

Essex Bus News

**No. 626
June
2016**



Essex Bus Enthusiasts Group
www.essexbus.org.uk

£4
where sold



Top: The sale of Carters Coach Services (Capel St Mary) to Ipswich Buses finally went through on Friday 27 May. The last through journey on route 93 (Colchester - Ipswich) on that day was duplicated with ex Crosville Bristol FS 314 PFM. Probably the first time its run in passenger service since Viv Carter has owned it, as it only ever does private hire work. Photographed in East Bergholt.

Russell Young.



Lower: When was the last time you saw two Chambers single deckers together? Chambers 252 (EU03 BZK) Dart SLF/Pointer laying over and 261 (EY57 FZE) AD Enviro 200 on service 84 to Colchester, both at Sudbury Bus Station on 12 May.

Ken Coldwell.

Front Cover Picture.

John was just settling for a nice peaceful lunch today (20 May) when a very kind text alert from James Sadd of Blue Line Travel caused him to drop everything and run (literally) as their choice ex-preserved AEC Routemaster/Park Royal RML2613 (NML 613E) was on a wedding charter and making two journeys through the very narrow streets of Old Leigh. To his knowledge, this is only the 4th bus ever to go into Old Leigh.

A very rare occurrence indeed - and thanks to Director Kevin Danby for driving nice and slowly, much helping John to get decent photos.

(Eds note; there is a whole selection of additional shots "Old Leigh shots" on JGL's Facebook page.)

John G. Lidstone.

Essex Bus News 626

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June 2016

Welcome to new member:

David Warren, Ipswich - 1104

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.

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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 23 June

John Wilson's memories of 1962 to 70 with ENOC, plus LT, Grey-Green, Harris and Sovereign.

Thursday 28 July

Owen Woodliffe, "Rally and Running Days".

Thursday 22 September

tba

Thursday 27 October

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

Thursday 24 November

tba

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 10 June

John Podgorski. "All Change"

Other 2016 dates, all Fridays

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

A Blast From The Recent Past!

By Paul Harvey.



Ex First Essex 34305 Volvo Olympian Northern Counties L305PWR seen at last months (May) Fenland BusFest at Whittlesey.

EBN626p2

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

EVENTS

Sunday 19 June

Sunday 26 June

Sat/Sun 2/3 July

Sat/Sun 9/10 July

Sunday 10 July

Sunday 10 July

Sunday 21 August

Dad's Day Out. East Anglian Transport Museum. www.eatransportmuseum.co.uk

Basildon Bus Rally at Barleylands, Billericay. www.basildonbusrally.com

Vintage Transport Festival and 60's weekend. North Norfolk Railway.

London Event. East Anglian Transport Museum. www.eatransportmuseum.co.uk

Historic Transport Rally & Road Run. Haverhill

Bus & Commercial Vehicle Rally. Sacrawell Farm (A47/A1 junc) Peterborough.

Buses Festival. Gaydon. www.busesfestival.com

Note changed date. Group Stall here.

TOUR

Saturday 27 August 2016

LONDON TOUR BY EX-ST ASTROMEGA COACH

Group member Matthew Evans is organising a tour to London using Ensign's ex ST Astromega 245. Depart Southend at 0930 via ST X10 route, pick ups by arrangement at Basildon & Grays. Then via Culturebus old 614 route. Return 1700hrs. Cost £10. Bookings to Matthew on 07746 779 414 after 2000hrs. ***Seats need to be confirmed and paid for by 31 July latest.***

Information is published in good faith and members are strongly advised to check details with the organisers, as the Group can accept no liability if events are cancelled or or altered.

Where the Hayle is This?



Step-floor double deckers are quite scarce now and will be banned from 1 January 2017.

Northern Counties-bodied Volvo Olympian N706 TPK started life 20 years ago with Southend Transport during the British Bus era. Now with Hayle Travel Cornwall Ltd, seen on a Helston Schools service.

Philip Wallis.

Silver End at 90 by Chris Stewart.

Silver End village celebrated its 90th anniversary on 16 April with a number of events, special displays and a free heritage bus service. Using the 'Western Arms' pub as a starting point, buses ran over the routes developed by Hicks Bros and Eastern National from that pioneered by the Silver End Development Corporation, whose bus link to and from Witham started in 1925. Westcliff K5G AIN 825, ENOC KSW5G VNO 859 (a long time Braintree vehicle which worked former Hicks services), REL66 FWC 439H (a one time Silver End resident) and Thamesway Dart K909 CVW (a late substitution for ex Moore's Guy Arab 373 WPU, which also spent its later life at SE depot) carried good loads all day and brought back happy memories to many of the locals, including several former bus drivers and conductors.

Silver End was set up as a self-sufficient village by Crittalls, the window manufacturers, who needed new capacity in addition to their existing works in Witham, Braintree and Maldon. They bought 220 acres of farmland around the 'Western Arms' and a few cottages. 600 quite distinctive houses – many in the 'Modernist' style - were built in 5 years from 1926 together with the factory, powerhouse, a school, considerable social facilities, a print works and a 3-storey department store, and the village thrived in its early years. The great depression of the 1930s brought a sudden change of fortunes, however, and many of the concerns were sold off, including the bus business, which went to Hicks Bros in 1932. Hicks built a new depot in 1937, allowing double deckers to be based in the village for the first time. Under Eastern National, it was closed as an operational base in 1965 - at about the time Crittalls were taken over and the houses transferred to the Local Authority. The depot was modernised and reopened in 1974, however, to replace the ex Moore's depot at Kelvedon when this passed to National Travel. Final closure came in August 1988 and the site is now occupied by a residential turning named Crittall Close.

Picture below: The 'village hall' (reputedly the largest in the country) makes an appropriate background to David Edwards' REL 1516 (FWC 439H). The department store burnt down in 1952 (with the present day Co-op built on the site) and most of the factory was demolished in 2008, but the core of the village is now a Conservation Area in view of the architectural heritage of the 1920s and 1930s buildings. Crittalls continue in business from Witham. **Chris Stewart.**



Editor's note: The Members are revolting! Well, at least one didn't like the black and white version of the picture above as shown last month. He thought it was a mistake either by myself or the printers. Neither! It was a conscious attempt to "ring the changes"! Your Ed. likes the black and white format which, to his mind, looks like a very accurate sketch. Just to please my reader, the picture is shown in the standard format used in EBN! In whichever format, the bus is extremely attractive.



Top photo: At the back of SE depot on 14 March 1975, withdrawn former Moore's Guy Arabs 2017 (373 WPU) and 2015 (20 PVX) await disposal along with pioneer MW5G 1300 (1858 F). 2017 happily survives at Canvey and 2015 was exported to the USA after working Lesney contracts for PVS and probably still exists there. 1300 wasn't so fortunate. **Chris Stewart.**



lower photo: 1516 reliving its days at SE depot, backed into Crittall Close which was built on the site of Boar's Tye Road after closure in August 1988. **Chris Stewart.**

Service Changes by Paul Harvey.

DeVere Cars

1 July 16	333	M-F	Great Yeldham to Sudbury: service withdrawn.
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Ensign Bus

13 June 16	21	M-S	Brentwood to Ongar: Mon to Fri 0650 Ongar to Brentwood extended to Warley Eagle Way and returning at 0718.
	22	M-S	Aveley to Grays: 1340 from Grays withdrawn and replaced with journeys at 1330 & 1350 on Saturdays.
	22A	Sun	Aveley to Tilbury: revision to timetable.
	44	D	Grays to Lakeside: additional journeys introduced.
	73A	D	Tilbury to Lakeside: revision to Sunday timetable plus minor revisions to evening t'table.
	83	M-S	Chadwell St Mary to Lakeside: revision to Saturday timetable.



A most uncommon private hire by Ensignbus using an Enviro200 Dart (rather than a double-decker). Neatly parked up over the Southend cliffs on 20 May 2016. **John G. Lidstone.**

First Essex

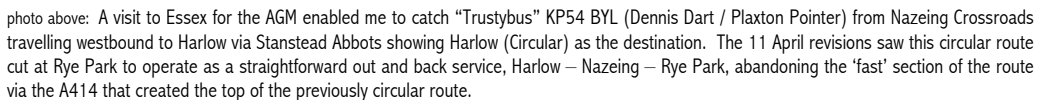
26 June 16	16	M-S	Clacton Circular via Great Clacton: reintroduction of summer service.
	17/18	D	Clacton to Point Clear: revised timetable to improve reliability and introduction of summer service.
	19	M-S	Clacton to St Osyth Beach: reintroduction of summer service.
	76	D	Clacton to Colchester: minor t'table changes plus additional Clacton & Weeley "shorts".
10 July 16	X10	D	Basildon to Stansted Airport: new service
	X30	D	Southend to Stansted Airport: revised timetable.

3 May 16

418-420

D

Harlow to Loughton: revised timetable to improve connections to train services.



As an aside this was the first time I had caught a bus at "The Crossroads" since 1971 when this would have been a London Transport RF on the 327. Getting to Harlow then would only have been possible in an Eastbound direction using the 393 or 393a, as it is now following the above revisions.

David Grimmett.

19 June 16

19

Sch

Rowhedge to Monkwick Sch: revision to timetable.

21 May 16

20

D

Walthamstow to Debden: revised timetable.

4 June 16

549

M-S

South Woodford to Loughton: revised timetable.

12 April 16

A6

D

London to Stansted Airport: revised to operate from Paddington via Mable Arch & Baker Street to Stansted Airport every half hour day & night time (updated info).

A7

D

London Victoria to Stansted Airport: new coach service via Waterloo & Southwark every 15/20 mins daytime, with reduced frequency overnight (updated info).

A8

D

London Liverpool Street to Stansted Airport: new coach service via Whitechapel, Bethnal Green & Bow every 20/30 mins daytime, reduced frequency overnight (updated info).

A9

D

London Bethnal Green to Stansted Airport: revised to operate from Stratford to Stansted Airport every 30 mins daytime, reduced frequency overnight (updated info).

Service Changes, continued by Paul Harvey.

Regal Busesways

11 April 16	322	Sch	Old Harlow to Saffron Walden: revision to timetable & route, change deferred to 30 May 2016 (updated info).
30 May 16	322	Sch	Old Harlow to Saffron Walden: revision to timetable and route not serving Great Hallingbury (updated info).
5 June 16	4	Sun	Harlow to Little Parndon Circular: revised timetable.
	10	Sun	Harlow to Church Langley Circular: revised timetable.
	11	Sun	Little Parndon to Harlow Circular: revised timetable.
	12	Sun	Harlow to Old Harlow Circular: revised timetable.
	240/250	D	Debden to Watham Cross: revised timetable & route on Sundays.
	251	Sun	Waltham Cross to Waltham Abbey: service withdrawn, included in revised 240/250.

Stephensons of Essex

1 May 16	673	Sch	Maldon to Chelmsford: revision to route and timetable within Chelmsford.
31 May 16	6A	M-F	Eastwood to Leigh Station: revision to timetable to connect with train service at Leigh.
6 June 16	90	M-S	Witham to Maldon: minor revision to timetable.



Olympian fest! Stephensons 830 and Hedingham 71 at Witham Morrisons on 26 May (see Stephensons notes). **Russell Young.**

Terravision

24 March 16	A50	D	London Victoria to Stansted Airport: re-introduction of service to Bishop Stortford Rail Station for train connection to the Airport.
13 April 16	A50	D	London Victoria to Stansted Airport: service provided in conjunction with Stansted Citylink from Kings Cross/St Pancras to Stansted Airport.
30 May 16	A50	D	London Victoria to Stansted Airport: reintroduction of through direct service to the Airport.

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

The “Suffolk Panther” 28 May 2016, report by David Harman.

Twenty six members and friends gathered at a dull, overcast Colchester North station to await the arrival of our steed, **Panther Travel's** former Eastern National commuter coach, Leyland Olympian D511 PPU. This was most recently in Stephenson of Essex's fleet but is now under the care of Adam Barham and resplendent in their blue, white and silver scheme. We were soon purring on our way and the weather quickly changed for the better, becoming sunny and warm, to remain so for the rest of the day. Long tailbacks on the A12 were spotted just in time, to dictate a detour via suburban Colchester and some interesting turns as we headed into deepest Suffolk.

Constantine Road depot of **Ipswich Buses** was our first stop, where we were welcomed by an amiable Andrew Collins, the company's driver training instructor. Much of the fleet was out on service and the former tram (and trolleybus) depot was thus largely empty. This enabled Andrew to take us on an architectural tour, pointing out the old trolleybus running road numbers (inside the entrance, over the lintel), a two-foot section of tram track (near the rolling road) and showing us round the old workshop at the rear of the running shed. This is almost a museum piece with early lathes and other metalworking machines, all of which are still operational. Indeed the workshop is used for educational purposes with local engineering students.

At the rear of the running shed is a modern structure, which served as a paint and body shop, but such is the economics of modern bus operation, much of this work is contracted-out, and the building is to be disposed of. Adjacent is the parking area where examples of the varied Ipswich fleet were available for our cameras. These included some fast-dwindling types, the remaining Dennis Lance, a Spectra, an Excel, as well as Tridents and OmniDekkas. Also present were a Dublin Olympian and Tridents from the Carter's fleet, which had been moved from their old home only the day before. A current fleet list may be downloaded from the website www.ipswichbuses.co.uk/

Next, we headed north-east and to the first of two former airfields that are host to operators – and much else. Clopton is home to Ben Fosker's **Venturer Coachways Ltd.**, whose company name, digressing, provides an obscure link back to early deregulation days in the Southend area. The Venturer fleet divides neatly into three categories – (1) the operational, (2) "projects" (for future preservation/operational use) and (3) other vehicles/things. In the first category, pride of place was reserved for former Hedingham L148 (WPH 135Y), a LCBS Tiger/East Lancs rebody, smartly repainted in Venturer maroon, red and deep cream.



Photo: Former Hedingham L148 described above. **David Harman.**

An ex-Silverdale Javelin/Plaxton Premiere L843 OTO (presently for sale on eBay) and similar, N43 AHH completed the operational contingent. Projects included a Fife Scottish Tiger/Alexander P-type, Alder Valley Olympian/ECW commuter coach WIL 4714 (D823 UTF), similar to D511 PPU, and Bury Corporation PD3 137, unaccountably in red/cream livery. "Other things" – well, where do you start? Maybe with two Gardner engines resting in the grass, a Javelin/Berkhof being stripped for spares (Ben has a soft spot for things Guildfordian), and much more!

After we had spent a half-hour exploring, Ben took us in L148 the short distance to Woodbridge and the bus station for our lunch stop, following which he had an hour off before rejoining us later. Drivers of passing buses (First Eastern Counties in the strange charcoal-fronted Ipswich livery and an Ipswich Buses Solo) were mildly perturbed by the gleaming Panther Olympian parked on their stop, but this was nothing to the gaping mouths and general wonderment exhibited by locals when Tony Buckland drove in with his **Buckland Omnibus Company** Dennis. Ho-hum you may say, once you've seen one Dart, you've seen 'em all, but this was no Dart!



TE 870 was new to Accrington Corporation (no.57) in 1929, a Dennis E with Brush body, since completely rebuilt, and now in a version of the traditional ACTD livery. "Ermintrude" as she is called, provided our conveyance through the lanes to Bentwaters Business Park, Rendlesham, another former USAF airfield. This was a very pleasant ride, with progress best described as stately, since gear-changes require to be made very s-l-o-w-l-y. After all, should cogs be stripped, even Ben Fosker might struggle to source a spare gearbox from his yard.

At the Buckland depot, we found a line of Volvo coaches with a variety of bodies in a variety of liveries, all normally deployed on school work. The fleet

also includes a former United Counties 1966 Bristol MW/ECW coach, GRP 260D ("Florence"). Both this and the Dennis are used for wedding, film hires etc. and are kept very busy. Readers may be interested in "15 minutes with Tony Buckland" which appeared in trade magazine *RouteONE* issue 641, 25 May 2016 (www.route-one.net/) from which the following is an extract:

Ermintrude was booked by the BBC to take part in the 2015 Children in Need London to Brighton trip but DJ Chris Evans, who was expected to drive it, was unable to make the driver training course we planned for him – so we didn't get to go to Brighton. Ermintrude has a centre accelerator pedal, hand throttle, four-speed crash gearbox, right-hand gear lever, two completely separate braking systems with six brake drums, no brake lights or indicators, and a 40hp engine with no starter motor. I suspect he was plain scared.

This summer (from 27th July), the Dennis will be operating a stage service (250) between Aldeburgh and Thorpeness. (www.bucklandbuses.co.uk/)

EBN626p10

Ben Fosker also keeps some vehicles at the same site and we were able to inspect an ex-London General Trident, previously with YourBus of Heanor, and another ex-EN Olympian coach, PLZ 2876 (D510 PPU), which was duly posed with its former shedmate. PLZ 2876, last with Tony Glew, now has a Gardner 6LXCT, and a circuit of the airfield allowed connoisseurs to compare performance and sounds with Panther's D511 PPU, which has the factory-fitted TL11 unit. (See photo on EBN626p29).

Bidding adieu to Tony and Ben, we headed north to Beccles and our last two visits. The first was to the modern Moor Business Park premises of **BorderBus** (www.border-bus.co.uk/). BorderBus is a relative youngster, started in November 2014 by Andrew Pursey, who had previously founded and built up Anglian Bus, before its sale to Go-Ahead. Two routes (146, Southwold – Norwich, and 521, Aldeburgh – Halesworth), services to Sir John Leman High School, Beccles and to the Latitude summer music festival keep a smart fleet of Enviro 200s, a rare Enviro 300, and seven ex-Metroliner B7TL/Plaxton Presidents earning their keep. Andrew arrived during our visit (off service in an Enviro 200) and told us that two further new Enviro 200s and two ex-Arriva London B7TL/Wright Geminis were imminent. Adventurous spirits investigated another unit in the Business Park which houses Lamberts Coaches, a predominately Volvo/Van Hool-based coaching operation nowadays, but one that did once have stage work and some B6/Plaxtons that eventually migrated to a certain yard in Wethersfield Road, Sible Hedingham. Horrible things, as I recall!



photo: A line-up of superbly presented Borderbuses as described above. **David Harman.**

Our final call was a last-minute "sub". The planned visit to Beestons had been cancelled. A major private hire job for the military required much of their fleet (and drivers), so an empty yard would have been in prospect at Hadleigh. Keith therefore arranged a visit to **Anglian Bus** (www.anglianbus.co.uk/) at Beccles Business Park, just a short distance from BorderBus. Here, we were welcomed by the duty manager who kindly moved a selection of buses for us. Representatives of most types in the fleet were present: the two remaining Tridents, originally Stagecoach London and Brighton & Hove but both more recently at Hedingham, ex-Metrobus OmniDekkas, plus OmniCitys, OmniLinks, MAN Ecocitys, Versas and two Solos. In the scrap line were a MAN Ecocity accident victim, a Trident, OmniCitys and numerous Solos, which seem to enjoy relatively short shelf-lives. We had missed (by a few hours!) several Hedingham Olympians which had departed for Barnsley that very morning.

Finally, with the sun receding in the west, it was time for us to depart too, and once the country lane that passes for the A12 hereabouts was gained, the Olympian was soon purring along to make Colchester North in very good time indeed.

Our thanks go to the operators for their hospitality, to Adam Barham for a smooth ride in a superb bus, to Ben Fosker and Tony Buckland for their excursions, and last but not least to Keith Woods for the considerable work that goes on behind the scenes. Another successful EBEG tour!

Acquired Vehicles

Correction to EBN625, the acquired Enviro 400s have a seating capacity of H41/26F, not H41/30F (thanks to Robert Appleton for checking these). They are full height, have straight staircases (with a single seat under the staircase), no tip up seats and are 10.1m long, with a short window bay towards the rear (5th of 7 on upper deck). Early sightings of the five that had not been noted in service as at 5 May: 33546 running from Basildon Bus Station to depot not in service (9 May), 33549 on 200 (9th), 33552 on 200 (9th), 33567 on 25 (8th), 33570 on 5 (9th).

Allocation Changes; Period 2 (24 April - 21 May)

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)

20463 CF(DS)-Disposal, 30903 CR(out of service)-CN(out of service), 32068 BN-CN, 32087 BN-CN, 32631 BN-CR, 32640 BN-CR, 32641 BN-CR, 32801 BN-FG, 32804 BE(out of service)-FG, 32849 BE(out of service)-FG, 32850 BE(out of service)-FG, 32855 BE(out of service)-FG, 32863 BN-Disposal, 32887 BE(out of service)-FG, 32905 BE(out of service)-FG, 33001 CR-FG, 33002 CR-FG, 33549 FG-BN, 33552 FG-BN, 33562 FG-BN, 33567 FG-BN, 33570 FG-BN, 33572 FG-BN, 41761 HH-HH(out of service), 42487 CF-HH, 60135 BE(out of service)-Disposal, 66179 CR(out of service)-CF(DS)

20463 did not last long as a driver trainer, it had only been converted and repainted in May last year (see EBNs 614/5). 66179 has been rescued from the withdrawn line to replace it. 32863 had an engine fault. 41761 is out of service with chassis rot and has been replaced at Hadleigh by 42487. The transfers of 32068, 32087 and 42487 once again re-introduce Barbie livery to Clacton and Hadleigh depots.



photo: Four of Basildon's five Volvo B7TL / Wrightbus Eclipse Geminis have now moved to Colchester, having being displaced by the ex Leicester Enviro 400s. 32640 is seen at Colchester Bus Station on route 104 shortly after transfer, 13 May 2016. **Adam Kelleher.**

Disposals; May 2016

20463, 32863 and 60135 to Alpha Recovery for scrap

32801, 32849, 32855, 33001 and 33002 to First Hampshire & Dorset

32804, 32850, 32887 to First South West (Buses of Somerset at Taunton)

32905 to First Eastern Counties (to Rotherham for work on it, then destined for Great Yarmouth)

Repaints

Clacton paint shop, which re-opened after circa 10 years in July 2014 (see EBN604), closed again by the end of April. The reason is not known, and it is also not known if the closure is temporary or permanent. However, this explains the reduction in recent repaints and also the fact that 53117 and 53132 remain in Barbie livery when all other Solos have been repainted (the latest was 53114 in February).

Other Vehicle News and Workings

General

47523, 47527, 47645, 47649, 63163, 63167 & 63170 are more Hadleigh StreetLites to receive a main Essex fleet name on offside lower panels. CR65682 has gained a front LED destination display (in early February this year).

Colchester and Clacton

Double deckers and StreetLites seen on routes 103/4 during May (all CR): 33195 (4th), 33001 (12th), 32640 (13th), 63328 (19th), 63338 (22nd) and 63340 (25th). Sightings of Clacton double deckers during the month: 30887 on 76 (6th & 19th), 74 & 76 (13th), 32087 on 76 (5th, 6th & 23rd), 5 (19th). 32068 has not been yet been reported in service. Route 2, Clacton to Mistley, continues to be operated by 9.4m Darts, but one exception was longer CN42928 on 6 May. The Enviro 200s at Clacton continue to operate on routes 7/8, Clacton to Walton, and are rarely seen on other services, but on 6 May 44596 was on 5A and on 23rd 44598 was on the same route (5/5A is normally Dart operated).

5 May	CR32640 on 62, CR66809 on driver shuttle	10	CR33078 on 65
17	Recently transferred from BN, CR32631 on 75 and evening 88, then on driver shuttles on 18th, 62 on 19th, 70 on 21st and 1A on 23rd. This bus still retains its (faded) "We Believe that Buses are the Future" super rear ad from its days with First Leicester.		
18	CR66803 on 71 (unusual for one of Colchester's "Green" Volvos)	19	CR63330 & CR63331 on 71
23	CR32631 on 1A	25	32628, ex BN, on 75 (a Period 3 transfer)
26	CR33186 on 1A, CR65675 on 7 (Clacton to Walton), its flip dot destination was programmed for the route so this may be a Period 3 transfer to CN rather than just a loan	27	CR33088 on 64, CR33195 on 64A
28	CR33086 & CR33088 on 65	30	CR63337 on 102 (Bank Holiday Monday)



picture above: EBN625p16 recorded that 32087 (KP51 WBZ) had moved from Basildon to Clacton. Here we see it waiting to depart from Clacton, Jackson Road on 6 May on 1055 service 76 to Colchester.

Robert Appleton.

Chelmsford (including Braintree Outstation)

Sightings at Braintree outstation: 32481, 32483-5, 32651, 66830 plus out of service 32809, 32847, 32849, 32855, 32856 and 32864 (8 May); 32481, 32482, 32483, 32485, 32652, 32654 plus out of service 32809, 32847, 32856 and 32864 (15th); 32482, 32484, 32485, 32651, 32652, 32654 (22nd), out of service Tridents had gone; 32480, 32482, 32484, 32485, 32651, 32654 (28th)

Buses seen on X30: CF65029 (8 May), CF65032 (11th), CF66794 (12th), CF66837 (14th)

3 May CF43847 & CF44537 on 71

4 CF53121 on 71

5 CF67904 very unusual on Sandon Park & Ride

6 CF65030 on 70

9 CF44539 on 71, CF69434 on Sandon Park & Ride (and again next day and 1 June)

10 CF(DS)62195 on driver training in Colchester

11 CF67904 on 71

12 CF43845, CF44537 & CF53128 on 71, CF67903 on 36

13 CF44900 unusual on 70

15 CF32483 on 70 (Sunday)

17 CF53117 on 71A, CF(DS)62139 on driver training in Colchester

19 CF44539 & CF53138 on 71, CF53136 on 42

21 CF65028 on 72 (replacing CF42932, taken off with engine trouble)

22 CF44550 on 42A

23 CF66815 on Sandon Park & Ride

26

CF43846 on 71



EBN624 included a photo taken by Richard Delahoy of BN69913 at the previous Southend terminus of route 251 taken on 3 April 2016. Since 10 April the 251 from Warley now terminates at The Swan, Wickford and BN47656 is seen at the new terminus on 8 May, with blinds already changed for the return journey. **Adam Kelleher.**

Basildon and Hadleigh

Non-Hybrids seen on route 100 (all BN, all May except where stated): 47655 (7th), 47656 (9th), 47652 (12th & 1 June), 47651 (19th), 41538 & 47653 (26th)

8 May BN41513 & BN47656 on 251, BN69901 & BN69918 on 25, BN66823 on 22

12 BN33424 on 512

19 BN33549 & BN33574 on 561

26 BN32642 (the last Gemini left at Basildon) on 5, BN33077 on 825, BN33178 on 100X, BN33574 on 561, BN69908 on 300, BN41539 on 94 (usually double deck operated), HH41730 on 25



EBN625p9 recorded non hybrids working on route 100, including 47651 on 21 April. Wright Streetlite 47651 (SN15 AEO) was on route 100 again on 19 May. Robert travelled on 47651 from Basildon to Chelmsford, seen here at Chelmsford bus station.

Robert Appleton.

Rail Replacement

Colchester-Harwich (all CR): 32478, 32641, 33044, 33045, 33086, 33087, 33186, 33196 (15 May). CF67903 was parked outside Shenfield Station at 0800 on 22 May, presumably for early morning TfL Rail Replacement (First Essex now have the contract for early Sunday morning TfL work).

Other News

Ex First Essex yellow school bus 68521 has been used in normal service by First Buses of Somerset, helping out on routes taken on when Webberbus went out of business. Gresham Telecom is the new tenant at the 2011 Baintree depot.

Real time information was introduced by First Essex on 2 June, intending passengers can now find out when their bus is due to arrive at their bus stop, either on line or via the First Bus app. It works via a signal sent out by ticket machines which tracks a bus's location. (Timetabled journeys of other operators' routes serving the same stop are also shown, although these are not in real time.)

Sources: own observations, and with thanks to R Appleton, S Barham, D Bell, T Clark, L Cornwall, J Cush, D Lund-Conlon, A Osborne, J Podgorski, J Salmon, C Stewart, G Toon, R West, First Essex, Essex Buses Google group and Terminus.

GLX 913 Goes To Town!

Both pictures by John G. Lidstone.



London Transport 1944 Daimler CWA6/Duple D27 (GLX 913) was withdrawn from Merton Garage in October 1952, being acquired by Southend Corporation in 1953 as a trolleybus replacement vehicle and rebodied by Massey in 1954. In May 2016, D27 returned home! The bonnet top and side, front lower saloon bulkhead and dumb irons are from the original bus. Seen here on its way back to Purfleet, top picture comparison with youthful "Borismasters" and lower picture taken Whitehall, 1944 GMC DUKW-353 ESL 660, London Duck Tours' Beatrice, passes 1944 Daimler CWA6 263 (GLX 913) which was a special moment between 72-year old veterans, both PSV licenced, both continuing their working lives after major rebuilding.



Summer Services

Andrew Colebourne.

Regarding Chris Stewart's query on routes 751 - 753 operated in 1986, Andrew confirms that Brentwood's Leyland Olympian 4019 was used on the 753 on 24 August 1986 as he photographed it in Walton Garage on that date. [Compare and contrast with the photo on EBN626p29!]



More on EN 1404 (and there is more to come! Ed.)

Andrew Colebourne.

May I correct the information on the Bristol RELH ECW B51 prototype 1404 VHK177L in EBNs 624 and 625?

The caption of the present day picture of the vehicle in EBN624 suggests that it is painted in the 1981 livery it carried after rebuilding, but that is not correct. It was actually painted in the livery depicted in the picture sent by David Grimmer reproduced in EBN625. The date of that picture is presumably soon after it re-entered service after the rebuilding and not 1973 (the year it was new) as suggested by David.

I believe the present livery on the coach was the whim of its restorer and not one that it ever actually carried in service. It is more like the original livery carried by those production B51 bodies (on Leyland Tiger chassis) that were supplied for National Express work. Incidentally, I had not previously noticed but the front grille panel carried by the restored vehicle differs from the original as seen in the c1981 picture.

I have dug out the newsheets for 1981 and the reports (paraphrased) on 1404 are as follows:

- | | |
|---------------------|---|
| NS206 - May 1981 | Due to return from ECW late May. |
| NS207 - June 1981 | Returned from ECW to Central Works on June 19th. New style of ECW bodywork with 44 seats. |
| NS208 - July 1981 | Had re-entered service and was currently allocated to PL. The vehicle retained its original body number 19857 as it had not been completely re-bodied but rebuilt chiefly at the front and rear ends. |
| NS209 - August 1981 | Transferred from PL to SD in August 1981. This might have been fortuitous as the infamous arson attack on Prittlewell occurred on the night of 26 August 1981. |

I photographed it in Victoria Coach Station on 30 May 1983 running from SD on service 109 at which time it retained the livery as refurbished. I'd have to do more research to find out when it was repainted but by 23 June 1984 when I photographed it again in London it had received the "Venetian blind" National Express livery.

You can just make out in Dave's colour picture that it had PL allocation plates, so it is likely to have been taken between late June and August 1981. The picture was taken in Colchester garage yard (not the same place as the other one!). The sun angle indicates late afternoon/evening and given the proximity of buildings likely to create shadows at that time of day I think late June or early July is more likely. In the Minehead picture the coach has SD allocation plates, so must have been taken after transfer in August 1981.

EBN626p17

Acquired

YT59NZM & NZN — Scania N230UD/East Lancs H51/28F, new to Network Colchester (105/106) but latterly with OFJ Connections on the Kingston University services, they have been acquired via Ensign and are not yet in service.


Demonstrator on loan

YN16 CFU, a Scania Euro 6 decker with ADL E400MMC body is on loan, first used at Rochford depot on service 61 on 28 May. It had previously been displayed and trialled on the Isle of Man as part of the ALBUM conference there.

John G. Lidstone.

An unusual working in late May was the use of Olympian 830 (N859FKK) by Braintree depot on services 38/38A, due to a vehicle shortage, see photo EBN626p8.

EBN626p18



top picture: "Just in at Rochford is Scania/Olympus YT59 NZN." With grateful thanks to Stephenson's of Essex and Graham Saunders, a former ST colleague who kindly posed it for me this evening (27 May). **John G. Lidstone.**



lower picture: EU62 FBO Alexander Dennis Enviro 200 in Frinton Road, Kirby Cross, working 0910 Walton - Colchester 105 on 12 April. **Robert Appleton.**

Ambus (Amber Coaches' bus operations) by Adam Kelleher

With thanks to Ian Ransom, Ross Newman and LOTS

Vehicle News

Dart / MCV AE55 EHM has been on loan from Ensignbus during May, seen on route 374 on 20th. It was due to return after two weeks (at the start of June).

Former Panther Travel Dart / Plaxton SIL 6719, still in Panther livery but minus fleet names, was on route 269 on 27 May and 374 on 1 June. Former Stagecoach London Trident / ALX400 T690 KPU has been owned by Amber since circa April 2010, but has been part of the Amber Coaches fleet, rather than the bus fleet (although carrying Ambus fleet names) and has been used on schools and rail replacement work. However, on 18 May it was operated on route 269, the first report of it on service work. Blinds have recently been fitted, it was displaying a large route number in the number / via box and yellow blank in the destination box. It is in amber livery with orange between decks on the sides, with blue fleet names on the orange.

Further to EBN623, Enviro 200 SK07 HLV now has an all-round orange skirt, rather than just at the front and back (seen on route 261 on 1 June).



Amber T690 KPU in a very wet Brentwood High Street on 18 May 2016 (see notes above). **Adam Kelleher.**

Services

Further to EBN623, from 14 May route 374 was re-routed to once again serve Fobbing (after being diverted away from the village on 5 May 2015) and so route 14 (introduced on 15 December 2015 on Tuesdays, Thursday and Fridays only, four off peak journeys each way from Corringham to Basildon via Fobbing) was withdrawn.

EBN626p20

Regal Busways by Adam Kelleher

With thanks to Ian Banks, Wayne Bell, Terry Clark, Chris Hatley, John Podgorski, Owen Woodliffe and LOTS

Disposal

1206, the last Olympian, is no longer in the fleet. It had last been reported in service on route 7 on 18 March 2015, although it was also seen parked at Brentwood Station on 19 May last year.

Other Vehicle News

Regal had yet another mishap with a low bridge when 1401 (a high-bridge vehicle) became wedged under Duke Street bridge in Chelmsford in the early hours of Sunday morning, 29 May (around 0145). It had been operating a private hire, but no passengers were on board. Fortunately, the bus was in the middle of the road and did not lose its roof, in fact only minor damage to the front nearside of the roof was caused. The driver was reported for careless driving.

Workings and Observations All dates May 2016

Greater Anglia Rail Replacement

Colchester to Ipswich: YJ03 PGZ, MX10 DFK (15th)

Ingatstone to Newbury Park: 802, P 03, YJ03 PKK, MV12 ODR (29th); 801, P 03 (30th)

Ingatstone Cross Platform shuttle: 208 (29th); 210 (30th)

Solos

211 on 89 (20th)

Darts

602 on 1 (27th); 617 on 52 (3rd), Braintree Freeport Shuttle (28th); 618 on 11A (8th)

Enviros

651 on 565 (3rd), 75 (17th); 652 on 343 (28th)

MANs

802 on First Data Shuttle (23rd)

Tempo

P 03 on 3 (17th), 71C (22nd)

*Despite the comment about the faded livery in the photo caption below, **Ken Coldwell** reports that "Yes the Regal was scruffy, but inside it was fine, and if you haven't tried it, the service from Halstead to Sudbury is something else, definitely not main road - goes through little places like Gestingthorpe, little villages, single track roads driver knows everybody".*



Regal Busways 601 (YN04 PZY) in the (rather faded) old livery leaving Halstead High Street on 12 May for Sudbury.

Ken Coldwell.

EBN626p21



Ensignbus

Dealing Stock Movements

May 2016.

Mark Lloyd with thanks to Ross Newman.

Vehicles In

Arriva London	LJ53 NHO	DAF DB250
Go-Ahead London	BX04 BXN / FJ54 ZDR	DAF SB120's
	LF52 TKN / TKT	
	LX0 7BYO	Enviro
Metroline	LK03 NKE/NLE/F/T	Darts
	LK53 FDC/F/O/U/V	
	LK03 UFN/NKE	Tridents
Stagecoach Devon	S803 BWC	Trident
Stagecoach London	LX04 FYF/K/P/R/S/T/Y/Z	Tridents
Stagecoach South	S773 SVU	Olympians
	P772 GND	
	R506 UWL	
Stagecoach Yorkshire	CU04 AMV	MAN's
	YT03 AYJ / AYK / AYF / AYH	
	YN04 WNE / WMC	

Vehicles Out

Abbey Travel, Erith, Kent	LF52 ZPD	Volvo B7TL
Axe Valley, Seaton, Devon	PN03 ULL	Trident
Bear Buses, Feltham, Middx		
	LT52 XAH	Trident
Compass Travel, Worthing	LJ05 BNK/GLV	DAF DB250's
Dand E Coaches, Inverness		
	YG52 CDZ/CEN	DAF SB120's
Finesse Coaches, Birmingham		
	SN51 UAK	Dart

Flagfinders, Braintree, Essex

YN56 FDF

Scania

Hunts Coaches, Alford, Lincs

LX53 JYU

Trident

Imperial Coaches, Slough

S773 SVU

Olympians

P772 GND

R506 UWL

Landmark Coaches, Arlesey, Beds

LX53J YJ/IJZP

Tridents

Langston and Tasker, Steeple Claydon, Bucks

PN06 UYV

Dart

New Adventure Travel, Cardiff

YT03 AYJ/AYK

MAN's

YN04 WNE

Newbury Coach Travel, Billingham, Cleveland

YK53 GXM

Volvo B7RLE

Nu-venture, Maidstone

MP04 BLU

Dart

Rotala plc

LJ03 MVZ

DAF DB250's

LJ04 LFF

Seaford and District

Y732/733 TGH

Volvo B7TL's

KX05 KFD

Dart

Sihota Coaches, Southall

YN06 JYJ

Scania

Stagecoach East Midlands

LK03 GHZ

Trident

Stagecoach East Scotland

LK03 GHF

Trident

Stephensons of Essex

YT59 NZN

Scania

UK Coachways, Bolton

LJ04 LDU/LFE/LDK/LGL

DAF DB250's

Weardale MS, Bishop Auckland

BV55 UCX

Scania



Other Movements

DAF SB120's	BX04 BXN / FJ54 ZDR / LF52 TKN	MC Tractors for scrap
Enviro ...	LX07 BYO ...	MC Tractors for scrap
Volvo B7TL	Y749 TGH	David Cornthwaite, Shipton on Stour, Warwicks.
DAF ...	K535 RIX ...	National Ambulance Resilience Unit, Salisbury.
Olympian	N548 LHG	City Direct, Galway, Eire.
Tridents ...	LX53 JYK / JYY / JZG ...	Sarcophagus Films, Shepperton.
Volvo B7TL	PL51 LDO .	Kiss Oriental Bakery, Co Durham, for use as a mobile Sunday carvery.



A nice pass-by with twin Ensignbus Volvo B9TL/Olympus 112 (PO58 NPI) and 120 (PO58 NRE) on rail replacement 22 May for c2c - the annual 'big closure' Shoeburyness-Basildon for multiple works at different locations. Seen in Thames Drive, Leigh-on-Sea.

John G. Lidstone.

National Trust Chelmsford Group tour to Rockingham Castle on Sunday 8 May. Once again the transport provided was by Kings Tours using their Van Hool TX16 Alicron coach KC12 ABC.

John Salmon.



Mark Lloyd with thanks to Essex-Buses yahoo group.

Fleet news

251 PJ02 RHE To new livery

General

It has been formally announced that the Tollesbury depot is to close after the end of school year on 22 July 2016 and that routes 91 and 95 are to be withdrawn. It is not known whether this includes the 50/A or 92. Suggestions of the planned events are that the vehicles will move operationally to Kelvedon with a replacement engineering facility to be constructed in the local area maybe nearer the A12 corridor. Plans seem to be at an early stage, although to be back up and running in an engineering sense for the new school term does not leave a very long window for arrangements. Further information will be advised once confirmed.

When Tollesbury is closed as an operational depot it will sever the links with Osborne's history, obviously being the operational base of Osborne's from completion in 1965 through to Hedingham and then Go-Ahead ownership. The building has a 100ft width, and nearly double the length with clear headroom in the building for double deckers and allowing single deck vehicles to be lifted for underside inspections. The building without doubt is one of the finest depot buildings in Essex and is sad to hear of its possible demise.



Hedingham 213 (EU59 AYM) an AD Enviro 200 in Braintree Bus Park loading for service 89 to Great Yeldham on 12 May.

Ken Coldwell.

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

At **Southend**, a further DAF SB200/Wright Commander in service is 3963 (GN04 UGA).

DAF SB120 / Wright Cadet 3941 (GK52 YVF) has left **Colchester** to join the driving school fleet at Northfleet. Colchester allocated Scania N94 / East Lancs 'Omnikdeka' has received Arriva livery in place of TGM based Network Colchester colours.

Further repaints of **Harlow** vehicles into Arriva livery from SX connect colours are Volvo B7RLE / Wright 3817 (GN07 AVD), 3731 (GN54 MYO), 3732 (GN54 MYP) 3874 (KE57 EPC) 3859 (KE54 LPI) 3857 (KE54 LPC) and 3858 (KE54 LPC).



picture above: a smart Network Colchester Omnikdeka 5373, in Ipswich Road, Colchester on the 'Chicken Run' route 801 Ipswich - Witham works service (something a bit different as the service is infrequent and runs at shift change times only).

Russell Young.



Richard Lewis comments on the caption to the Sapphire E400 on the inside front cover of EBN625:

The bus depicted is from Gillingham Depot rather than Maidstone, although used on our Sapphire 101 service between Gillingham and Maidstone.

The eighteen buses due in the Autumn for Service 1 will be Enviro400 MMCs but will be in standard livery, not MAX.

Picture left: Arriva Kent Thameside (Southend) Vauxhall 110 (HT05 YCR) in the controversial 'shared space' by Southend Victoria station.

John G. Lidstone.

Publicity News by Ian Ransom.

A large number of leaflets have been issued, all dated to coincide with the timetable changes from 10.4.16 (unless shown otherwise), including:-

Acme Transport 7/A (undated, but includes April 2016 changes)
Essex County Council 4 (Hythe-Stanway)
10 (Basildon-Shotgate)
15 (Marks Tey-Prettygate) Note 15 dated 11.4.16
16/A (Old Heath/Canwick Grove-St Helena School) Note 16/A dated 11.4.16
37 (Warley-Pilgrims Hatch)
47 (Oaklands Park-Broomfield Hospital)

Arriva Colchester First 1/A; 2/8; 4; 11; 77/A
5/8/A
15/A/25/25A/25B;
21/B/X;
22/28; 26/27/27X/827;
64/A/B; 65;
66/A/B/174/175;
67/A/B/E/68;
75/A;
88/A;
102/3/4/6;
X30

NIBS Buses 14; 21 (Basildon-North Benfleet); 21 (Black Notley-Bocking); 21C; 46 (Chelmsford-Ongar);
46A; 46B; 46C; 46D; 46E; 46F; 63; 104/6; 256; 257; 501

Stephensons 5/6; 9 (Walton-Gt Holland); 9/A (Gt Notley-Gt Bardfield); 16; 30; 59/60; 60/A; 71/72;
101 (Point Clear – Brightlingsea); 105/107; 115; 313/A (all dated 11.4.16); 21 (dated 10.4.16)

Suffolk County Council 193 (Ardleigh-East Bergholt, operated by **Carters**)

Other leaflets not previously included in this column are

Airport Bus Express First for services from Stansted to Stratford/Liverpool Street and Victoria dated 12.5.16
20
24/A both dated 4.10.15
61/A/62/A dated 1.11.15
300 dated 20.4.14

Go Ride 72 and 73 (Clacton-Colchester) both dated 4.1.16;
79 (Clacton-Brightlingsea) also dated 4.1.16

National Express Regal 350 (photocopied leaflet dated 15.1.16)
1/A/B dated 9.5.16; 3/A/B/C/D/E also dated 9.5.16; 7 dated 29.2.16; 213/4 dated 1.2.16; 391 dated 9.5.16; B2 dated 9.5.16

Stagecoach Citi 7 (Saffron Walden to Cambridge) dated 3.1.16
Stephensons 301 (Bishops Stortford – Saffron Walden) dated 29.3.16
TFL timetable for 66 (Waltham Cross-Loughton, operated by EOS) dated 1.4.16
Thurrock Council 11 (Basildon to Purfleet, operated by **Amber**); 265 (West Horndon-Grays, operated by **Trans Vol**) both dated 1.4.16; 374 (Grays-Basildon, operated by **Amber**) dated 14.5.16
National Express services from Stansted to:

Paddington (A6) dated 4/16 Victoria (A7) dated 4/16 Liverpool St (A8) dated 4/16 Stratford (A9) dated 4/16
727 Norwich-Cambridge-Stansted-Heathrow-Gatwick-Brighton dated 2/16
737 Oxford-Luton-Stansted dated 11/15

Summary of services Liverpool-Manchester-Nottingham-Stansted dated 1/16

Arriva Colchester Save as you go, fares leaflet dated 17.4.16

Panther Travel by Ian Ransom.

Acquired from Wheelers Travel, Hampshire is Dennis Dart SLF/Plaxton VU02 TTZ, which has been re-registered DC02 PAN

Unusual Blinds by Robert Appleton



As a follow up on the unusual blind 1 & 2 photos in EBN624 inside front cover and inside rear cover, Essex CC service 2 moved from Heddingham & District to First Essex Buses on 11 April 2016 with a revised route and timetable. There is now a short working on this service at 1630 Clacton – Horsley Cross and 1705 Horsley Cross – Clacton. The Clacton – Mistley journeys do not serve Horsley Cross, they go via Little Bentley and Little Bromley to reach Lawford, Manningtree, and Mistley.

Horsley Cross was served years ago by service 123 Clacton – Ipswich, but I cannot recollect any journeys that terminated there.

The photo shows First Essex Alexander Dennis Dart SLF/Pointer 42561 (SN05 DZX) waiting to depart Clacton Pier Avenue on 1630 journey on 23 May.

An Overflowing Post-bag brings ...

Terry Challis from Blackpool

I was particularly interested in the article 'Parcels by Bus' in "Tebbit's tales". As a junior schedules clerk at the Eastern National Head Office in New Whittle Street, Chelmsford in the late 1950s, I was sometimes sent to Chelmsford Bus Station with a parcel or envelope containing urgent duties for one of the garages. There were no official parcel labels on them and my job was to ask (or persuade) the conductor to take them to the garage at their destination. This was usually straight forward as most of the service cars were from the 'other end' of the route. However it could be a problem on the 11(to Southend), the 30 (to Brentwood) and the 53(to Colchester) as these routes were worked by more than one garage. From what I remember we always got around such problems in one-way or another.

Sometimes, if there was a parcel for Southend Garage I would be asked if I would take it on my way home. (Such parcels would contain Service 251 duties for Tyler's Avenue. The Southend Area schedules were compiled at London Road, Southend.) This meant going home to Hadleigh via Southend instead of changing at Rayleigh.

I wonder if the 'Parcels by Bus' service was ever profitable?

Parcels by Bus

The Blind Spot.

Nigel Turner from Panfield.

Bob Williamson's blinds always hit the spot with many EBN readers. Apart from Editorial boo-boo's which always bring a rapid response, these occasional articles seem to stir the little grey cells in a way other articles don't! Also see The Letters Page, this EBNp31.

"I always enjoy seeing the reproduction in EBN of blinds from the Bob Williamson collection and the Chelmsford destination and via blinds in the May issue were no exception, prompting a couple of random thoughts as recorded below.

Firstly, on page 21 of the same issue of the magazine there was a photo of a Stephensons Scania in Colchester working a journey on Service 105, Colchester – Walton. This route has kept the same number for an amazing 85 years, having been renumbered from 5 when Eastern National acquired Silver Queen in 1931. What is perhaps not widely remembered is that the 105 was extended to start from Chelmsford each summer from 1953 to 1963 hence why that depot's blinds could show:

WALTON

via

COLCHESTER

THORPE-LE-SOKEN

In reality the extension of the route actually comprised a daily duplicate on a 53 journey from Chelmsford to Colchester, continuing as a 105 duplicate to Walton, there being no additional timings. Apart from not having to change at Colchester, the only advantage to the passenger was that instead of paying 4s 7d return to Colchester and then 3s 6d to Walton, a total of 8s 1d, they could buy a through return for 7s 4d, a saving of 9d (or about 4p for our younger readers!). The fare chart was marked "These fares may be charged during summer months only when through service is operated to and from Chelmsford" so ENOC clearly didn't want to give too much away!

Another destination that caught my eye was **FLACKS GREEN**, a place that I suspect not too many members will be familiar with. This is part of the village of Terling which itself is not really on the road to anywhere. Flacks Green had become an ENOC destination in July 1942 when they acquired the surviving operator in the area, Wilkinson of Nounsley. His service had started in Terling proper which involved negotiating a ford to get to Flacks Green, then continuing via Russell Green to reach Chelmsford. Eastern National was not as brave so they cut the service (50A) back to "Flacks Green, Coffee Shop". To be fair, even today cars can come unstuck when attempting the ford. Curiously, the Traveline website has maps which suggest that the current services operated by Regal do negotiate the ford despite the "Unsuitable for motor vehicles" sign!

One strange aspect of the timetable in the 1960s was that there was a journey at 5.30pm from Chelmsford to Flacks Green each weekday but the only inward journeys were on Fridays! My assumption is that it was for the benefit of passengers who had used the main service from the Rayleigh Arms to reach Chelmsford and didn't mind walking over the footbridge over the ford to return.

I had never known what the turning arrangements at the Flacks Green terminus were, so I was very pleased a few years ago when I found a photo on the internet of a MW which had reversed in to the drive of the Malting House which is next to the Coffee House. Why did this please me so much? Well, the Malting House was the home of my great grandparents for around fifty years from the late nineteenth century until the 1920s. The Coffee House also had another bus connection in that a granddaughter of its nineteenth century occupiers typed the manuscript for the book "Just the Ticket" for its author, the Reverend Thornton, erstwhile vicar of Kelvedon."



1938 Bristol L5G 267 (GPU 414), withdrawn 1959, seems a little confused here in Chelmsford Bus

Station displaying both Flacks Green and 53 Springfield. The 50A (later 50B) to Flacks Green was acquired from Williamson of Terling in 1942 (the last of three operators over that route), the route turning short of Terling itself to avoid a deep water splash.

photo: **Chris Stewart collection**, notes from Simpson, Cawley & MacGregor's 'The Years Between'.

EBN626p28

More on the “Suffolk Panther”.



top picture: An gleaming Anglian Trident just out of the wash.

lower picture: Olympians re-united. See David's report EBN626pp9 - 11 for the story.

David Harman.

David Harman.

Smaller Operators

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

Anita, Stansted Airport

Recent new arrivals here are AC16 ERN, a Mercedes-Benz Tourismo C53FT and VV16 ERN, a Mercedes-Benz/UNVI C34F.

Golding (Turners of Essex), Little Maplestead

Ex London General East Lancs bodied Scania N94UDs, reg. YN03 DFV and YN03 DFX, formerly H45/27D are here and have been converted to single door (F) – H45/??F. Meanwhile, G293 UYK, a Leyland Olympian H78F and M462 LLJ, an East Lancs bodied Dennis Dart B40F are no longer here.

Kings Coaches, Colchester, with thanks to Peter Mobbs

Former Kings Bova Magiq C53FT returned to Colchester on 18 May, after only six weeks away, repainted in a dark metallic grey livery and is now with Falconrise (Roman Cars) of Colchester.



Seen near the Colchester Garrison running track on its first revenue-earning job with Roman Cars, is ex Kings Coaches, Bova Magiq, KC 08 ABC.

Peter Mobbs.

Lodge, High Easter

The ex Yellowbus, Bournemouth Dennis Trident/East Lancs Lolyne re-registered as YAZ 8827 has been identified as ex V428 DRA and not T273 BPR as mentioned last month. Northern Counties bodied Volvo Olympians H82F, R557 EFL and R223 AEY have gone to Lawton, Stickney, Lincolnshire (Dealers).

New Horizon, Frating

Iriza bodied Scania K114EB4, YN04 GGV has been re-registered as S24 NHT, whilst similar YN54 AKK is now S20 NHT. SK07 NKN a Scania/Iriza K340EB4 is re-registered as S23 NHT.

The Letters Page.

David Whiteside from Rayne

Re the picture on page 27, it's Duke Street, Chelmsford, more or less opposite the Bus Station. Roughly where the car is coming into the picture is where the post box stands, outside what was Duke Street post office. In my time at ENOC Duke Street depot, we fought a running battle with the GPO (as it then was) over the collection time at the Duke Street box. It was timed for 1730 (or as we knew it then, 5.30 pm), which meant peak traffic time and peak bus movements coincided with collection time – not a problem except that the van would arrive about 5.15pm and bring Duke Street to a standstill!

Puzzle answer, blinds & destinations, duties.

I looked at the Chelmsford blind on p26 and it struck me how many of the places on it are no longer served by any First Essex commercial services. Obviously, some destinations – Broomfield Angel for example – are no longer on the e-blinds as the services have been extended - but a significant number have disappeared from the former ENOC network and some from the Essex bus network altogether – Fryerning, Mill Green and Russell Green to name but three. Also see notes from Nigel Turner on page 26 of this EBN.

Always look forward to receiving EBN. Because they are my 'era' I enjoy Alan Tebbitt's contributions. Please ask him to check his duty number referred to in EBN624. He said he was on duty 2 and refers to the 0600 Chelmsford -Tilbury Ferry and return. Alan's records will be better than my memory but I feel fairly sure that at Chelmsford, the Monday to Friday early duties were all odd numbers – 1, 3, 5 etc. and the middle and late duties all even numbers – 2, 4, 6 etc., with a similar practice on Saturday and Sunday but starting with either 1XX or 2XX.

Alan Tebbitt BEM from Truro

responds.

The photo to The Blind Spot in EBN625 of Bristol KSW 2342 (1385) UEV 835, on service 55, was taken in Duke Street, Chelmsford, opposite the borough library building. W. O. Budds baker shop and cafe, behind the nearside wing, later became a showroom for DER television rentals, renamed as Granada. The bus is headed for Springfield Green, a temporary turning point (which lasted about 2 years) whilst the Lawns Estate was built. The service was later extended to Boswells school. The schedule had already taken account of the extension into the estate, so an excessive layover was allowed at the green. The bus would be reversed in to a side road, next to the alms houses. The elderly residents of one of those houses provided open house to the crews, the kettle was always on, and home baking was available. I think the old couple was glad of the company, and the busmen, and women, were grateful for the hospitality, especially through the cold winter.

David Whiteside, an old colleague of mine, has obviously got CF confused with some other depot. In my time at that depot, the duty numbers ran concurrently throughout the day, i.e. duty 1 was the earliest, followed by 2, 3 etc. Monday to Friday crew duties were from 1, with OMO (in those days) also started at 1, preceded by OMO. Spreadover duties were 1xx, Saturdays were 2xx, and Sundays 3xx. In addition we had set overtime duties, which were OT 1 to, if I remember correctly, OT11, again running from earliest to latest start times. These were, by union agreement, a minimum of 3 hours, and not longer than 3hours 45 minutes. In addition, a list of duties not covered would be posted in the crew room, which we could sign for, again a minimum of 3 hours, but going up to any length that could be contained in ones daily legal limit.

Anthony Spindler from Chelmsford

Puzzle answer.

Anthony confirms the position of UEV 838 (EBN624p27 and see above) and adds it was a regular performer on the 55, particularly in 1965, during his time at Duke Street Bus Station.

Doug Brown from Hutton (DB from BD)

The Essex Postbus.

The "Send Your Parcels by Bus" piece in EBN625p4 reminded me that when I drove for Eastern National, we carried the mail on the 30 or 30A from Brentwood to Ingatstone and Chelmsford. At Brentwood (BD), a postman would get on the bus and put two mailbags under the stairs, secured by a padlock and chain to the luggage rail. Another postman at Ingatstone would take one mailbag and the same at CF (Chelmsford) Bus Station. I do not recall it happening on the return. My conductor and I quipped, "We are the overland stage!"

John Weeks of Derbyshire, formerly Grays

Blind Faith Solves a 70-year Mystery.

I found the Blind Spot in last months EBN very interesting. I have been interested in Eastern National all my life and living in Grays for nearly forty years I could keep up with any changes in the fleet or routes.

There was one mystery that I could not explain. Occasionally a bus on the 53 would pass our house going to Terling not Tilbury Ferry, and sometimes one would go the other way to Bicknacre when it should surely be going to Billericay. Where were these strange places that I had never heard of? It took me as a six or seven year old a long time to work it out, but eventually I realised that if the destination blind was loose on the rollers it did not have to slip very much to show the next destination. Last months Blinds Spot confirmed this after nearly 70 years.

I did eventually visit Terling on a Leyland National on the one journey Friday only route 50/50A in NBC days. When we moved to South Woodman Ferrers in the early 80s I worked in Bicknacre for Jacksons, so they were real places after all!



Former Lodge's Optare V118 LVH was with Filer's of Ilfracombe in March this year operating service 31 to Woolacombe. Seen here in its home town, it has a hard life with long, steep climbs out of both towns. Compare with another former Lodge's vehicle on the inner front cover. This one has a deep blue skirt with ivory above.

Owen Woodliffe.

Item for Sale - The Leyland Bus

A non-member friend has acquired a fair copy of "The Leyland Bus" by Doug Jack, published by The Transport Publishing Company, Glossop in 1977. ISBN 0-903839-11-3. Hard back, 440 pp, many b&w pics. He wants a fiver for it and would expect a purchaser to collect from Chelmsford or pay for postage (it weighs nearly 2kg). Or I could bring it to one of our meetings, by arrangement.) If anyone is interested, please contact Maurice Austin, details on page1 of any EBN.

Editors Note –

lots of material held over waiting for a quiet month! Thanks to those who have send photos, articles and other materials.

Target Dates for EBN627 (July 2016).

By	Saturday 2 July 2016	Reports to Sub-Editors.
By	Saturday 9 July 2016	Sub-Editor drafts to Editor.
By	Monday 18 July 2016	Dispatch by Printers.

Back Cover Photos.

Outer Top Relevant as Tollesbury depot is in the news, being announced for closure on the 22 July. TY based Olympian 72 in Berechurch Hall Road, Colchester, making what I think is an unusual appearance, on the 1745 Colchester -Tollesbury service on Friday 3 June 2016, which from my observations is normally a Dart.

Russell Young.

Outer Lower The second repaint out of TGM livery into Arriva corporate colours is Scania Omnidiekkka 5373, it arrived back at Colchester on 19 May and entered service on the 1 and 1A the following day. This may be unique as the only Arriva liveried Scania Omnidiekkka. Greenstead Library on route 1A on 20 May 16, its first day back.

Russell Young.



Top picture:

As mentioned by Roger Smith in EBN625, former Lodge's MAN/East Lancs FY52 PMV has been acquired by Gordon Springgate Training Services and re-registered to G15 SPR. Seen at SE Bus Festival, Detling on 2 April 2016.

Owen Woodliffe.



Middle picture:

KX57 FMD, Alexander Dennis Enviro 200 Seating: B29F. Seen in Burnham on Sea on Thursday 5 May a week before Webberbus ceased trading; this was new to Stansted Transit seen below in Maldon on service 73A.

Dave Arnold.



Lower picture: The same bus seen in Cherry Gardens, Maldon on 8 September 2007 at 0859 ready to form the 0900 to Chelmsford from Maldon. It was only 8 days old as it was new on 1 September.

Dave Arnold.



www.essexbus.org.uk