

Essex Bus News

**No. 624
April
2016**



Essex Bus Enthusiasts Group
www.essexbus.org.uk

£4

where sold



Left:
On Yer Marks!

Heddingham
Volvo/Plaxton
President
(EU53 WVZ)
in the
traditional
Heddingham
livery in
Osborne
Street,
Colchester on
30 March on
service 88 to
Halstead, and
friends!

**Ken
Coldwell.**



Unusual Blind 1.

Alexander Dennis Enviro200 44003 (LK57 EJJ) was out on test on the morning of 1 April after some engineering work with the most unusual 'Vehicle On Road Test' indicator display. **John Lidstone.**

Front Cover Picture.

One of many bus services which changed operator on 10 April, NIBS' 222 from Wickford to Billericay had been operated by them for many years (the traditional 251 link between the two towns having been largely lost on weekdays with the diversion of the 251 to Basildon in 1991). On Friday 8 April, Scania 83 (LX08 ECF) heads past Barleylands Farm towards Crays Hill. **Chris Stewart.**

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Richard Delahoy, details opposite.

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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:

Alan Cross, Wigan - 1100
Neil Bays, Rochester - 1101.

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 28 April

Fred Lawrance. South East England bus operators 1940's to 1960's and a few 1970
Featuring M&D, East Kent, Hastings Tramways and Southdown
Life Member Bob Palmer, "Pure Nostalgia".

Thursday 26 May

Thursday 23 June

John Wilson.

John's memories of 1962 to 70 with ENOC plus associations with LT, Grey-Green, Harris and Sovereign
Owen Woodliffe, tba

Thursday 28 July

Thursday 22 September

tba

Thursday 27 October

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

Thursday 24 November

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 13 May.

Richard Delahoy, "20 Years Ago".

Other 2016 dates, all Fridays

10 June, 8 July, 12 August, 9 Sept, 14 October, 11 November, 9 December.

A Blast From The Past.

Eastern
National
Bristol VRT
ECW 3070
KOO 788V
seen at
Maldon Bus
Station in a
version of
the new
Eastern
National
livery during
a group tour
in 1986.

**Paul
Harvey.**



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

EVENTS

Sat 16 April

Silver End 90th Anniversary Celebrations featuring Heritage Buses.

Services from Silver End to Cressing and Witham via Rivernhall with Guy 373WPU, KSW VN0859, RE FWC 437H and K AJN 825 expected. 1000 to 1700hrs.

Sat/Sun 16/17 April

Colne Valley Railway Vintage Vehicle Weekend, Castle Hedingham. 01787 461174

Sunday 17 April

London Bus Museum Spring Gathering at Brooklands. Londonbusmuseum.com

Saturday 7 May

Transport Enthusiasts Bazaar & Bus Display. Theydon Bois Village Hall.

Sat/Sun 14/15 May

East Anglian Transport Museum 40's Weekend. www.eatransportmuseum.co.uk

Sat 4 June

Stephensons Olympian Running Day. www.stephensonsofsex.com

Sunday 5 June

Clacton Bus Rally. Clacton Factory Outlet. www.colneestuarypb.co.uk

Sunday 26 June

Basildon Bus Rally at Barleylands, Billericay. www.basildonbusrally.com **Note changed date. Group Stall here.**

GROUP TOUR

Saturday 28 May 2016

THE SUFFOLK PANTHER

Departing Colchester Bus Station at 0830 and using Panther Travel's ex Leyland Olympian commuter coach, we shall be visiting a selection of interesting Suffolk operators, both large and small.

Highlights of the trip will be visits to Ipswich Buses, Beestons, Borderbus, Bucklands and Venuturer Coachways. Lunch stop will be taken in Woodbridge. Return to Colchester approx 1830.

Fare is £20. To book, please send cheque payable to E.B.E.G together with S.A.E. to Keith Woods, 34 Normandie Way, Bures, Suffolk CO8 5BE

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.

Eastern National in Lincolnshire, Paul Harvey.



Eastern National 1404 (VHK 177L) - 1972 Bristol RELH, Eastern Coach Works single deck coach. New to the 'Tillings Travel' coach fleet, this coach was repainted into 'National Coach white' livery before entering service, and soon transferring to National Travel (South East). Transferred to the parent Eastern National fleet in 1979, this coach was rebuilt as the prototype for the E.C.W. B51 coach body in 1981. Passing to Bristol Omnibus in 1985, the coach was privatised to Badgerline then, in 1992, passed to Northern Bus. In preservation since 1998, and returned to 1981 livery and condition, this coach is now in the care of the East Anglia Transport Museum, Carlton Colville. 1404 seen at the recent Lincoln Vintage Running Day performing tours and shuttles.

ENB624p3

(See corrected info re 1404 in issue 626)

East Anglian Express Services 32 YEARS Ago by Owen Woodliffe.

Silver End is somewhat of a quiet backwater but, on 20 May 1984, it was briefly connected to the National Express network. This came about when, with the introduction of summer timetables, there were major changes to East Anglian Express services. This pool of London - East Anglian services, initially between Grey-Green, Eastern National and Suttons to Clacton in 1967, had expanded the following year to include Eastern Counties services to Yarmouth plus seasonal express provided by Eastern National (X12) and the holiday camp services of Norfolk Motor Services and Belle of Lowestoft.

Firstly, there was a renumbering of all EAX services into the 080 to 089 series. Thus, the 095 London (Victoria Coach Stn) to Thetford was renumbered 083 (the former Yarmouth service, which became 081). The new 083 was curtailed at Bury St Edmunds and re-routed at Witham via Rivenhall and Silver End to Braintree, which also gained additional short workings provided by Grey-Green's Essex commuter service coaches that would be laying over in London. The result was an hourly service between Victoria and Witham via the 'slow' route calling at Charing Cross, Aldgate, Stratford, Ilford, Gants Hill, Romford, Brentwood, Shenfield, Ingatestone and Chelmsford.

The idea for these changes was to build on the successful commuter services that had commenced in September 1983 and were jointly operated by Grey-Green and Eastern National to replicate Maidstone & District's Invictaway network in Essex. For at that time, commuter services 195 (from Sudbury), 196 (from Silver End), 197 (from Fordham Heath) and 198 (from Great Cornard) were providing a 10 minute service in the morning peak through Braintree to London.

I was involved with the 083 service during Summer 1984. Grey-Green had regulators at their major pickup points to assist passengers board their correct coaches on Summer Saturdays and I performed this task between 0730 and 1000 at Stratford where routes converged from Victoria to East Anglia, north and east London to South Coast, Kent and West Country. Essex commuter drivers were utilised for Grey-Green coastal services at weekends so were not available to cover 083 shorts on Saturdays. As I had time to get from Stratford to Stamford Hill, I became a regular driver for the midday ex Victoria and afternoon return.

By the time I arrived at Stamford Hill the only available coaches were usually those that had returned from overnight European services so the Leopard/Dominant 11's FYX 8xxW, Dominant 111 ex Leyland demonstrator DFR 979W, Tiger/Duple Goldliners OHM 831/2Y and Volvo B58/Dominant 11 EYH 802/3V were mainly allocated as these could be utilised and be ready again for Amsterdam or Paris overnights.



The Saturday service to Braintree mostly carried fresh air, with just a handful of passengers except when another EAX coach was overloaded on one occasion and I took the remainder to Chelmsford for the EN staff to sort out. It was a very pleasant summer driving through the back roads of Essex through Silver End in total contrast to the hustle and bustle of the main EAX services. But 1984 was to be the last full year of Grey-Green involvement in EAX. The parent Cowie Group had become dissatisfied with the financial return of the all-year round express services and ordered Grey-Green (as they had done with British Coachways) to swiftly withdraw. Silver End

therefore returned to being a quiet backwater served only by local services and, for a few more years, by a London commuter service.

Top picture: The first Volvo's were delivered to George Ewer in 1980 and EYH 803V was one of a pair with Duple Dominant Express bodies. At Braintree in June 1984, with Owen's family on board, together with his daughter's teddy bear, four passengers equalled a typical load for this complete journey! **Owen Woodliffe.**



lower picture: Actually in Silver End in June 1984, XYK 745T, a similar Bedford YMT with Duple Dominant bodywork.

Owen Woodliffe.



Service Changes by Paul Harvey.

Acme Bus Co

10 April 16	7/7A	M-S	Bishop Stortford to Stansted Airport: revised timetable.
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Amber Coaches

1 April 16	11	M-F	Purfleet to Basildon: revised contract t'table and route to operate via Horndon on the Hill.
10 April 16	268	Sch	Blackmore to Grays: contract service reinstated (updated information).

Arriva Kent Thameside (Colchester & Harlow)

10 April 16	1	M-S	Shrub End to Greenstead: revision to route and timetable.
	2/C	D	Highwoods to Great Horkesley: Sunday contract service withdrawn.
	2/3	M-S	Harlow Circular via Staple Tye: revised timetable & route both services will use Haydens Road instead of Harberts Road, contract journeys no change to route.
	4	M-S	Harlow Circular via Latton Bush: revised timetable & route the extension to the Rail Station withdrawn. No change to contract journeys.
	5	M-S	Harlow Circular via Sumners Farm: revised route and timetable. The section of route to Little Pardon and Hospital withdrawn. Rail Station will not be served.
	5	M-F	Pinnacles to Sumners Farm: contract service withdrawn.
	6	M-S	Harlow Circular via Mark Hall & Church Langley withdrawn.
	6	M-S	Harlow Circular via Little Pardon: new service serving Hospital.
	7	M-S	Harlow Circular via Mark Hall South & Old Harlow: service withdrawn.
	8/A	M-S	Harlow Circular via Old Harlow: revised route and timetable, no changes to contract 8A service. Will not serve First Avenue.
	8/C	D	Monkwick to Highwoods: Sunday contract service withdrawn.
	10	M-S	Harlow to Church Langley: revised route & timetable no changes to contract journeys.
	59	D	Chelmsford to Harlow: Sunday contract service withdrawn and revised timetable with route variation in Roxwell for the 1910 from Chelmsford (Updated information).
	308/309	D	Bishop Park to Stansted Airport: revised timetables with 308 no longer serving Oriole Way operating to/from Thorley Park Sainsbury and Bishop Stortford only.
	509/510	D	Harlow to Stansted Airport: revised route & t'table, introduction of new service 508 via Dunmow Road & Takeley giving a combined 10 min daytime service to/from Stansted A'pt.
	602	Sch	Highwoods to Colchester/Great Horkesley: school service withdrawn.



From 20 March, Network Colchester had two double decks on loan from Arriva Southern Counties at Northfleet, East Lancs DAF 6253 and ALX400 DAF 6234, here we see 6253 on route 1 in Maldon Road, Colchester. **Russell Young.**

EBN624p6

Braintree Community Transport

11 April 16	SB21	Mon	Fuller Street to Braintree: service withdrawn.
	SB22	Mon	White Colne to Braintree: service withdrawn.
	SB23	Tue	Tilbury Juxta Clare to Haverhill: service withdrawn.
	SB24	Tue	Steeple Bumpstead to Haverhill: service withdrawn.
	SB25	Wed	Foxearth to Sudbury: service withdrawn.
	SB26	Wed	Belchamp Otten to Sudbury: service withdrawn.

Brentwood Community Transport

1 April 16	898	M-F	Romford to Blackmore: section of route between Brentwood & Romford withdrawn with revised t'table.
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Carters Coaches

11 April 16	93/94	M-S	Ipswich to Colchester: minor change to route and times within Colchester due to closure of Brook St.
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Carters Coach Services newest Trident. 407 (LX04 FYB) is a Transbus Trident/ALX400, new in 2004 as Stagecoach London fleetnumber 18235, later Tower Transit fleetnumber 33205, acquired by Carters from Ensign (dealer) in 2015, converted to single-door and repainted in to fleet livery. Photo taken at Lambe School, East Bergholt on 4 March, 407 was working 1105 Ipswich - Colchester service 93.

Robert Appleton.

Chelmsford Community Transport

10 April 16	SB53	TTh	Margaretting to Chelmsford: service withdrawn.
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Colchester Voluntary Transport

10 April 16	SB31	Wed	Colchester to Lower Breton: service withdrawn.
	SB32	Mon	Colchester Stanway to Eight Ash Green: service withdrawn.
	SB36	TF	Maldon to Althorne: service withdrawn.
	SB37	Thur	Tiptree to Tolleshunt Knight: service withdrawn.

Community Link (Essex County Council)

10 April 16	10	Sat	Bishop Stortford to Chishall: service withdrawn
	17	TF	Little Sampford to Saffron Walden: service withdrawn.
	5	Thur	Sible Hedingham to Sudbury: service withdrawn.
11 April 16	40	M-S	Witham Town Service: new contract service.
	SB21	Mon	Fuller Street to Braintree: new service.

Service Changes, continued by Paul Harvey.

Ensign Bus

2 April 16	21	M-S	Brentwood to Ongar: revision to timetable.
11 April 16	21	M-S	Brentwood to Ongar: additional Mon to Fri journey 1840 to Ongar and return introduced and Saturday journeys extended to 25 June 16.



above: Demonstrator Volvo B5TL MCV Evoseti BF65 WHZ which spent time with First South Yorkshire at Rotherham, has arrived at Ensignbus for a three week trial as their 900. Previously in First Group corporate livery, it is now all white. Photographed in Crown Road, Grays on 15 March 2016. **Russell Young.**

Epping Forest Community Transport

10 April 16	SB05	MW	Ongar to Stanford/Abbess Roding: service withdrawn.
	SB06	Mon	Matching Green to Epping: service withdrawn.
11 April 16	347	M-S	Hatfield Broad Oak to Harlow: service to operate on Tuesday, Thursday & Saturday only.
	HSB01	MWFS	Harlow to Churchgate School: new service.

First

10 April 16	1A	D	Greenstead to Ambrose Ave: revised Mon to Sat evening & Sunday contract timetable.
	2	M-S	Highwoods to Colchester: revised evening contract timetable with minor route change in Highwoods and extended to Great Horkesley. New Sunday contract timetable introduced all renumbered 2A.
	5	D	Basildon to Pitsea: minor timetable revisions Mon to Fri am peak & evening contract service extended from Felmores to Pitsea.
	7/8	D	Clacton to Walton: revised Mon to Sat evening contract timetable.
	8/A	D	Pitsea to Laindon: minor route revision with the terminal point in Laindon moved to Fenton Way.
	10-12	D	Jaywick to Great Clacton: revised Mon to Sat evening route and timetable.
	17/18	D	Clacton to Point Clear: revised Mon to Sat evening timetable.
	21/B	D	Canvey to Southend: minor timetable revisions to Mon to Fri peak service.
	25/A	D	Basildon to Southend: Sunday daytime contract service, which terminates at Wickford is extended through to Southend.
	27	D	Temple Sutton to Canvey: minor timetable revision to the 2250 journey from Southend on Mon to Fri.
	28	D	Southend - Basildon: minor timetable changes on Mon to Fri.

31	D	Chelmsford to Burnham: Mon to Sat eve contract t'table revised and Sunday service renumbered 33.
36	D	Chelmsford to South Woodham: minor timetable to early morning journey and to the evening contract timetable. Sunday contract service extended to Broomfield Hospital with revised timetable.
40	M-S	Broomfield Hosp to Great Baddow: additional journey Mon to Fri 0900 from Gt Baddow to Chelmsford.
41/51	D	Galleywood to Chelmsford/Chignall Estate: Sunday contract service revised with service 51 renumbered 51A serving Moulsham Lodge.
42	D	Galleywood to Broomfield Hospital: Mon to Sat evening contract timetable revised with some journeys extended to Great Waltham.
42A	D	Galleywood to Stansted Airport: revised Sunday contract timetable.
45/A	D	Writtle to Moulsham Lodge: Sunday evening contract service revised with service 45 replaced by 45A between Chelmer Village & Writtle. Moulsham Lodge will be served by revised 51A. The 45A journey, which extends to Boreham, renumbered 48A.
54/56	D	Beaulieu Park to North Melbourne: minor changes to evening peak timetable.
64/A	D	Shrub End/St Michaels to Greenstead: revised Mon to Sat & Sunday contract timetable.
65	D	Highwoods to Stanway Toolgate: one afternoon schoolday journey withdrawn.
66/A	M-S	Rowhedge/Old Heath to West Bergholt: the Mon to Sat evening contract service to operate as service 66 between Colchester North Stn & Rowhedge and as service 66B between West Bergholt & Old Heath. New Sunday contract service will operate in two sections hourly services between Colchester North Stn & Rowhedge and two hourly between Colchester & West Bergholt.
70	M-S	Colchester to Chelmsford: revised timetable with new contract Sunday timetable introduced with terminus in Colchester at Mason Road.
71/C	M-S	Colchester to Chelmsford: revised Mon to Sat evening contract service with improved timetable and service renumbered from 71C to 71A.
71B	M-S	Chelmsford to New Dukes Way: minor timetable changes.
73	M-S	Chelmsford to Maldon: revised contract timetable with a new 73A journey operating via Chelmer Park & Springfield Park.
73	D	Bishops Hall to Warley: service renumbered 37.
74/B	D	Colchester to Clacton: revised Mon to Sat evening 74B contract timetable with terminus in Colchester now Town centre instead of North Station.
75	M-S	Colchester to Maldon: new Sunday contract service introduced and will serve Maldon Leisure Centre.
76	D	Colchester to Clacton: revised Sunday contract timetable.
88	M-S	Colchester to Halstead: new Mon to Fri evening contract service introduced. The evening Mon to Sat extension to North Station is withdrawn.
102	Sun	Colchester to Harwich: contract service revised to serve Parkeston Village.
103/4	M-S	Colchester to Harwich: the evening contract service 104 is revised to operate as 102 running via Dedham & Parkeston village with revised timetable.
106	Sun	Colchester to Harwich: new service one journey each direction.
351	D	Chelmsford to Brentwood: minor change to evening timetable.



Colchester based First Essex Streetlite 63338 with member Dave Edwards driving, getting ready to depart Chelmsford bus station on the 2215 71C departure to Colchester on Wednesday 9 March 2016.

Dave Cope.

Service Changes, continued by Paul Harvey.

Galleon Travel (Trustybus)

11 April 16 392/3 M-S
418-421 D

Harlow Circular via Hoddesdon: revision to timetable with service 393 withdrawn and to operate Harlow to Rye Park (updated information).
Harlow to Ongar & Loughton: new services with 418 hourly Harlow to Loughton via Church Langney & evening 541 route, 418A is Mon to Fri peaks Harlow to Epping, 418B is the current Harlow to Loughton evening & Sundays, the 419/420 are the present service 420 operating Mon to Fri off peak and Saturdays the 421 Mon to Fri peak hours between Ongar & Epping (updated information).

Go Ahead (Hedingham)

10 April 16 16 Sch
16A Sch
63/A M-S

Old Heath to St Helena School: minor timetable revisions to this contract service.
Colchester Canwick Grove to St Helena School: minor timetable revisions to this contract service.
Colchester Mason Road to St Michaels: new contract service.

Harwich Connexions Transport

9 April 16 SB62 Fri Ramsey to Manningtree: service withdrawn.

NIBS

7 March 16 482/5/6 Sch Ongar to Hutton Schools: morning journeys to operate 10 mins earlier.

Regal Busways

5 May 16 B2 M-F
9 May 16 3 M-S

Shoeburyness to Basildon Hospital: section of route between Shoeburyness & Southchurch Lifstan Way withdrawn with revision to running times.
Chelmsford to Southend: revised timetable.



picture above: Regal Busways Optare Solo 206 on the Thursdays only Witham - Fuller Street route 341 (A service that has escaped the Essex CC cuts - this time around!) at Witham Morrisons on 31 March 2016. **Russell Young.**

Stansted Citylink

29 March 16 767 D London St Pancras to Stansted Airport: revised timetable with increased frequency.

Stephensons of Essex

10 April 16 18 M-S

Newport to Haverhill: revised route and timetable service renumbered 60 and extended to Audley End Station (updated information).



picture: As part of the Essex CC cuts on 10 April, Stephensons route 3 and Network Colchester route 4 are amalgamated - as route 4, but operated by Hedingham. With a month to go, we see Stephensons E200 465 on route 3 in Avon Way, Greenstead on 10 March 2016.

Russell Young.

Trans Vol

1 April 16 265 M-F West Horndon to Grays: revised contract timetable to operate Monday, Thursday & Friday only, not serving Horndon on the Hill.

Uttlesford Community Transport

10 April 16 SB15 Thur Great Canford to Bishop Stortford: service withdrawn.
 SB12 Thur Farnham to Bishop Stortford: service withdrawn.

Viceroy of Essex

10 April 16 62 Thur Elmdon to Bishop Stortford: contract service withdrawn.
 318 Thur Thaxted to Bishop Stortford: contract service withdrawn.
 443 TF Chrishall to Saffron Walden: contract service withdrawn.
 SB13 TF Clavering to Saffron Walden: contract service withdrawn.
 SB14 MTh Wicken Bonhunt to Bishop Stortford: contract service withdrawn.

Wyvern Community Transport

10 April 16 SB71 MTh Hadleigh Local Service: service withdrawn.
 SB72 WF Great Wakering to Rayleigh: service withdrawn.
 SB72A Wed Lower Hockley to Rayleigh: service withdrawn.
 174 TF Rochford to Southend: service withdrawn.

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

21 members attended the Group's 51st AGM on 8 April in Colchester. The Chairman (Paul Harvey) presented the Annual Report and the Treasurer (Richard Delahoy) presented the Annual Accounts. The Annual Report is available for members to read at www.essexbus.org (go to the Latest News page). Copies of both the Annual Report and Accounts are available direct from Richard, contact details on page 1 (please send an SAE).

The Committee was re-elected with no changes and so comprises: Paul Harvey (Chairman), Alan Osborne (Secretary), Richard Delahoy (Treasurer/Membership Secretary), Maurice Austin (EBN Editor), Owen Woodliffe (Sales Officer) and Keith Woods (Tours Officer). One key role continues to be unfilled - that of Publicity/Marketing Officer. This position need not be a committee post but we really do need someone to promote the group. Could you help? If so please contact me directly (contact details on page1) or any of the Committee for an informal discussion.

Rose Bros LEV 350

photo by Alan B Cross, text by Chris Stewart.

Rose Bros (Primrose) of Chelmsford commenced trading about 1925. By 1929 they were running a daily service from their home town to London, initially to Charing Cross although the main terminus was moved in 1933 to King's Cross. Operating basically hourly (daily) via Brentwood, Romford, Woodford (Gates Corner), Walthamstow, Tottenham and Finsbury Park, 'Primrose' developed a mixed fleet of coaches although many of those bought new, like no.7 (LEV 350) here, had Thurgood bodies. A Perkins-engined Commer Q4 (one of several from this manufacturer operated), it was new in October 1946 and ran for 10 years before being sold to Brand of Elsworth, Cambs.

By the mid 1950s, improvements to the rail link to London (electrified in 1956) and the growth of private motoring prompted a fairly rapid decline in Rose Bros' fortunes and they ceased operating in 1958. One vehicle (Thurgood-bodied Leyland Royal Tiger SEV 814) and the remaining licences passed to Eastern National on 13 June that year with the five other vehicles in the fleet at the time – two Leyland Comets, a TSM and two quite new Bedford SBs - being sold off.



Editor's note: Primrose's Chelmsford office still exists, on the corner of Duke Street (no 66A) and Victoria Road South and is currently a take-away sandwich bar "Sindy's". Members are invited to "snap" the shop for a future EBN.

30 Years Ago.

From the Chris Stewart collection.



EXPLORER

DAYS OUT BY BUS.

WHERE CAN I BUY EXPLORER TICKETS?
 Explorer tickets can be purchased at any Eastern National Travel Centre or National Travelworld office. They are also available from Premier Travel, High Street, Halstead; Witham Travel, Newland Street, Witham; Maskells, Victoria Place, Brightlingsea; Canvey Travel, High Street, Canvey; ABC Travel, Knightswick Centre, Canvey; Fourboys Travel, Third Avenue, Canvey and Altmans Travel, London Road, Hadleigh (Essex).

HOW MUCH DO THEY COST?
 A family ticket (up to two adults and two children) costs £6.00, a single adult ticket £3.00, an O.A.P. £2.25 or child £2.00.

HOW DO I USE THEM?
 You validate the tickets yourself. On the day you wish to travel just rub off appropriate year, month, day and date panels carefully with the edge of a coin.



WHICH BUSES CAN I USE THEM ON?
 Explorer tickets are valid on all Eastern National bus services and joint services with Southend Transport. The only exceptions are services 145A, 193, 712, 722, 795 and W9 – Explorer tickets are not accepted on these services.



EASTERN NATIONAL

Left: front of the 1986 leaflet was multi-coloured. Right: rear was black printing and scratch card with green heading, border and buses.

Readers are invited to submit details of day trips taken using Easter National Explorer tickets.

>>>

What's this logo? You could wait till 27 October for the Chelmsford EBEG meeting to find out or you could email suzy @ heretotherepublishing.com (minus the gaps) or phone 01707 246232.

Then and Now. Chris Stewart.



top picture: see first paragraph next page >>>



lower picture: see second paragraph next page >>>

Colchester Corporation Transport bought 15 Bristol RELs in 1972/73, but had previous experience of some very different buses from the same chassis builder. Utility vehicles delivered between 1942 and 1945 consisted of two K5Gs, nine Gardner 5LW-engined Guy Arabs and five AEC-powered Bristol K6As. Appropriately for this EBN one of the K6As was 47 (KEV 624), which had a Park Royal body and was new in September 1945. It is seen on the previous page (top picture) turning from High Street (which became one way in 1963) into North Hill, having come in from Hythe direction. 47 was withdrawn in 1964, one of the last two Utility buses in the fleet. **[EBEG collection]**

In August 1960, Guy Arab II 39 (JTW 982) waits outside the 1845 Albert Hall Buildings (now Grade II Listed and originally built as a Corn Exchange), the building to the right being the Williams and Griffin department store which was much more contemporary. This Weymann-bodied bus was new in October 1943 and became the penultimate Guy in the fleet, being withdrawn in March 1961. Route 3 ran to/from St Andrew's Avenue. **[Philip Wallis]**

Far fewer double deckers serve Colchester today and the former Corporation operations have been part of Arriva since 2004. However the same location on 29 March 2016 found First Essex Wright StreetLite 63336 (SM65 EEU) awaiting its next trip to Wivenhoe, the background being instantly recognisable although the shop to the left of Williams & Griffin has become a pub in the intervening 56 years. **[Russell Young]**



Notes by Chris Stewart, with acknowledgement to 'From Trams to Arriva' by Messrs Collins and Mills, and with thanks to Russell Young for his assistance.



Also in Colchester at the new "Bus Station"

Panther Travel Enviro 200 (AB62 PAN) in Stanwell Street, Colchester on 30 March on service 77 to Aingers Green, until recently operated by New Horizon.

Ken Coldwell.

Tebbit's Traumas

Alan Tebbit, BEM

Heart in Mouth Time.

Readers of EBN will probably be familiar with the A127 London to Southend Arterial road. Nowadays, all of the junctions are slip roads and flyovers, but it was not always so!

As a child, I remember catching service 34 to Pitsea, which crossed the A127 at a crossroads next to The Cricketers pub at Nevendon. But my worst memories are of the crossing at Warley Street on service 40 Chelmsford to Tilbury Ferry. The procedure was that when the first carriageway was clear, the bus would pull into the central reservation and wait for a gap in the traffic before completing the crossing. The front half of the bus would be in the reservation but the back half would be blocking the outside ("fast") lane of the main road.

As a conductor, I always made sure I was sitting or kneeling on the bulkhead seat behind the cab on LDs, as it was not safe on the platform end. Not long after I had passed my test, probably January '69, I had CF duty 2. This was the 0600 Chelmsford to Tilbury service 53C, and return as a 40 via Brentwood. I had one of the newer semi-automatic FLFs, with the cream interiors (including cab), which were hideous to drive at night. I approached the A127 crossing with trepidation. There was patchy fog, dense in places and, as I stood at the give way line, traffic appeared suddenly and quite fast out of the fog.

I had several attempts to pull out, but the thought of half of my bus sticking out across the carriageway was making my mouth dry and my heart pound. Wild horses would not have dragged me across the junction. I remembered from my journeys on the X10 there was a flyover to the west. But where? I wasn't sure, or how far, but I didn't care. I hauled the steering wheel to the left and accelerated up the A127 and, after what seemed an eternity, I spotted the Cranham slip road. Up and over the top, then back eastwards, until Warley Street loomed out of the fog. I had no idea how late we now were and, frankly, I was not bothered!

On arrival at Brentwood station, a gentleman jumped off of the bus and climbed onto the step we used for changing the blinds. I slid my window back expecting a tirade of abuse but he reached in and shook my hand. "Well done, young man", he said, and I could see the relief in his face. At all the other stops through Brentwood I received smiles and waves from my passengers. They obviously all lived in fear of that terrible crossroads!



The cab of preserved FLF coach 2614 (AVX 975G) showing the cream paintwork to which Alan refers.

Chris Stewart.

As well as the usual range of weekend rail replacement work (which we do not routinely report here), Stephensons' deckers were again used on weekday London Overground rail replacement during the first week of the Easter school holidays, between Dalston and Shadwell.

Significant company news is that a newly-formed associate company, Eastern Transport Holdings, has announced that it is to acquire the Galloway Travel Group (based in Mendlesham, Suffolk) in the autumn. Galloway operates 50 vehicles on local bus, National Express, private hire and holidays & excursions. Stephensons' MD Bill Hiron commented "This acquisition represents a logical geographic expansion of our current business, whilst also bringing a more diversified income stream. Galloway will continue to trade as a standalone business, distinct from Stephensons, from its existing base in Mendlesham, and run by the current senior management team"



picture above: Another route operated by Stephensons being recast as part of the Essex CC cuts from 10 April is the Mondays only 176 (East Mersea - Highwoods Tesco) service, which becomes part of route 50B, 69 and 69A. Here we see Optare Olympus 504 in Lexden Road, Colchester on 14 March 2016.

Russell Young.



Picture left: In preparation for the take over of five routes in the Walton/Colchester area (9, 101, 105, 107, 115) as part of the Essex CC tender round, Stephensons Enviro 200 433 (EU10NVS) was used for route surveys on 6 April and is seen here at Great Holland, The Ship, trying out the terminus of local service 9 from Walton and Frinton. Four buses will be based at Clacton for these routes but will not include route branded ones like 433.

Richard Delahoy

Fleet news

261 EY57 FZE Repainted into new livery (Chambers).

General

Further clarifications for tenders won and commencing 10 April onwards: -

Service 19 is ex service 275.

Service 50/50A Tollesbury – Colchester will have an increased timetable, some 92A journeys will be renumbered 50A.

Service 50B Gt Wigborough – Colchester will run Mondays only (except Bank Holidays). Ex service 176.

Service 69/69A East Mersea – Colchester, Tuesdays only, one journey on service 69 and one journey on service 69A in each direction. (Replaces service 176).

Service 79 Tiptree – Colchester Fridays only (Except Bank Holidays) via Messing.

Service 82/82A/82B Colchester – Colne Engaine (used to be service 83) will increase frequency Monday to Saturday. Service 82B via Aldham to allow shopping time in Earls Colne. Old service 88B part replaced by 82/82A.

Service 83/83A/83B Colchester – Mt Bures this service has also replaced service 80 (Colchester – Fordham), as buses will run from Bures via Fordham Heath on an increased frequency. Old service 88B part replaced by 83/83A. 83B service was old First 88C service Colchester – Aldham.

Service 83/83A/83B also replaces Tollgate – Eight Ash Green CCVS service SB32.

Service 84B Little Horkesley – Colchester, Thursdays only.

Service 85 Layer Breton – Colchester replaces CCVS SB31, Wednesdays only.

Service 92 contracted Saturday journeys change from First to Heddingham. Contracted Monday – Friday journeys on 92A renumbered 50A.

Service 95 revised timetable.

Of Interest – Closure Of Norman's Coaches, Bosham

Ex L100 UNO 100W Bedford YMT Plaxton Supreme IV coach, ex Norman's Coaches (which folded earlier this year and also included in the fleet NCZ 8070 (ex GVW 894T) and F464 NRT) has been sold on and converted into a race car transporter, and was spotted in the yard of RT Keedwell Haulage near York, early April. NCZ was in a heavily cannibalised state at end of business. F464 NRT had previously entertained enthusiasts at the King Alfred running day in Winchester 2013.

Quiz time: –

No-one came up with the correct answer to Mark's quiz in EBN622p23.

The question was: -

Allowing for all vehicles operated from L1 to L443 and into Go-Ahead ownership (including Chambers vehicles which made the cut into the numbered fleet), in which position of the top five chassis providers to the Heddingham fleet would Leyland feature?

The answer is: -

Leyland	96 vehicles
Volvo	93
Bristol	87
Dennis	61
Bedford	60

The numbers could be argued if the Chambers Volvo Olympians operated but not fleet numbered were considered from the early days of takeover but still shows the prominence and importance of the Leyland brand in the Heddingham fleet.



Ensignbus Dealing Stock

Movements - March 2016.

Mark Lloyd with thanks to Ross Newman.

Vehicles In

Go-Ahead London	YN56 FDA/C/D/G/U/X/Y/Z	Scania's
	YN06 JYI/K/L/O	
	BV55 UCX	
	Y815 TGH	Volvo B7TLs
	X551 EKG	
Go-Ahead South Coast	R464 LGH	Dart
	VU52 UEF	Solo
	Y749 TGH	Volvo B7TL
	PL51LDO	Volvo B7TL
Metroline	LK03 GJV/GGP/CFD/NKW/CDU	
		Tridents
Stagecoach E Midlands	W673 PTD	Tridents
	X792 JHG	
Stagecoach Manchester	VX05 TZO	Darts
	GW55 XPX	
	TT57 BLU	E200's
	PP57 BLU	
Tates Travel	YN04 GMU	Scania
Tower Transit	LK51 UYE	Tridents
	LN51 GMF	
	LR02 LZE	
	LT52 WVC	
	LT52 XAH	
	LT52 XAJ	
	LT52 XAK	
	LN51 DUA	Dart

Vehicles Out

A Line Coaches, Torpoint, Cornwall	SN03 ECD	Dart
Bear Buses, Feltham, Middx	SN03 YBX	Dart
Canavan Travel, Glasgow	GW55 XPX	Darts
	VX05 TZO	
Coach Services, Thetford, Norfolk	LF52 UOV	Volvo B7TL
Country Lion, Northampton	LJ54 BBV	Volvo B7TL
County Connect, Sidcup	Y815 TGH	Volvo
	YG52 CLX	DAF
Faresaver, Chippenham	LJ54 BDE/BDX	Volvo B7TL's

First Bus Stop, Gravesend	IIG 9286	Volvo B7TL
Happy Als, Merseyside	LK03 GGP/GJV	Tridents
John Hoban Travel, Workington	P173 KBD	Volvo B10M
McGills Buses, Glasgow	YX62 FEU	Enviro 200
Nu-Venture, Maidstone	T744 JPO	Trident
Red Eagle, Aylesbury	YX10 TAT	Enviro 200

Reliance, Sutton-on — the — Forest, York	LK03 NHP	Volvo B7TL
Routemaster Buses, Nantwich, Cheshire	LJ04 LDV/LGF	DAF DB250's
Springfield Bus and Coach, Runcorn, Cheshire	YV03 PZF	Scania
Stagecoach Merseyside	LK03 CEJ	Trident
Stagecoach E Scotland	LN51 KYX	Tridents
	LT52 WVC	
Stagecoach South	LK03 NKW	Tridents
	LK03 GIU	
Turners Tours, Wickham St Paul, Essex	YN03 DFV/X	Scania's
Wellglade, Notts	YN56 FDA/C/G	Scania's
	YN06 JYL/O	
YMS Travel, Canterbury	LX53 JYY/IJT	Tridents

Other Movements

Tridents LX53 IJM / IZH
Jacobite Cruises, Inverness.

Dart R464 LGH
DC lifestyle, Brentford, London.

Trident LK03 CEN
Tempo YJ08 PGO
MC Tractors, Ely, for scrap.

Dart CN04 NLR
Scania YNO 4GMU
Geoff Ripley for scrap.

Dart LK03 NFY
RSM Driver Training, Canvey Island, Essex.

Olympian J345 BSH
Shred and Butta, Oxshott, Surrey.

Spectra T418 UON
Link Communications, Pudsey, Leeds.

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

DAF DB250 'deckers on loan at **Colchester** in late March from Northfleet comprised Alexander bodied 6234 (Y467 UGC) and East Lancs bodied 6253 (FE51 WSU). 6234 was only at Colchester for a few days before being replaced by Transbus bodied Volvo B7TL 6428 (GN04 UEV) from Gillingham. All had returned to Kent by the start of April replaced at Colchester by Dart SLFs / Alexander 3331 and 3333 (W462/5 KXK) on loan from Kent.



picture above: loan 6234 on route 109 in Colchester Road, Weeley on 20 March. From 11 April when the new Essex contract starts (with Stephensons) there is no longer a "fast" 109 Walton to Colchester, but the frequency on 105/7 increases to roughly hourly. **Russell Young.**

DAF / Wright Cadet 3500 (KE51 PTY) which was withdrawn from **Southend** in mid-February and which was due to become a trainer, has reappeared at Southend in service. In the mean while it had been in service in Kent, reported on service 155 (Maidstone - Chatham).



lower picture: Route 9 has been introduced from 27 February to replace the enforced withdrawal of Townlink T15 and on the first day was worked by Versa 4237 (together with Solo 1457) seen here at Potter Street. **Owen Woodliffe.**

EBN624p20

Dart SLF 3415 (SN54 HXB) has transferred from **Harlow to Colchester**.



3415 returned to Colchester on Sun 27th March, after its long term stint at Harlow and is now is Arriva corporate livery - ex TGM. Russell came across it the morning of 29 March in Brinkley Lane, Highwoods on route 2, and only took the shot because the sun was out! When he looked closely, the bus is between the current stop in Brinkley Lane, which still proclaims Arriva (from the first time round) having never being changed, and what appears to be an even older Colchester Corporation Transport bus stop pole in very faded red, obviously now without a flag attached.

Russell Young.

Southend Volvo B7RLE / Wright 3815 (GN07 AVB) is on loan to Harlow. Further loan vehicles to appear at Harlow during March comprise Versas 4228/32 (KX62 JTV/WG), Dart SLF/ Alexander 3335 (W471 XKX) and Solo 1507 (YJ57 EJN).

Harlow Solos 1458/9 have been repainted from Network Harlow livery into Arriva colours.



Tender losses of former TGM routes will cause the disappearance of Arriva in north west Essex after 10 April. Ex TGM Plaxton Dart SN54 HWY, now 3413, is seen at Bishops Stortford a few weeks before route 301 is to be taken over by Stephensons.

Owen Woodliffe.

EOS London.com (Vigar Travel Ltd,

a subsidiary of Swallow Coaches, Rainham, Essex) by Adam Kelleher. *With thanks to Owen Woodliffe*

Acquired Vehicle

Recently acquired Trident / President LK03 CEU (see EBN623) has legal lettering for Vigar Travel (see EBN622).

Disposal

Scania L94UB / Wrightbus Solar 741 (YN51 MKZ), sold to Ensign, February 2016 (see EBN623) moved on to Springfield Bus & Coach, Runcorn the same month.



picture: The two Monday to Friday evening journeys each way on route 21A operated by EOS end after operation on 8 April. 752 is seen in Brentwood High Street the previous week, 31 March 2016. **Adam Kelleher.**

Townlink (plus associated companies Road Runner and Olympus) by Adam Kelleher.

Vehicles were still parked at both the Townlink Burnt Mill and Road Runner Greenway premises on 10 March, but by 17th the former was occupied by skip trucks of Scammell Commercials and no buses were present. By this date there were still some buses at Greenway, but fewer than before, with those that remain being surrounded by sand and building materials as work was carried out to surface or build on the site.

With thanks to John Card and John Podgorski.

Publicity News by Ian Ransom.

First timetable leaflet for 5 (Basildon-Pitsea) dated 4.10.15.

First leaflets for Great Value Bus Tickets in ... Basildon & Thurrock; Brentwood; Clacton; Chelmsford; Colchester; Southend-on-Sea.

EBN624p22

Regal Busways by Adam Kelleher.

With thanks to Simon Austin, Dale Bell, Jonathon Cush, Chris Hatley, John Podgorski, Ian Ransom, Suzy Scott, Kevin Smith and Owen Woodliffe.

Vehicles on Loan

Further to EBN 623, the two coaches from Farrington, South Woodham Ferrers (South East Coaches) were only on loan for a few days and the Trident, V192 MEV, has returned to Ensign.

Workings and Observations

All dates March 2016 except where stated.

Greater Anglia & TfL Rail Replacement

Ingatestone Cross Platform Shuttle: 207 (6th); 208 (20th & Easter Monday, 28th); 211 (Good Friday, 25th)

Ingatestone to Newbury Park: P 03 (28 February); 801, P 02, P 03, MX10 DFK, MV12 ODR, YJ03 PKK (6th); 702, 801, P 02, YJ03 PGZ, MX10 DFK, OV63 XCN (20th); 801, P 02, YJ03 PGZ (Good Friday, 25th); 801, P 02, YJ03 PGZ (Easter Monday, 28th)

Shenfield to Newbury Park: X263 NNO (28 February, 13 & 27 March), on loan Y192 MEV (6th)

Witham to Newbury Park: 801, P 02, P 03, MX10 DFK (13th); OV63 XCN (19th); 702, 801, P 02, P 03, YJ03 PGZ, MV12 ODR (27th)

Coaches YJ03 PGZ on 3 & 52 (6 April)

Solos 206 on 31A (18th); 207 on 565 (6 April); 210 on 31A & 52 (31st); 211 on 565 (31st)

Darts 601 on 381 (1st), 71C (27th), 3 (31st), 11A (3 April); 611 on Braintree Freeport shuttle (6th), 71C (13th), 0060 (14th), First Data Shuttle (5 April); 614 on 213 (1st); 615 on 3 (3rd), 52(18th); 617 on Braintree Freeport Shuttle (13th); 619 on 71C (28 February)

Enviro 200s 650 on 3 (1st), 3B (18th)

MANs 702 on 565 (1st & 29th), 45 (24th), 1 (31st) 71C (3 April)

Tempos P 03 on 52 (3rd), 45 (24th)

Tridents X263 NNO on Braintree Freeport shuttle (9th), 7 (31st), 212/3 (1 April); on loan Y192 MEV on Braintree Freeport Shuttle (5th).

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

With thanks to John Card, Alex Hazell, Ross Newman, John Podgorski, Owen Woodliffe, Flickr and Bus Lists on the Web.

Not Acquired

Further to EBN619, Dennis Dart SLF / Caetano KX03 HZG (new to Ealing Community Transport) was not after all acquired by Trustybus despite being painted into TB fleet livery at Mardens. It is understood that Trustybus were intending to standardise on Dart / Caetano for routes 419 and 420, with the majority of these coming from Metroline (new to First). However, due to delays in the entry into service of replacement vehicles at Metroline, the timescale became too tight and that deal was replaced by one for the YN53 RXx ex Metrobus Scania's. The two former Ealing Community Transport Caetanos may have been part of the original deal. Despite KX03 HZG not being acquired, sister ex ECT KX03 HZN was taken into stock (see EBN620), as was Dart / Caetano HV52 WTJ (ex Ensignbus 784, see EBN619). KX03 HZG has now been sold to a driving school in Kent.

Vehicle on Loan

KM51 BFO, Dennis Dart SLF / Caetano, new to Mitcham Belle (053), February 2002. All over white livery, new as B31D but since single doored. It has also worked for CT Plus (HDC 14), Thurmaton Bus (15 & S4) and Spirit Buses, Rothbury (202). It is a temporary replacement for TB RXF which was damaged in an RTC and is awaiting repair at Mardens.

Re-registration

Recently acquired YR52 VFM (see EBN623) has been re-registered to HXZ 9926.

Disposals

Further to EBN622, out of use Dennis Dart / Plaxton SPDs NK51 MKG/J/M are reported sold. Further to EBN621, Dart / Alexander Y239/43/53 FJN have not been withdrawn and were all seen in service in February, although only Y243 has been noted in use in March (on route 541 on 26th).

Services

As per the photo on EBN623p8, TB RXJ operated on route 424 on the first day of this service, 27 February.

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 12 (21 February - 26 March)

20500 CF-FEC, 30903 CF-CR(out of service), 41732 HH-HH(out of service), 42483 CF-HH, 69421 CR-CF 30903, pictured in EBN623p13, was involved in an RTC with a lorry at the junction of the A120 and Elm Lane, Little Tey shortly before midday on 7 March. Fortunately, passengers and both drivers avoided injury. A brief report and a couple of photos are on the Braintree and Witham Times website (scroll down to near the end of the home page, click "Archive", then select date of 7 March). This bus does not meet PSVAR so it remains to be seen whether it will return to service. 41732's last day in service was scheduled to be 24 March before being parted out and sent to Alpha Recovery. 69421 was seen on route 42 on 21 March.

Disposals**February 2016**

20500 to First Eastern Counties (see EBN623)

Repaints**To Urban livery**

CF32476, seen on route 104 on 19 March

CF32484, seen on route 70 on 7 March

Both have 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.



BN47653 on the last day of Sunday route 140 at Chelmsford Bus Station on 3 April 2016.

Adam Kelleher.

Other Vehicle News and Workings

General

Not previously reported, BN32068 had all round LED blinds fitted, replacing flip dots, sometime between June and early August last year. Now that 42483 has moved to HH it will have all round LEDs fitted (again replacing flip dots) before entering service there. It has also had a large fleet number applied to the front. Somewhat surprisingly, CF53129 has had its rear number blind panelled over; displaying a rear route number is a requirement of PSVAR. Driver shuttle 53008 has had its front destination equipment (flip dot) removed. The super rear adverts applied to BN69906 and BN69916 (see EBN623) are the third different super rears for Essex Fire service that these two vehicles have carried. CF66829 also now has this advert. Correction to EBN620, CF32652 does not have a super rear advert for CT-1, but has one for PGB, "Power Grab 'n' Bond", which is a CT-1 product, so although the advert (on a blue base) is of similar layout to the one previously carried by 32654 it is not the same. School bus 68508 was seen on driver training on 5 (in Wickford) & 6 April (during the school holidays), with extra mirrors fitted.



picture: First Essex 32652 on route 70 in Chelmsford Bus Station on 11 November 2015, illustrating the read advert described above.

Adam Kelleher.

ECC Contract Changes

As detailed in EBN623, major changes to ECC contracts came into effect from 10 April. 3 April was therefore the last day for some existing Sunday operations. BN69914 worked the penultimate 251 from Warley (1909) through to Southend (from 10th this service is Warley to Wickford only). CF44550 was seen in Chelmsford Bus Station on route 352 (from 10th the Sunday service is Halsted to Broomfield Hospital only, although the Monday to Saturday evening service continues to go to Chelmsford Bus Station), CF69434 was also noted on this service plus CF32484 was seen blinded for it in Braintree outstation. BN47653 was on the 140 on its last day of operation. CF69421 was seen in Braintree outstation, probably to work route 21 (from 10th the all day Sunday 21 service transfers to NIBS with the evening Monday to Saturday service moving to Stephensons, this will end the requirement for First Essex single deckers to drive dead from Chelmsford to Braintree to operate this service, as described in EBN619).

Colchester and Clacton

Double deckers and StreetLites seen on routes 103/4 during March (all CR): 32478 (3rd), 33186 (17th), 33184 (24th), 33002 (24th), 63342 (7th & 22nd), 63334 (22nd), 63337 (31st). The workings for services 30A / 3 / 2A detailed in EBN623 continued during March, with CN65676 operating on 11 March, CN65670 on 17th and CN65668 on 24th (last day of term). Clacton's two double deckers continued to operate on routes 5/A and 76 during March, observations being 30887 on 5/A (5th, 11th & 17th) and 30902 on 5/A (22nd) and 76 (5th, 11th, 17th & 26th).

- 5 March CR63335 on 75
- 14 CN44596 on 74, CR's StreetLites were seen only on town routes 61, 62, 64/A and 65, except for 63328 on school day only
1620 70 short from Colchester to Braintree
- 17 CR33002 on 15, CN44597 & CN44598 on 10/11/12
- 18 CR65680 on 71
- 21 CR32477 on 64A, CR33002 on 65, CR63337 on 75
- 22 CR32475 on 64A
- 24 CR33044 on 61 (unusual lately for a double decker to be on this route), CR65681 on 71C
- 26 CR33184 on 65
- 27 CR33045 at Boyton Cross Recovery, Braintree, having been towed in
- 1 April CR32476 on 83A (very unusual for a 'decker on this route, this replacing the scheduled vehicle which was taken out of service)

Chelmsford (including Braintree Outstation)

Sightings at Braintree outstation: 30903, 32480, 32481, 32482, 32651, 32652 (28 February); 32481, 32485, 32651, 32654, 53131, 66814 (6 March); 32481, 32482, 32484, 32485, 42487, 66814 (13th); 32481, 32482, 32484, 32485, 32652, 32654 (20th); 32481, 32482, 32483, 32484, 32495, 65030 (27th)

- 7 March BN69910 on 1710 Sandon P&R extra
- 8 BN33425 on 1710 Sandon P&R extra, CF68509 parked at BE outstation
- 15 CF43801 & CF44550 on 71
- 18 CF44549 on 15/A, CF44900 on 73 (Chelmsford to Maldon), CF53112 on 36, CF53139 on driver shuttle
- 19 CF42483 on 70, two days later this bus had moved to HH
- 21 CF43847 on 71
- 24 CF65030 on 70 (very unusual for a Scania OmniCity to be on this route)
- 28 CF(DS)62197 seen on driver training in Witham, then seen on driver training in Chelmsford on 1 April, the first reports of this vehicle operating in its new role
- 29 CF67901 unusual on 71
- 31 CF44545 on 46, CF44548 on X30
- 1 April CF53128 on 71



CF44550
on the last
day of the
Sunday
352
working
through to
Chelmsford
Bus
Station, 3
April
2016.
**Adam
Kelleher.**

Basildon and Hadleigh

Non-Hybrids seen on route 100 (all BN): 47652 (10 March), 47654 (18th), 66825 (24th & 31st), 66821 (31st)

10 March BN47651 on 21 (Basildon version), BN47653 on 15

18 BN32641 & BN69918 on 561

24

BN32640 on 8A, BN32887 on 8



picture: Eighty-nine years of bus history came to an end on 3 April in the Essex tender changes, with the withdrawal of the Southend to Wickford section of service 251, meaning there is no longer a direct link between Southend and Billericay & Brentwood. This was of course part of the much longer Southend to London Wood Green service whose origins go back to 1927 and A H Young's "The Empress Bus" but which was much better known as the City Coach Company "main road" and then as Eastern National 251 under the mid-1950s route numbering scheme. Sadly the service faded away and has for many years now only existed as a Sunday operation paid for by Essex CC (and even that eschewed the 251 number from 1992 to 2008 when it ran as 222, initially by Stephenson's and later NIBS). On the final day of operation to Southend, First hybrid Volvo 69913 was one of the last buses to display "251 Southend", photographed in the Travel Centre, adjacent to the Tylers Avenue car park, which was partly built on the site of the former City garage and terminus, closed by Eastern National in 1964. **Richard Delahoy.**

Greater Anglia Rail Replacement

Ingatestone-Newbury Park: HH33383, HH33385, BN33425 (28 February); CR33044, HH33385 (Good Friday, 25 March); HH33383, HH33384, HH33385 (27th); HH33074, HH33383, HH33384, HH33385 (Easter Monday, 28th); Witham-Newbury Park: HH33090 (13 March)

Former First Essex Vehicles

Updating EBN620, in the end 65589 did not go on long term lease to the Ipswich Bus Preservation Group and remains with the Ipswich Transport Museum. Instead, 65586 (see EBN623) is half owned by the IBPG. Both these vehicles made their rally debuts at the inaugural Ipswich Bus Rally on 20 March, as did 952 (46152). As seen on the inside rear cover of EBN623, 952 has been repaired back into original Thamesway livery at Mardens.

Other News

On Easter Saturday, 26 March, to celebrate 10 years of the service, travel on the Sandon Park & Ride was free. An article in the Harwich & Manningtree Times of 25 March reports that Harwich Town Brewing Company are in negotiations with First to take over the closed Harwich depot and convert it into a pub and off licence to sell ales and beers made at their neighbouring brewery.

Sources: own observations, and with thanks to M Allen, R Appleton, S Barham, D Bell, S Burden, T Clark, L Cornwell, J Cush, D Edwards, D Lund-Conlon, G Norris, J Podgorski, I Ransom, J Salmon, R West, First Essex, the Essex yahoo! group, Essex Buses Google group, Flickr and Terminus.

First Essex Buses at Harwich: part 13: The final chapter for Harwich depot.

Robert Appleton

Retailers in Dovercourt decided to fight the recession and increase trade by holding a street market every Friday. This closed part of Dovercourt High Street, so from 5 November 2010 all buses during Friday daytime were diverted via Station Road in Dovercourt.

From 28 August 2011 the Sunday service 102 Harwich - Colchester passed to Network Colchester. From 1 September 2013 the evening service 104 Harwich - Colchester was regained from Network Colchester.

From 26 August 2012 the Harwich - Ramsey school service 103 journeys moved to Hedingham and District, all of this as a result of Essex County Council retendering contracted bus services. In addition the long standing Ardleigh - East Bergholt 193 journey operated 10 minutes earlier.

Thus it was not possible for one bus to operate the Harwich - Manningtree school contract and service 193. Therefore, the Trident that worked the 0730 Harwich - Manningtree school contract went dead to Ramsey, then worked a new journey at 0900 Ramsey - Harwich 0913 104, then took up through journeys on services 103/104 with 0920 Harwich - Colchester 1028 103. Another Trident went dead from Harwich to Ardleigh, worked 0818 Ardleigh - East Bergholt High School 0845 193, then dead back to Harwich, and took up services 103/104 with 0950 Harwich - Colchester 1058 104.

In autumn 2013 it was announced that Harwich depot would close, and become an outstation of Colchester. As Colchester's Queen Street depot could not accommodate full height double-deckers, the seven Dennis Tridents were transferred away to Basildon, Hadleigh, and Braintree. Replacements at Harwich were Scania L94UB/Wright Access Foline B40F. Basildon depot supplied 65626/627 (V826/827 FSC). The others came from First Northampton, which had been closed down. They had been new to First Eastern Counties: 65569/570/573/574 (S569/570/573/574 TPW) and 65586 (V586 DVF). The seventh single-decker 65551 (R551 CNG) Scania L113CRL/Wright Access Ultralow B40F came from Clacton depot. 65551 had been new to First Eastern Counties in 1998, painted in Norwich Park and Ride green livery for the new Postwick park and ride service there.

The last day of Harwich operating as a depot was 30 November 2013 when 65570/574 (S570/574 TPW) 65586/587 (V586/587 DVF) and 65626 (V826 FSC) were in service on 103/104, and 65569 (S569 TPW) was undergoing maintenance in the depot, the last bus to do so. The Scania's transferred to Colchester, except 65551, which went back to Clacton.

From 2 December 2013 there was a new timetable on services 103/104 with reduced running time, reduced layover time, so that five buses, not six were required. The Harwich - Manningtree school contract was included in the Harwich outstation duties for these five buses, but the 0818 Ardleigh - East Bergholt 193 school service was transferred to Colchester depot. The five Harwich outstation buses parked overnight on the depot forecourt, the depot doors were closed and locked. Refuelling, cleaning and maintenance were handled at Colchester depot.

The other Harwich services 3&4/20/20A/22A/22B were worked by Clacton depot on weekdays from 2 December 2013, so 42937 and 44516 - 44519 were transferred to Clacton. Harwich outstation worked the Sunday service 3 Harwich - Clacton.

Unfortunately, it was not possible to provide a reliable service on 103/104 with five buses. Traffic congestion, parked cars, parked delivery lorries, road works, and narrow windy country roads all conspired against punctual timekeeping. After seven months operation, Harwich outstation closed on 28 June 2014. From 30 June 2014 Colchester depot took over 103/104. A revised timetable gave more running time and more layover time, this required six buses instead of five, but it had the desired effect; reliability and punctuality were restored. In addition, journeys leaving Colchester had a revised routing, instead of Magdalen Street and Hythe, journeys operated via St John Street, Head Street, High Street and East Hill. So passengers no longer had to walk all the way to the departure stand in Stockwell Street to catch their 103/104 bus home. Service 106 Colchester - Harwich direct via the A120 was introduced, operating early morning and early evenings to get buses from Colchester to Harwich and back.

For a short time Colchester used a seventh bus to work the Harwich - Manningtree school contract, but from 1 September 2014 services 20/20A/22A/22B were replaced by a new service 2 Harwich - Dovercourt - Parkeston Circular, requiring two buses from Clacton depot, the second bus also worked the Harwich - Manningtree school contract. On 2 February 2015, service 2 was revised with a much reduced timetable, this required just one bus from Clacton, its duty still included the Harwich - Manningtree school contract.

On 1 September 2014 the Harwich - Ramsey school service 103 transferred from Hedingham & District to Panther Travel, and school service 193 Ardleigh - East Bergholt High School transferred from First Essex Buses to Carters Coach Services.

During the summer of 2014 the Alexander Dennis Dart 4/Enviro 200 buses 44516 - 44519 transferred from Clacton to First Eastern Counties at Ipswich. 44516 - 44519 had been the last new buses at Harwich, now they had a new life in Ipswich operating service 53 to Chantry and Pinewood in competition with Ipswich Buses.

From 30 August 2015 First Essex Buses regained the Essex County Council tendered Sunday service 102 Harwich - Colchester from Network Colchester, this is also operated by Colchester depot.

Bringing the story up to date, as at February 2016 the Harwich depot building is still up for sale, let us hope it will find a new use in the future. *(See First report, this EBN. Ed).*

The former Harwich depot routes are worked by the following buses:

Services 102/103/104 Harwich - Colchester: worked by Colchester depot with Scania L94UB/Wright Solar and Volvo B7RLE/Wright Eclipse saloons. Occasionally on weekdays, a Dennis Trident/Plaxton President double-decker is used. These Tridents have the staircase immediately behind the driver's cab, instead of the centre staircase on the earlier Tridents, so this gives a much better lower deck seating layout. An even rarer appearance might be one of Colchester depot's new Wright Streetlite Max saloons. *Concluded on EBN624p31*

EBN624p28



top picture: 42922 (EU05 AUO) Alexander Dennis Dart SLF/Pointer 2 allocated to Clacton, outside the Morrisons store at Parkeston on 27 May 2015 working service 2 Harwich - Dovercourt - Parkeston Circular. **Robert Appleton.**

Lower picture: 32480 (AU53 HJX) Volvo B7TL/Transbus ALX400 in Manningtree on 16 April 2014, working from Harwich outstation on 0935 Colchester - Harwich 104. This bus is now at Chelmsford, outstationed at Braintree for service 70. Robert Appleton.



Smaller Operators

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

APT Coaches, Rayleigh

Berkoff bodied Volvo B12B C51FT, reg. PT04 APT has gone to Southgate, Southend-on-Sea and has reverted to its original registration number of FA04 LJV.

Bone (Tendring Travel), Thorpe-le-Soken

C10 NGC (ex GK06 CHY), a Mercedes Benz O815D with UNIV C29F bodywork has recently been acquired from Parnell, Honiton, Devon (dealers).

Kings Coaches, Colchester

Bova Magiq MHD 131.460M, reg. KC08 ABC left the fleet, departing to Moseley, South Elmsall and was replaced by KC16 ABC a VDL Bova Futura FHD2 139.440 AS MX11, 13.9m 53-seater coach, Vin no. XNL501R100D005183 (with thanks to Peter Mobbs).



picture above: Kings Coaches Van Hool Alircon KC14 ABC at Claydon House on Sat 16 May 2015 with a National Trust Chelmsford Branch trip.
John Salmon.

Lodge, High Easter

A BMC 850 has reverted to its original registration of BX06 OAU, from F20 DGE, which is now to be found on Wright bodied DAF SB200 (ex. YJ03 PFF). Meanwhile, FY52 PMU, an East Lancs bodied MAN B39F has gone to Semmence, Wymondham, Norfolk and YT65 BYX, an Iriza demonstrator has been here for assessment from the Scania dealership, Worksop.

Truck & Bus, Rettendon

K857 JSA, a DAF SB3000 with Van Hool C53F body is here from Lewis, Blackheath, south east London.

The Letters Page.

Alan Tebbitt, BEM from Truro

It was so pleasing to see the picture of Bristol MW 1408 in EBN623. I have an almost identical photo in my collection, as I was with Bob Beaumont on that occasion. A group of us from ENs Head Office would go out on tours of last day routes. Note that although the "main road" through Matching Green (service 46 Chelmsford - Harlow) had been OMO since 1957, the irregular 348 was still crew operated in 1965. The 1403 to 1409 batch of dp's were virtually identical but 1406 (the one towed in by Barry and I) was unique in that it had a roof mounted luggage rack (Royal Blue style). Consequently, there was a warning notice in the cab, which stated "This vehicle must NOT be taken into Southend, Pier Hill garage". Which has just reminded me that when we took over Wright Bros. of Old Harlow in 1962, the garage roof had to be raised to accommodate two of this type of bus.

I was also interested in Si Coates picture of the First Kernow Dart at Veryan Round Houses, designed thus to prevent the Devil hiding in the corners! There are four of them, two at either end of the village, built by a gentleman for his four daughters. I regularly drive the school bus from Veryan and I often meet Essex registered Darts and Solos. I remember the name Si Coates at CF depot, but cannot put a face to him.

It is not unusual to see former Essex buses in Cornwall. When I moved down here in 1999, I worked for First Group in Truro and often drove an ex ENOC "Coastline" Mercedes 608, or Bristol VRs of the UAR... W and XHK... X batches.

Zoar Coaches of St. Keverne are still using an ex EN Leyland Tiger/Plaxton Paramount 1128 (B697 WAR) on a daily basis.

Bristol MWs & First Essex in Cornwall.

Doug Brown from Hutton [DB from BD]

The photo on EBN623p4 is, indeed, Brentwood [BD] garage. The canteen is the larger building on the right and the smaller one the bureaucrats office. The lido where we went skinny dipping after midnight would be over the wall behind the RE on the left.

I don't agree with your description on EBN623p5 of "Lovely Red Buses"! The Guy bus does not have an original windscreen; it should be a split windscreen like the one on the bus on p32.

Re the AEC Reliance on the back page, George Ewer (Grey Green) owned a fleet of these for London/Yarmouth services. Their garage was at Stamford Hill, north London.

ENs BD depot; Bus and coach notes.

Sue Burden by e-mail

I was browsing online recently and happened to come across pictures of 3 ex Eastern National Leyland National Greenways with Essbee of Coatbridge, Scotland, where they have been used as school buses. Some taken in 2014 showed YEV 324S and YEV 317S in use. Another taken in 2013 showed JIL 2161, formerly HWC 87N, in use. Another picture taken in late 2015 showed one of the latter 2 in the "scrappers' corner" but it still appeared intact. Preservation candidates? N.B. Essbee's famous fence of Leyland National hulks can be seen on Google Earth and Microsoft Virtual Earth. Some of the bodysells look quite intact, but 3 appear to have been burnt out.

Greenways with Essbee of Coatbridge.

Martin Weyell by e-mail

I went up to the LVVS open/running day on Sunday and one of the buses - forget which one - had an advert on the staircase bulkhead offering two Eastern National fleet number plates for sale, and I wondered if this was of interest to you or any other of your contacts. One was 3723, which looked like a National fleet number plate - this was FNO 796, a J0 - the other was smaller and could have been an interior fleet number plate of some form - and was 3735 - FPU 515, a K5G - the seller wants £45 - 50 for 3723 and £35 - 40 for 3735. If you or anyone else is interested the phone number to call is 01296 730446.

EN plates for sale.

First Essex Buses at Harwich, part 13, continued. Robert Appleton.

Services 2 Harwich — Dovercourt - Parkeston Circular, 3/4 Harwich — Clacton: worked by Clacton depot using Alexander Dennis Dart SLF/Pointer 2 B37F saloons, including 42937 (SN05 DZT) which is the only former Harwich depot bus now working in the Harwich area. Clacton depot continue to operate school service 30A Harwich — Manningtree High School. A Dart SLF does not have sufficient capacity for this service, so a Scania L94UB/Wright Solar B43F is used instead.

Panther Travel operates the Harwich — Ramsey school service 103. Plaxton Primo SB07 PAN has been a regular performer on this service, but recently Alexander Dennis E20D Enviro 200 AB62 PAN has been used.

Carters Coach Services operate school service 193, which now starts at Dedham, then Ardleigh — Lawford — Manningtree — Brantham — East Bergholt High School. This service is now a double-deck working again, due to an increased number of schoolchildren travelling from Brantham to East Bergholt High School. In February 2016 Carters were using N589 BRH Volvo Olympian/Northern Counties Palatine II on this service, N589 BRH is still in East Yorkshire maroon/cream livery.

Any omissions in this series of articles are entirely my fault, but having worked and lived in Greater Manchester for thirty years 1983 to 2012, my visits to Essex and Harwich have been limited.

Lastly, thanks to Stephen Barham for providing information and answering my questions over the years. Also thanks to my wife Rosemary who has put up with me surrounded by diary notes, fleet lists, timetables, magazines, and boxes of colour slides whilst I researched and wrote these articles!



One of NIBS new Streetlites. He has two! In all-white as delivered livery. Taken outside his depot (The Coach Station, Bruce Grove, Wickford) on 31 March. **William Morrison.**

*** **STOP PRESS!!!** *** **From Adam Kelleher.**

First Essex are to receive a batch of Enviro 400s from First Leicester. They were new to First London and have been displaced at Leicester by new StreetDecks. The first two, 33563 (SN58 CGZ) and 33568 (SN58 CHH), arrived at Basildon on 8 April. Full details next month.

Target Dates for EBN 625 (May 2016).

By	Saturday 30 April 2016	Reports to Sub-Editors.
By	Saturday 7 May 2016	Sub-Editor drafts to Editor.
By	Monday 16 May 2016	Dispatch by Printers.

Back Cover Photos.

Outer Top Carters Coach services 489 (N589 BRH) on 15 March 2016. N589 BRH has Northern Counties Palatine II body. Another much travelled Volvo Olympian, new to East Yorkshire whose livery it retains. Acquired from Rail River Link, Totnes, Devon in 2015. N589 BRH is the normal bus on service 193 in 2016, so unlikely to be seen in Colchester or Ipswich. School service 193 is now double-deck again due to increased number of school children travelling from Brantham to East Bergholt High School. **Robert Appleton.**

Outer Lower The last day of Stephensons ECC contract route 247 operated by former London United Optare Olympus S07 (now Stephensons 505). Photographed in Langham - 9 April 2016. **Russell Young.**

EBN624p32



Top picture:

A nice array of colours leaving HH - both current liveries (Arriva / First) plus Westcliff (by pure chance) and Thamesway! Bristol VRT/SL3/6LXB 3107 (UAR 597W) new to Hadleigh with ex-Hadleigh Dart 952 / 46152 (N952 CPU) on arrival on 12 March.

John G. Lidstone.



Middle picture:

Unusual Blind 2.

A very uncommon short working on service 1 just as far as Rayleigh Weir (roundabout). Optare Versa V1170 4251 (KX13 AUU) shows its display clearly in Leigh.

John G. Lidstone.



Lower picture:

Marshall Dart 41732 (X732 HLF) was withdrawn on Maundy Thursday with ex-Chelmsford Dart/Pointer 42483 (SN03 WLK) coming to replace it. Hadleigh Engineering is congratulated for a remarkable smartening up (its skirt panels were quite untidy, despite new livery). Its partial repaint has lost the white bit on the bumper (far better in my view) and also it has proper size fleetnumbers you can read now!

John G. Lidstone.



www.essexbus.org.uk