some days Colchester routes 4 & 11 were worked by one of these, plus a longer single-decker, or two longer single-deckers on 31 May / 1 June. Examples were:

11/14 May: Mercedes Citaro 153 (BF65 HVT)
13/26 May, 1 June: Enviro 200 84 (MX09 HHS), after return from interior refurbishment at Hants & Dorset Trim

18/19/25/31 May, 1 June: Enviro 200 85 (KX59 GNY). Previously numbered 77, this bus has been renumbered into a non-seat belted series of Enviro 200s, 78 - 85 / 101 - 108. The seat belt fitted Enviro 200s are 70 - 76. 85 has had a repaint and interior refurbishment at Hants & Dorset Trim.

20/23 May: Volvo B7RLE / Wrightbus Eclipse160 (SN57 DDF)

27 May: Enviro 200 82 (YX63 LGF)

30/31 May: Enviro 200 83 (KX58 GUW)

In contrast, Clacton - Mistley 2/A remained in the hands of one of 70 - 73, the only exception being Enviro 200 83 on 10/11 May.

An ex Stagecoach London and New Adventure Travel dual-door Scania OmniCity double-decker LX59 CRV is on loan for a few weeks, working school services in Suffolk. However, on 18 May, a three lorry crash on the A12 near Colchester closed the A12, with five mile tailbacks, and traffic congestion in Colchester as well. This caused very late running on service 93. To maintain the service LX59 CRV was used on 1150 Ipswich - Colchester 93 and 1315 Colchester - Ipswich 93.

With thanks to Stuart Ray, Ipswich Transport Society Journal, Ipswich Buses Enthusiast Facebook Group, Ipswich Buses website, Ipswich School website, Bustimes.



Enviro 200 AB09 PAN (ex LJ09 KPU) has been on hire to Purple Parking, Heathrow, since April 2022.
 Withdrawn Volvo B12B / Plaxton Panther AB53 PAN has been re-registered back to LK53 KXB.
 Mercedes Benz 413CDI / Koch DB54 PAN has been re-registered back to SN05 FCF and withdrawn.
 Volvo B12B / Plaxton YJ05 XXB has been withdrawn, as have Enviro 200s DB09 PAN (ex LJ09 KPR) and YX10 BFL.



As reported in EBM 696, Enviro 200 KX11 EEH has been converted to single door and repainted into fleet livery. It is seen on layover in Colchester Bus Station on 19 April 2022. **Robert Appleton** With thanks to Adam Barham and John Podgorski.

Other Operators

by Roger A Smith

Don's, Dunmow

Acquired is Mercedes-Benz Sprinter VUI 8238 from Klarners, it was previously T16 KCL. Scania OmniDekka K230 YN07 EXK has received fleet livery. Iveco Daily DT05 DON and Dennis Javelin / Plaxton Premiere P432 JDT have been sold, the former's registration has been retained. Dennis Lancet / Jonckheere Piccolo TXI 8756 is this year's rally vehicle and as such is back in use ex stored.

Jones, Braintree

New here is YX22 OHH, an Alexander Dennis E20D, B30F.

Kelly's Travel, Nazeing

Setra S315 IIZ 3644 reverted back to W402 HOB and sold.

Kevendy, Wickford

YN04 AXA, a Neoplan N516/3SHDC, C53FT, acquired in January, formerly with Goodfellow, Thorne, South Yorkshire, has been re-registered as K15 DYS.

Kirby's Coaches, Rayleigh

Please see 'Stephensons NIBS' report on page 24 for news about the future of this company.

Peter Godward, Basildon

BV66 GXD and BV66 GXE, both Mercedes-Benz Tourismos, C53FLT, have recently arrived, ex Pullmanor, Croydon, Greater London, whilst Mercedes-Benz Tourismos BF61 HCL and BF61 HCO, both C53FL, have gone to the Evobus dealership in Coventry.

With thanks to Richard Delahoy, Alex Hazell, John Podgorski, Owen Woodliffe and the PSV Circle.



Above: White coach, white car and white building. From 2 April 2022, **National Express** service 737 (five return journeys from Stansted Airport to Oxford) has been re-routed through Harlow, Hertford and Hatfield. Volvo B11RT / Caetano Levante BM68 AHU, 59 in the Go-Ahead Oxford Bus Company fleet, turns into the Bus Station approach road at Harlow on its way to Stansted Airport during the afternoon of 13 May. **Owen Woodliffe**

Jubilee Interlude 4

London Bus Company's RT2150 (KGK 959) at the Bus & Coach Day at the mid Norfolk Railway, at Dereham Station on 8 May 2022. This bus was new in 1949 so, alongside many other RTs, would have been in service in London when The Queen ascended the throne three years later, and is still used in service at the time of her Platinum Jubilee. **Stephen Barham**. More RTs opposite.



Recreating a (London) bus garage

by Richard Delahoy

Photo charters have been an established feature on preserved railways for many years now, recreating scenes from the past, often with special lighting, re-enactors and carefully choreographed scenarios. Less well-known are similar opportunities using buses and coaches. Time Line Events (TLE) specialise in running all types of photo events and I've participated in three bus events now, coincidentally all

night shoots, starting with London buses under the iconic barrelled roof at Newbury Park Underground station (from midnight to 2am!), then an evening at the Wythall Transport Museum and most recently in one of Ensign's cavernous storage sheds at their Purfleet base, aimed at recreating scenes of a working garage, using Ensign's extensive heritage collection. We included one photo in EBM 694, here is a small selection of other shots from 5 February 22. You can find details of TLE's events at www.timelineevents.org.



With First Essex renumbering Chelmsford longer-distance routes in April, we look back to when the 3xx series started.

As explained in the article 'What's in a Number?' in EBM Extra Issue 1, Eastern National first started using numbers in the three-hundreds for the routes operated by Hicks Bros, which had been under EN's control from 1950. Our subject here, 311, was the trunk Chelmsford to Braintree service and had assumed that number in 1953. At the time, buses from Braintree to Halstead were provided by old-established EN services 23/23A and these were renumbered 323/4 in September 1954 as part of the final stages of tidying up EN's complex route numbers. Then from May 1958, the 311 was extended to Halstead, incorporating the old 323/4, which numbers disappeared except for a Thursday only 323 from Braintree to Sudbury. Subsequently the 'catch all' 311 number was expanded to become 310/11/12/13 to reflect the fact that there were four differing routings north of Braintree.

The number 311 finally disappeared in October 1991 when EN made wholesale changes. Braintree to Halstead reverted to just a local route, numbered 11 and operated by minibuses, whilst the core Braintree to Chelmsford service was merged into a Chelmsford town service and became the 43, Braintree - Chelmsford - Writtle (and on Sundays, services were tendered by Essex CC and linked to other routes, giving a 451/2, Halstead or Braintree to Ongar or Romford, via Chelmsford).

In more recent times the Chelmsford to Braintree service has been provided by the 70, running through to Colchester, and it is this service that has now been renumbered 370 (although the 70 number has been kept for short workings between Chelmsford and Braintree, previously 70A). First Essex no longer serves the Braintree to Halstead corridor (except for evenings and Sundays with ECC contract route 42B from Chelmsford), this now being the preserve of Stephenson's 38/A and Hedingham 89.

The bus is standing in the traditional Chelmsford Bus Station and it's hard to believe now that buses stood here alongside Duke Street with a narrow platform / shelter as seen behind the bus, and passengers had to walk onto the bus circulating area to board. In autumn 1973 this dangerous situation was resolved with the creation of a series of saw-tooth bays inside the depot building, as many of us will fondly recall, and only buses out of service were then parked on the offside here.

The bus is 2735 (182 XNO, originally fleet number 1606), one of 247 FLF model Bristol Lodekkas that EN operated. It was new in January 1962 and looks resplendent here with no adverts. It carries HD depot plates, showing that it was allocated to the small garage in Halstead High Street which closed in March 1984 and is now the site of the local Sainsburys supermarket, as illustrated on page 1 of EBM 695. We don't have a date for the photo by **Frank Church** but the bus is in traditional Tilling livery with two cream bands edged in black and that, plus the location, suggests a date no later than 1972. 2735 was allocated to Halstead between November 1967 and May 1973. The Co-Op in the background is still there 50 years or so later, see photo on page 20.



Platinum Jubilee Pageant

This was the final event of the four-day Platinum Jubilee Bank Holiday weekend, held on the afternoon of Sunday 5 June 2022, down The Mall to Buckingham Palace. Seven open top buses were wrapped to represent each decade of Her Majesty's reign, from the 1950s to the 2010s. Celebrities associated with each decade rode on the top decks.

Former Westcliff Motor Services / Eastern National / First Essex open-top Bristol KSW / ECW WNO 479 had the honour of representing the 1950s. It was new in 1953, so is just a year short of its own 70th anniversary. Appropriately, it was WMS / Eastern National / First Essex's longest serving bus ever, it remained with the companies until 2010. Numbered 1426 in 1955 and 2383 in 1964, it was converted to open top in 1966.

Photo top right taken after the wrap had been applied 2 June.

Photo right taken outside Buckingham Palace 5 June.

Both **John Stewart**



Right: a screen grab from the BBC broadcast of the pageant of WNO 479, with fictious registration CRNA T10N, on The Mall on 5 June, alongside Bill and Ben the Flowerpot Men.

In the top photo a 1950s photo of Cliff Richard can be seen above the entrance. In the bottom photo, he is standing at the top right (nearside) of the KSW, singing his debut hit "Move It".





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Reporting the Essex bus scene since 1964