Essex Bus News

No. 666; October 2019



Essex Bus Enthusiasts Group £4

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Upper picture
In Thamesway heritage livery repaint, Volvo B7RLE / Wright Eclipse Urban 2 69520 (BJ11 ECW) arrived back from repaint by Mardens of Benfleet to its home depot at Hadleigh on 19 September. It was the last of 6 ex-Chelmsford Park & Ride allover black buses given route branding for routes 22/28 at Hadleigh, to be repainted.
A credit to First Hadleigh.
John G.Lidstone.

Lower picture
First Essex Buses have received six 8.9m long Alexander Dennis Enviro 200 from First West of England. 44915 (YX09 AHA) has been repainted in to Urban livery, in Duke Street, Chelmsford, on 17 Sept.
Robert Appleton.

Front Cover Picture

Panther Travel DAF DB250/East Lancs (DC52 PAN) working route 1 for Manningtree High School on behalf of 24 x 7, 1 of 3 new school routes they are doing on their behalf. Taken on 6 September 2019.
Adam Barham.

Essex Bus News 666 October 2019

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Owen also stocks a wide range of colour photos;
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Now discontinued.

A Warm Welcome to New Member

Craigland Ramsey, Wivenhoe – 1148.

Essex Bus News is the "house magazine" of the…

Essex Bus Enthusiasts Group

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

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

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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.

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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.
Small car park on site **but now only accessible via Parkway and Cedar Road West**, other public car parks nearby.
Tea and coffee making facilities. Members and guests welcome. £2.00 donation towards cost of room hire, please.

Thursday 24 October	**Alan Osborne**	Islands.
Thursday 28 November	**Philip Kirk**	the Bus Archive.
Thursday 12 December	**Richard Delahoy**	20 years ago.

Dates for 2020; 23 January, 27 Feb, 26 Mar, 23 April, 28 May, 25 June, 23 July, 24 September, 22 October, 26 November, 10 December.

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. **£3.00** donation towards room hire, please.
Slides/digital photos are preferred, but prints can also be shown. Members and guests welcome.

Friday 11 October	**Fred Laewrance.**
Friday 8 November	**Steve Maskell.**
Friday 13 December	**Alan Moore,** Malta since 1991 plus Hong Kong since 2002.

A Blast From The Past

Paul Harvey.



Southend Transport 367 Daimler Fleetline WJN 367J seen in Thundersley Kiln Road operating in tough conditions during the winter of 1981. **Paul Harvey.** [A taste of weather to come? – Ed.]

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

EVENTS

Saturday 19 October		Wheels By Lamplight. 1730 - 2100 Ipswich Transport Museum.
Sunday 20 October	...	Transportfest – The AEC Story London Bus Museum, Brooklands
Saturday 26 October		Halloween Event. 1500 - 2100. East Anglian Transport Museum Carlton Colville
Saturday 2 November	...	Aldenham Transport Spectacular. Allum Lane, Elstree & Borehamwood.
Sunday 3 November		Transport Festival Lincolnshire Transport Museum. www.lvvs.org.uk
Saturday/Sunday 22/23 November		Depot Discovery Tours. LT Museum Acton
Sunday 1 December	...	The Christmas Cracker. Ipswich Transport Museum
Saturday 7 December		Ensignbus Running Day based at Lakeside Shopping Centre

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.



Canvey Transport Museum held a Transport Spectacular at Waterside Farm in August to mark 40 years. Although there were hundreds of classic cars, preserved buses were limited to the Museum collection and a few others. Brentwood Coaches had two Bedfords, an OB (SEV 777) and this SB3 with Duple Super Vega which has been restored after use by travellers. **Owen Woodliffe.**

STOP PRESS. - Harrington Panelling Anyone? Sue Burden.

My parents had their fireplace replaced earlier in October. For many years I noticed that the Formica back panel was of the same pale grey flecked pattern as the internal panelling found in Harrington bodied coaches. So, I saved a couple of parts of this back panel in case they would be of any use to coach preservationists.

They date from around 1964, are backed with hardboard, and are about 16 inches by 34 inches when allowing a margin for damage on the edges. Preservationist must collect, from Braintree area, but they are free. Sue has supplied a picture available from the Editor.

The Other Chelmsford Bus Station

Nigel Turner.

In his article in the June edition of the magazine (EBN662) about the railway bridge at Chelmsford, Alan Tebbit made brief mention of the "other" bus station in Chelmsford i.e. the one in Park Road owned by Hicks Bros. As many members may not be aware of those premises, I thought a few words on the subject might be appropriate.

It is none too clear when the Hicks family began to serve Chelmsford nor where their original terminal was. It seems that Thomas Hicks first ran a carrier's cart from Felstead to Chelmsford in the late 1800s. That part of the business passed for a while to E.E. Collingridge who advertised a "bus" to Chelmsford on Mondays and Fridays, and to Braintree on Wednesdays. After some years Thomas's son, Ernest Cansdall Hicks, took the business back in to the hands of the family.

Following the end of WWI, Hicks began to expand rapidly with the onset of motor vehicles. A depot in Fairfield Road, Braintree was set up in the latter half of 1919, but the county town had to wait a while. A timetable dated June 30th 1926 shows market day services to the town but the "Starting Point" is just described as "Opp Railway Station".

On 30 September 1927 Alice M. Potter, W.E. Belcher and W.F. Arlidge sold some land at Park Road to E.C. & A.R. Hicks and the remainder to Jesse Gowers. Mr. Gowers of "Park Road Works" and Henry Potter of the "Fairfield Estate Works" had both advertised themselves as builders in a 1902 directory. Henry Potter had died in January 1927 hence the sale by his executors.

For those not familiar with Park Road, it is just the other side of the railway line from the current bus station and has the "Railway Tavern" at its entrance. In its final format, the plot had a frontage of 111 feet and the distance from its nearest point to Duke Street was 100 feet. It appears that the initial site was the pentagon shaped piece of land between Park Road and the viaduct shown as unoccupied land on maps of the early 1900s.

The exact opening date of the Bus Station awaits confirmation; however Ernest George Salmon agreed to operate the café on the premises with effect from June 1930. He later performed a similar task for Hicks Bros at Braintree.

Services terminating at Chelmsford were 11 from Braintree (half-hourly), 21 from Dunmow (about 7 journeys a day) and 16 from Stebbing & Felstead (Fridays). In the early days a market day service also ran in from Coggeshall.

More land was purchased on 14 February 1936 from Jesse Gowers and again on 2 March 1942. It seems probable that the latter purchase was of No.49, Park Road, a house adjoining the site. Certainly, its post war inhabitant was Frederick Dunlop who had been promoted to Inspector in 1941 but in 1939 had been a driver living at 20, North Street Dunmow, adjacent to the Hicks depot there. By 1948, Mrs. Ada Dunlop had a part time position with the company, dealing with timetable enquiries, the office apparently being part of their house.

As might be expected, journeys on services 11 and 21 were pruned during the war while service 16 was withdrawn completely by 1940 and was not reinstated until late 1946 or 1947.

Sunday morning journeys had made a comeback by January 1946 on 11 and 21, while the last significant improvement under family control was the addition of a Tuesday journey on Service 16. It should be said that buses were never scheduled to be outstationed at Chelmsford. As the natural traffic flow would be towards the county town, there would be little demand for early morning or late evening journeys in the contra direction.

Perhaps surprisingly, the premises were included in the sale of the business to the British Transport Commission on 31 December 1949 as transfer of the services to Eastern National's Bus Station would have been an obvious move. Additional bus shelters were soon built for the Hicks' routes and transfer took place on 4 June 1950. The café continued in use for a while but sadly it was recorded that Ernest Salmon had passed away by 17 August and the café was listed as unoccupied from 30 September.

A brick shed was let rent free to the Home Guard for about two years until April 1954.

Unfortunately ,Mr. Dunlop passed away in late 1951 and his widow was offered alternative housing so that No.49 became unoccupied from 16 November 1953.

Although the Mid-Essex Technical College had expressed interest in the premises, nothing came of this, so they were rented back to their previous owner, Jesse Gower Limited for five years.

Finally the College got their act together in 1959 and agreed to buy the premises for £5,300, the sale taking place in January 1960.

The college redeveloped the site but in recent years it has been completely remodelled again.

As Alan Tebbit mentioned, access to Park Road was extremely tight, the road not being wide enough for buses to pass each other whilst the proximity of the Road to the railway bridge meant that very careful positioning was required to avoid unfortunate accidents. Sadly it is recorded in Tony Langley's history of the company that Leyland PD1 No.81 MNO193 received severe roof damage there in December 1947 when just a few months old.

In nearly fifty years of researching, I have found only one photo of the premises. This shows WH1554, an all Leyland TD1 of 1929 which came to Hicks in 1936 from Bolton and WH4908, TD3 of 1933 which gained a new Strachans body in 1948 after acquisition from Bolton. WH1554 is shown about to leave for Stebbing via Felstead on Service 16, a journey that can be made in 2019 on Stephenson's Service 16 albeit on an Enviro 200 rather than a Leyland Titan!



This photo, detailed in the article is from the **Omnibus Society collection** but Nigel thinks it was taken by **Charles Klapper**.

Membership renewals

Richard Delahoy, Treasurer & Membership Secretary.

A renewal form is enclosed (loose) with this month's magazine for all who are due to renew at the end of this year. After a number of years when we've held subs at £21, for 2020 there is a small increase to £22 to reflect increased costs. I hope you will agree that the magazine still represents excellent value for money! Subscriptions can be paid in one of three ways:

1) By BACS transfer to our bank, see details on the renewal slip. This is our preferred method as it is easy and cheap for both you and us. Note that you can only do this by electronic banking or on your bank app; you cannot go into a Santander branch to pay.
2) By sending us a cheque or postal order.
3) By PayPal – again, details are on the form.

Air mail prices are on the renewal slip, and life members (you know who you are) pay a reduced price of £21. Subs can also be paid in cash at the November and December Chelmsford meetings.

I look forward to receiving your 2020 subscription and thank you in advance for your continued support for the Group. If however you do not plan to renew, please let me know – preferably with your reasons – to save chasing unnecessarily. EBN666p5

The Italian Job!

Text and pictures by John Salmon.

Way back on Sunday 15 June, the Little Waltham Open Gardens and Classic Car Show was held.
One of the stars of the Classic Car Show was the Bedford Val ALR 453B pictured below which is a tribute vehicle to the Bedford Val coach which starred in the film The Italian Job. This was the coach that ended up on the cliff edge about to fall over into the sea as Michael Caine et al tried to escape with the gold bullion.





Cont/

The Little Waltham Bedford Val was new to Battens Coaches of London as RCA 501B. It originally had Harrington Legionnaire bodywork. In its tribute role it carries 3 minis which were unloaded at Little Waltham. It now has a modified Duple body and can seat 8 passengers and can be hired for private parties. Full details of this vehicle can be found in the July edition of Bus & Coach Preservation magazine on page 59. Life is so exciting in Little Waltham!

M166 VJN for EBN666

Robert Appleton.



Eastern National 666 (M166 VJN) Mercedes 709D with Plaxton Beaver B23F body, new in March 1995, at Colchester bus station on 4 October 1995. In June 1995, Badgerline had merged with Grampian Regional Transport to form First Bus. 666 has a First Bus logo on the first side window next to the door, and still carries the Badgerline badger emblem behind the rear wheels. (Regret no idea what the soft toy/animal? is doing on the front below the Mercedes badge!). **Eds** note; these are more often seen on dustcarts! **Robert Appleton.**



The Borderlands!

Felixstowe Travel are probably the nearest operator to Harwich as the crow flies, but this Scania won't be getting its tyres wet going that way home!

Paul Smith.

Service Revisions

by Paul Harvey.

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

Highlights and Lowlights of the Period.

§. Gatwick Flyer ceases. §. Ensign Jetlink X1returns to Southend Airport. §. Ensign Boxing Day services again!

22 September 19

Laindon to St Martins School (Sch) **Susan & Martin Hardiman.**
School service withdrawn.

23 September 19

29 Belhus Pilgrims Lane to Purfleet Station (Sch) **Ensignbus**
New school service for Harris Riverside Academy.

3 October 19

GF Essex area to Gatwick Airport (D) **Gatwick Flyer.**
This prebookable service ceased trading from this date.

5 October 19

Jetlink X1 Southend Airport to London Victoria (D) **Ensignbus**
This service reinstated following agreement with the Airport Authority. One journey in each direction 2340 from Southend Airport returning at 0305 from London Victoria.

13 October 19

7 Cambridge to Saffron Walden (D) **Stagecoach Cambridge.**
Revision to timetable.

1 November 19

796 Hadleigh to Manningtree (M-F) **Hadleigh Community Transport Group.**
Service withdrawn.

4 November 19

93 Ipswich to Colchester (M-S) **Ipswich Buses.**
Revision to timetable.

475 Stanford-le-Hope to Brentwood County High School (Sch) **NIBS.**
New school service.

11 November 19

350 Liverpool to Stansted Airport (D) **National Express.**
Revision to timetable.

25 November 19

481/484 Felixstowe/Clacton to London Victoria (D) **National Express.**
Minor timetable amendments.

26 December 19

Jetlink X1 Southend Airport to London Victoria (D) **Ensignbus.**
Extra journeys to operate on Boxing Day only.

X2 Upminster Station to Southend Airport (Thur) **Ensignbus.**
This service to operate on Boxing Day only every half hour.

X10 Lakeside to Southend (Thur) **Ensignbus.**
This service to operate on Boxing Day only extended to/from Southend Airport every half hour.

* In the event, the X10 extension to the airport did not operate - see EBN 669, 1/2020

Essex County Council Recent closed consultations

Chelmsford Park & Ride Consultation January 2019 Closed 22 March 2019
Essex County Council is reviewing the ticketing options and fares offered and days of opening for the Chelmsford Park and Ride Services.
OUTCOME The consultation is being assessed.

Consultation on proposals for a review of Essex County Council's supported Evening and Sunday local bus services - Consultation December 2018 Closed 22 March 2019
Essex County Council (ECC) is reviewing the way it supports local bus services which operate on evenings and Sundays and carried out a public consultation. The consultation also included proposals regarding delivering ECC services differently and devolving ECC funded local bus services to communities.
OUTCOME The consultation has been assessed
https://consultations.essex.gov.uk/rci/local-bus-consultation-2019/:
https://essexhighways.org/getting-around/bus/bus-service-changes.aspx

Park & Ride Concessionary Bus Pass Consultation May 2019 Closed 31 July 2019
Consultation on changes to the use of Concessionary Bus Passes on Essex County Council run Park and Ride services only from April 2020.
OUTCOME The consultation is being assessed.

Ongoing Consultations

Consultation on route change on Bus 4/4A Jaywick Circular operated by Hedingham Omnibuses
09 September 2019 - 18 October 2019
The evening journeys which are funded by ECC currently operate via Gorse Lane in Clacton and Broadway in Jaywick. It is proposed to operate these journeys as the same commercial daytime journeys, via Stephenson Road West in Clacton and Via Meadow Way (for journeys towards Tower Camp) in Jaywick. https://consultations.essex.gov.uk/rci/consultation-bus-service-4-4a

Consultation on service 115, Weeley - Tendring Technology College, Schooldays only, operated by Stephenson's 23 September 2019 - 20 October 2019
Due to a change in Tendring Technology College finishing time it is proposed that the timing of the afternoon journey is amended to reflect the change. https://consultations.essex.gov.uk/iptu/service-115

Consultation on service 9, Walton on the Naze - Great Holland, Monday - Fridays, operated by Stephenson's 23 September 2019 - 20 October 2019
Due to proposed changes to the network following a revision of college time it is proposed that the timing of one afternoon journey is amended. https://consultations.essex.gov.uk/iptu/service-9

Consultation on service 105, Colchester - Walton on the Naze, Monday - Saturdays operated by Stephenson's 23 September 2019 - 20 October 2019
Due to proposed changes to the network following a revision of college time it is proposed that the timing of one afternoon journey Monday to Friday only, is amended. https://consultations.essex.gov.uk/iptu/service-105

Consultation on ECC supported journeys only Witham Town Service 39, Monday - Saturday operated by Stephenson's 23 September 2019 - 04 November 2019
Although service 39 is operated by Stephenson's on a commercial basis, ECC provides financial support for some journeys. These journeys are failing our cost per passenger journey support, therefore ECC is considering withdrawing these journeys with effect from 25 July 2020. https://consultations.essex.gov.uk/iptu/service-39

Consultation on service 313/313A Great Dunmow - Saffron Walden operated by Stephenson's
23 September 2019 - 04 November 2019
Service 313/313A operates Monday to Saturdays with financial support from ECC. The contract is due to expire on 25 July 2020. The service is failing our cost per passenger journey support, therefore ECC is considering withdrawing this service with effect from 25 July 2020. https://consultations.essex.gov.uk/iptu/service-313-313a

Petite Municipalities

Bob Palmer, member no. 105

At the September meeting in Chelmsford, during an interesting show given by Owen Woodliffe on bus anniversaries etc, a question was raised as to which municipality was the smallest in terms of fleet size. Using my collection of **British Bus Fleets** books published by **Ian Allan** in the mid-sixties, I hope I can answer this interesting question. There is a connection with Essex as some of the books were written by the late Gordon Watts who lived in Colchester and was also the editor of English & Welsh fleet news in **Buses Illustrated**.

How many of us began our hobby or at least enhanced our knowledge of the bus world with the above publications?

One word of warning, the BBF books were published between February 1965 and May 1966 but it still gives a good indication of the relative fleet sizes at the time. So; in size order (smallest first).

1	**Colwyn Bay**	5		Spurling bodied Bedfords
2	**Bedwas & Machen**	7	2sd 5dd	all AEC
3	**Llandudno**	10		various smallish sd
4	**Ramsbottom**	12	2sd 10dd	all Leylands
5	**Lowestoft**	15	all dd	AEC & Leylands
6	**Haslingden**	18	7sd 11dd	Leylands
7	**West Bridgford**	27	all dd	all AECs
8	**Gelligaer**	30	27sd 3dd	mainly AEC and 7 Leylands
9	**West Monmouth**	30	13sd 17dd	mainly Leyland and 6 AECs
10	**Darwen**	32	5sd 27dd	mainly Leyland + AEC & Crossley
11	**Caerphilly**	33	11sd 22dd	mainly Leyland +6 Guy + 1 minibus
12	**Todmorden**	34	5sd 29 dd	Leylands
13	**Aberdare**	35	24sd 11dd	AEC, Bristol & Guy + 1 Morris minibus
14	**Lytham St. Annes**	36	3sd 33dd	Leyland

I was originally going to give a top/bottom ten but numbers 8 to 14 are all close so I increased the list to include all those under 40 in size. By the way, the largest of all was, of course, **Birmingham City Transport**.

It is amazing what EBEG social meetings are able to discuss. Long may they continue!

PS. Well done to Bedwas & Machen and West Bridgford for being all AEC fleets. Class!!

There is an Essex Connection!

Chris Stewart.

Your Editor asked Chris Stewart for a relevant picture; as ever, he came up trumps. His records must be meticulous!
Many thanks to Chris for his research and efficiency.

Picture top, next page

Whilst a lot of Lowestoft products worked in Essex, given the number of ECW bodied vehicles in the Eastern National and much smaller Colchester Corporation fleets (as well as independents), one former member of the small Lowestoft Corporation fleet also worked on the Essex fringe of Havering for Dorayme Travel, initially on hire from Lewington's of Abridge. The Dorayme story is complicated (and recounted in full in London Bus Magazine no.122 of Winter 2002/3) but involved former Super Coaches/City Coach Lines routes in the Hornchurch and Upminster area from 1976 onwards. The bus in question combined Lowestoft-built ECW bodywork with an AEC Swift chassis which was former Lowestoft/Waveney 3, YRT 897H. **Chris Stewart collection.**

Picture bottom, next page

Sister to the Dorayme Travel example, Lowestoft AEC Swift/ECW 4, YRT 898H is preserved by the East Anglia Transport Museum and appeared at the Barleylands Bus Rally on 27 July. **Chris Stewart.**



Chris Stewart collection.



Chris Stewart
EBN666p11

Bedford 100

Chris Stewart.

A new depot at St John's, Bedford was built for the New Central Omnibus Company during the first half of 1913 and opened on 30 July that year. New Central had been leased to London General from January 1913 and the depot was transferred to General immediately on completion. The New Central operations were completely absorbed by General in November 1913. The advent of World War I, however, led to the depot and vehicles being requisitioned by the military a mere 12 months later and services ceased. The depot did not reopen until 9 August 1919, by which time agreements between the General and National Steam Car Co Ltd had put it in the hands of National, who, in return for giving up their London operations, had a free hand to work anywhere outside a 25 mile radius of London. Hence Bedford passed to the newly re-named National Omnibus & Transport Co in February 1920 and then Eastern National (ENOC) in April 1930, with whom it remained until the transfer of the whole Midland Area to United Counties on 1 May 1952. ENOC had extended the original depot building in 1937 (smaller additions having already been made probably in the late 1920s) and United Counties subsequently altered the frontage, whilst in 1963 a new vehicle exit was constructed under London Road. The depot passed to Stagecoach in November 1987 when they acquired United Counties (less Luton & District and Milton Keynes Citybus). The former ENOC depots at Biggleswade and Huntingdon were also included.



Top:
A rare opportunity to photograph the interior of Bedford depot with it clear of vehicles as visitors arrive for the Centenary Open Day on 10 August 2019. Around £1,500 was raised for Cancer Research UK.
Chris Stewart.



Lower:
Former Eastern Counties FLF452, now Stagecoach 19952 (JAH 552D), was running shuttles to and from the Park & Ride site and is seen outside Bedford depot. FLFs were a common sight at Bedford depot during the 1960s and 1970s although not in open top form.
Chris Stewart.

78 vehicles were transferred from ENOC to UCOC with the depot in 1952, comprising 1 Dennis Lancet, 3 Bedford OWB/OBs, 12 Bristol JO5Gs, 16 L5Gs, 1 L6B, 3 LL5Gs, 4 LWL5Gs, 6 Leyland PD1s, 28 K5Gs, 2 KS5Gs and 2 KSW5Gs. Nine of these were still there in 1967 together with one ancillary vehicle and 2 more KSW5Gs ordered by ENOC. A number of them (and some ex ENOC LS coaches) feature in an article in 'Classic Bus' no.163 (Oct/Nov 2019) and there is also a much fuller explanation of the early goings-on involving New Central, General and National.



GPU 424 was one of 15 similar 1938 L5Gs with B31R bodywork transferred to UCOC with the Midland Area of ENOC in 1952, of which 10 , including 3772 (UCOC 256) were based at Bedford. Withdrawn two years later, it passed to Lansdowne Luxury Coaches – possibly a slight misnomer in this case.
Bristol Vintage Bus Group.



Local Superintendent Mr H Kishere at the wheel, early AEC Y type 2031 (BM 8019) is seen outside National's Bedford depot in the early 1920s.
ENOC collection.
EBN666p13



Former Eastern Counties FLF452, now Stagecoach 19952 (JAH 552D), was running shuttles to and from the Park & Ride site and is seen outside Bedford depot. FLFs were a common sight at Bedford depot during the 1960s and 1970s although not in open top form.

Chris Stewart.



Bristol VR 882 (XNV 882S) passed to Milton Keynes Citybus with the break-up of United Counties, and then migrated to Eastern National (3209), Thamesway, Ford of Althorne and Emblings of Guyhirn before entering preservation. Alongside is 1950 KS5G 838 (FRP 692), which served UCOC for 20 years and will next year have been owned for 50 years by Graham Ledger.

Chris Stewart.

EBN666p14



Ensignbus
omnibus suppliers to the world

Mark Lloyd with thanks to Ross Newman.

Ensignbus

Dealing Stock Movements –

September 2019

Vehicles in

Bournemouth Yellow Buses	FJ12 FXE/FXT	Volvo B11R's
East Yorkshire	X579/588 EGK	Volvo B7TL's
	T509/510 SSG	Trident
Go-Ahead London	PJ02 RCU	Volvo B7TL
	LX56 ETJ	E400
Metroline	LK57 AXJ / AXM	E400's
	YX10BEJ / BEY / BEU / BEO	E200's
	LK03 GKN	Volvo B7TL
Nottingham City Transport	YT09 YHN/S/U/O/V	Scania's
	YT59 OZS OZU	RATP London
	YJ58 VBA-D/L	Versa's
Stagecoach London	LX53 KAJ	Tridents
	LX03 BWE	
	LX04 FWV/LX04 FWY	
	LX55 EPP	
	LX06 AHA	
Stagecoach Midlands	PX06 DWD	Darts
	KX06 LNU	
	KX56 JYY	
	KX55 UUD	

Vehicles Out

Belle-Vue, Manchester	YT59 OZU / OZS	Scania's
Chesters Coaches, Manchester		
	YT09 YHR	Scania
Connexions Buses, Harrogate		
	YN07 EXM	Scania
First Bus Stop, Gravesend	LJ04 YWZ	Volvo B7TL
Fowlers Coaches, Holbeach Drove, Lincs		
	X762 ABU	Volvo B7TL
Garnetts Coaches, Bishop Auckland		
	LX03 ECY	Volvo B7TL
Halton Transport	PX06 DWD	Darts
	KX06 LNU	
	KX56 JYY	
	KX55 UUD	
Hire Your Transport, Kingswood, Surrey		
	YN07 OZV	Cheetah
Lankford Travel, Rushden, Northants		
	YN55 NLE / NLO	Scania's
Marshalls Coaches, Leighton Buzzard		
	YN08 MTE/MLE	Scania's
MID Coaches, Crediton, Devon		
	YN06 TGK	Scania
Midland Classic	LK56 FHE	E400's
	LK57 AXJ / AXM	
MP Travel, Manchester	YN06 TGX	Scania
Nu-Venture, Maidstone	LX55 EPC	Trident
Portsmouth City Coaches	YN53 CFS/CFO	Scania's
Pulhams Coaches, Bourton-on-the-water, Gloucs		
	YN06 TGO/TGU	Scania's
Seaford and District	LW55 CFJ	E500 ex 05-D-70006
	LW55 CEY	E500 ex 05-D-70012
	LW55 CDZ	E500 ex 05-D-70002
Thandhi Coaches, Smethwick, Birmingham		
	YX10 BEJ/BEY/BEU/BEO	E200's
Turners Coaches, Bristol	YN06 TGY	Scania

Other Movements

Scania
YR10 AZV
Swissport, Dublin Airport

Volvo B7TL
W659 WKH
LJ03 MXK
AH Commercials, Peterborough

Volvo B7TL
PA04 CYJ
Pickled Egg Ltd, Chichester

The following have all gone to **Shelton Motors for scrap**
Tridents
W827 NNJ
LX03 BYB
LK05 GGA / LK05 GGF / LX53 KAU
SN04 AFA

E400s
LK55 KLA / KKG / LX56 ETJ

Dart
KX05 KFW

B7TL's
BX55 XLZ/XMZ

E200
PE56 UFM

Solos
YN53 SVV
YJ56 AOO/AON

First

by Adam Kelleher.

Acquired Vehicles

Further to EBN665, although 32064 entered service with "Great Yarmouth" main fleet names and depot stickers, these had been removed within a week. Neither this, nor 30954, now has main fleet names or depot stickers, with just f symbol and "First" above the driver's cab and entrance doors. 30954 has a flip dot destination screen, 32064 has LEDs. However, 32064 was only in service for 10 days before being withdrawn after use on 12 September. By 18th, it had had its ticket machine and base plate removed. 44914 entered service on 11 September but not before losing Barbie livery (see Repaints below).

Allocation Changes **Period 6 2019/20 (25 August - 28 September)**

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

30954 FG-CR, 32064 FG-CR-CR (oos), 32475 CR-CR (oos), 32480 CR-FG, 32481 CR-FG, 32484 CF-CF (oos), 32629 FG-CR, 33072 HH-FG, 33074 HH-FG, 33090 HH-FG, 33133 BN-HH, 41494 BN (oos)-Disposal, 41538 BN-BN (oos), 42482 HH-HH (oos), 42483 HH-CF-BN, 42484 HH-CF, 42485 HH-CF, 42488 HH-HH (oos), 44596 CF-HH (oos), 44597 CF-HH, 44598 CF-HH, 44599 CF-HH, 44908 FG-BN, 44909 FG-BN, 44910 FG-BN, 44913 FG-CF, 44914 FG-CF, 44915 FG-CF, 47655 BN (oos)-BN, 65677 CR-CF(DS), 66708 BN (oos)-CF (oos), 66799 CF (oos)-CF, 66815 CF-CF (oos), 66828 CR (oos)-CR, 69904 BN (oos)-BN



As per EBN665p14, 32629 (KP54 KAX) Volvo B7TL/Wright Eclipse Gemini has transferred from First Eastern Counties at Great Yarmouth to Colchester. On 12 Sept, 32629 was in Colchester Road, Manningtree working 0930 Mistley - Colchester 103. **Robert Appleton.**

32484 is parked out of service at the front of Westway. 42484 & 44597 swapped depots on 6 September, the former was on route 47 & 71B and the latter was on interlinked routes 27 & 20 that day. The next day, Saturday 7th, 42483 & 42485 were driven from Hadleigh to Chelmsford and 44598 & 44599 were driven back in exchange. 42483 was on route 51 on Monday 9th with 42485 on routes 54/56. 42483 was only in use at Chelmsford for just over two weeks, ending service on route 40 on 25th, before moving to Basildon, entering service there on route 16 two days later. 42482 & 42488 are both parked out of use at Hadleigh, by 8 October the former had had its destination and front dash removed. The latter was last used in service on 21 September. 44596 was seen in Hadleigh depot yard on the same day but has not yet been reported in service. 65677 was last used in service on 25 September and was then seen on driver training in Witham the next day and again on 1 October, plus it made a visit to Hadleigh on 27th in relation to CPC training. It is not known if it is to become a permanent trainer or if it is just being used as one temporarily. It was the last 51 reg Scania L94UB in service. 66708 was moved from Basildon to Chelmsford for component recovery.

Disposals

33072, 33074 & 33090 to First Bristol 13 September 2019. They had been parked out of use at Hadleigh in a line for a week before they left. 41494 to Alpha Recovery for scrap, removed from Basildon on a low loader on 28 September.

Repaints

44913, 44914 & 44915 all from Barbie to Urban. 44914 seen on routes 54/56 on 11 September (it did not enter service with First Essex in Barbie), 44915 seen on routes 54/56 on 17 September and 44913 seen on routes 13/13A/14 on 25 September. All have small "First Essex" with f symbol above the driver's cab & doors, main "Essex" fleet names on lower panels both sides and depot stickers both sides. 69520 returned to Hadleigh from repaint at Mardens on 19 September. It is in a heritage 1994 Thamesway "pink sash" livery (depicted after the 1995 formation of First Bus, therefore without badgers). Its repaint was overseen by Hadleigh depot's Gareth Norris. It attended Showbus at the Hertfordshire County Showground on 29 September then re-entered service on interlinked routes 22 & 28 the next day. All of the Hadleigh ex-Chelmsford Park & Ride Volvos have now been painted out of black (69515-19 are in Urban livery). Of the batch, 69520 was the one specifically chosen for heritage livery as it has the registration letters ECW.

Caetano Watch

Publicity Vehicle 41521 also attended Showbus on 29 September (as did Chelmsford's Enviro 200 MMC 67166). 41538 was last recorded in service on 18 September. This left just four Caetano bodied Darts in service, 41522 at Hadleigh and 41523, 41524 & 41541 at Basildon. 41523 was unusual on 100 on 3 October.



First Essex Buses 67166 (YY66 PBU) Alexander Dennis E20D Enviro 200 at Broomfield Hospital on 17 Sept. **Robert Appleton.**

Volvo B7TL / ALX400 Seating Capacities

Further to EBN663, Robert Appleton has kindly undertaken some further research on this topic. In April 2015's edition of the Eastern Transport Society's Terminus magazine, it states that 30886 returned on 10 February after DDA work at Rotherham which included new floors and seating arrangements to comply with the DDA (PSVAR) criteria and that 30900 had left for Rotherham to receive the same treatment.

Further information from 2015 editions of Terminus revealed that during the year, in total eleven Volvo B7TL / Alexander ALX400 were refurbished and repainted at Rotherham, these were 30886, **30888**, **30900**, **30901**, 32058, 32059, 32061, 32062, 32063, **32064** and 32065. In February 2017's edition it stated that **30887** and **30902** transferred from Lowestoft to Great Yarmouth on 30 December 2016 for closed contract work, because they had not been converted to become DDA compliant and therefore could not run on local services after 31 December. (Fleet numbers in bold are vehicles that have also operated for First Essex.)

Unfortunately, Terminus was not specific about what the "seating arrangements" were, but it seems probable that this involved the removal of two tip up seats to reduce the lower deck seating capacity from 29 to 27, in line with those built after 1 January 2001 (which had been PSVAR compliant from new). As far as First Essex is concerned re W & X reg examples, 30887, 30888, 30900, 30901, 30902 and 30903 were all acquired and sold before 1 January 2017 so were likely H49/29F whilst with First Essex, whereas 30894 and 32064 were acquired after this date so are H49/27F whilst with First Essex (definitely, these two have been physically checked).

Destination Displays

Further to EBN665, on 11 September 47650 was seen on route 9 with the new "Brentwood & Warley" destination. This destination is also now displayed on route 251, an example being 47651 on 15 September. Another unusual display is for route 57 at Chelmsford with "Beaulieu" fixed on the top line and "then North Springfield" alternating with "via City, Rail Station, ARU" on the second line (note, ARU is short for Anglia Ruskin University).

A brief visit to Basildon Bus Station on 20 September revealed that most of BN's allocation had received the new single pixel width alternating / fixed via points, replacing double width scrolling. An example was route 8, with "Laindon" as the ultimate destination on the top row, with "via Town Centre" fixed on the second row. Hadleigh also now has this layout, although of the vehicles seen, they seem to just have one fixed via point. Basildon and Hadleigh also continue to have single-line destinations for some journeys, for example 100s which terminate at Grays just display "Grays" in large letters, and 22s & 28s to Basildon just display "Basildon Bus Stn" in large letters. As at 9 October, Colchester still had scrolling via points.

The split destinations used on route X30 and on some route 100 journeys can be confusing for some passengers. On 20 September, a passenger got off 69905 in Basildon bus station as it had the destination "Basildon for Billericay & Chelmsford" and she had only read the top line. When the driver amended the destination to "Chelmsford" she promptly re-boarded!



First E20D 67170 arrives at South Woodham Ferriers on 26 September on the 1350 from Chelmsford - the only Mon-Fri journey introduced in the recent timetable changes that deviates from main route via the whole length of Inchbonnie Road and is thus numbered 36A.
Owen Woodliffe.

Area News and Workings **Colchester** (All vehicles listed below allocated to CR).

Further to EBN662, where it was noted that despite being an overall advert for the First Bus App and Contactless Payments, 67779 had received a standard rear advert for "Be Confused.com", and further to the photo in EBN665, this bus has bizarrely gained a nearside advert for "Action for Children" which covers up the wording "Contactless Payments" and makes the wording "on Our Buses. Try it Today!" meaningless. (Incidentally, the rear advert has been replaced by one for "Colchester Leisure World".)

The new timetable for routes 103/4 came into effect from 2 September. Observations in the first few days revealed Scania, Volvo and StreetLite single-deckers, no double-deckers nor Enviro 300s. However, on 12th, 67805 was on 0900 Colchester-Harwich 103, 32629 was on 0725 Harwich-Colchester 104, light to Mistley and 0930 Mistley-Colchester 103 and 37027 was on 1430 Harwich-Colchester 103 and 1605 Colchester-Harwich 103. However, no double-deckers nor Enviro 300s were seen during the rest of the month, although on 2 October 37020 was on 0725 Harwich-Colchester 104, light to Mistley and 0930 Mistley-Colchester 103, 67739 was on 0945 Colchester-Harwich 104 and 1115 Colchester-Harwich 104 and 67779 was on 2035 Colchester-Harwich 102 and 2215 Harwich-Colchester 102. On 4th, 67739 worked 0900 Colchester-Harwich 103 and 1030 Harwich-Colchester 103. From sightings and studying the timetable, on Monday-Friday 103/104 has six buses in the morning peak, reducing to four by approximately 1100, then increasing to five for the afternoon from approximately 1430. The extra bus in the early morning compared to the afternoon is for the 0725 Harwich - Colchester 104 which has replaced the Panther Travel (and formerly First Essex) 0730 Harwich-Manningtree High School 30A which ceased running at the end of the summer term because Manningtree High School has ended subsidy for it. There is no additional return journey in the afternoon because there is an existing 1435 Colchester-Harwich 104 which already cover the 1510 30A from Manningtree High School.

Some sightings of Barbie liveried Scania L94UB / Wrightbus Solars during September: 65677 on 103/4 (6th & 9th), 66 (7th), 97 & 98 (10th & 21st), 175 (11th), 71 (17th), 1A (Sunday 15th), 64A (16th), 67 (19th), 65 (24th) and 64 on 25th, its last day in service; 65679 on 67 (4th), 64 (6th), 65 (13th, 23rd, 24th, 26th & 27th plus 3 October), 103/4 & 174 (20th), 71 (21st); 65681 on 71 (7th & 10th), 102 (Sunday 8th), 66 (14th), 1A (Sunday 15th & 23rd), 64 (16th), 98 (18th), 103/4 (20th), 88A (Sunday 22nd) plus 64A on 4 October; 65682 on 103/4 (2nd), 64 (6th), 65 (27th plus 1 October) plus 1A on 5 October.

9 Sep	33087 on 64, 33915 on 17 & 65 pm peak (and again on this combination on 15th), 37020 also on 17, 37037 on 174		
17	33087 on 17 am then on 174 pm	18	67741 on 67/C
19	37134 ran as a 62A from Wivenhoe Rail Station at 2200 instead of as a 62B due to roadworks blocking Rectory Road, normally the 62A is a Sunday only service		
26	33178 an unusual double decker on 66, 67736 on 71		
27	30954 on 62, 63341 on 71	28	63332 on 71
2 Oct	33044 on 64A, 33184 on 67/C am, 33195 on 65	3	63340 on 62
4	63328 on 71	9	33178 an unusual President on 70



First Essex 37135 Volvo B9TL/Wright Gemini on North Hill Colchester on 12 September on service 62 to Brightlingsea. **Ken Coldwell.**

EBN666p19

Area News and Workings

Chelmsford (All vehicles listed below allocated to CF)

32631 is off road with an exhaust issue and is awaiting parts. It was seen at MC Trucks, Witham on 21 September and was still there on 28th.

4 Sep	42968 on 70
5	44537 on evening X30
7	44542 on evening X30
8	32482, 32483, 32484 & X30 liveried 37985 on shuttles from Coval Lane to Hylands Park for the "Let's Rock Essex" one day festival
10	X30 liveried 67171 on 351
11	67902 unusual in Brentwood, seen in the High Street at 1415 not in service. Possibly on driver shuttles. Both in the morning and later in the afternoon it was in use on the 42 group routes.
12	43848 on 70
15	42945 on 352
18	X30 liveried 67168 & 67170 both on 71, similar 67171 on 71B
20	42895 an unusual Dart on 57
22	67165 an unusual MMC on 54/56
23	44543 on 71X am
24	44661 on X30
26	69421 on X30
29	44659 on 70
2 Oct	67166 on 71X pm
3	X30 liveried 67168 again on 71, similar 67170 on 70



First Essex Buses 44662 (YX66 WBG) Alexander Dennis E20D Enviro 200 at Chelmsford bus station on 17 Sept. **Robert Appleton.**

EBN666p20

Area News and Workings **Basildon & Hadleigh** (All vehicles listed below allocated to BN)

15 Sep	47655 & 47656 on 100, 69903 on X10	16	47656 on X10
18	47657 & 66861 on 100, 69906 on 25	20	69916 on 561
24	47658 on X10	26	69915 on X10
28	47658 on 100	1 Oct	44908 a very low capacity vehicle on 100
2	47653 on X10		
4	A double decker and a long single decker both unusual on 9, 33047 & 66825		
7	42483 very unusual Plaxton Dart on 100		



In his article in the July edition (EBN663, Three tracks on my blind), **Richard Delahoy** explored the challenge of displaying 4-digit route numbers with traditional roller blind equipment. With today's near universal use of electronic displays, almost anything is possible, but 4-digit numbers are still pretty rare. One example on First Essex however is the 200X, a college day only variant of the 200. The main 200 route is Basildon to Grays via Homesteads, but the 200X starts back in Wickford and runs only as far as Palmers College on the outskirts of Grays, taking a more direct route than its parent. Curiously, it only runs in the mornings, leaving pupils to use the normal services to get home.

First publicity describes the 200X as schooldays only but Traveline refers to it as college days only, which seems much more likely. There's a similar 100X journey from Billericay to Grays which follows the 100 route to Basildon and then runs non-stop to Palmers College, before continuing to Grays, again without an equivalent afternoon journey. And just to complete the story of the 200, there's also a 201 variant which is the designation used for the two-hourly Sunday service which extends beyond Grays to Lakeside and takes a slightly different route in Stifford Clays. Richard's picture shows E400 decker 33549 leaving Basildon Bus Station at 0808 on Tuesday 17 September.

Parkway Further to EBN664, the flyover at the Army & Navy roundabout has now been closed permanently and it is to be dismantled. To help improve traffic conditions, First Essex have introduced a £1 single fare within Chelmsford and have added an extra evening Park & Ride journey from the City to Sandon.

Former Clacton Depot This now has four occupiers,
A1 Truck and Van, East Anglian Commercials, J Nicholls Construction and WS Scaffolding.

Sources own observations, and with thanks to M Allen, R Appleton, S Austin, S Barham, D Bell, T Clark, J Downton, D Edwards, J Elliott, M Evans, J Gill, R Hannah, G Norris, J Podgorski, S Quy, J Salmon, S Simister, C Stewart, R West, Facebook, Essex Buses Google group and Terminus. EBN666p21



Caption next page. **Peter Carr.**



Caption next page. **Peter Carr.**

EBN666p22

Peter Reorganises Colchester.

Peter Carr.

Peter Carr writes:
"I was re-organizing my negs. and re-discovered two shots of Colchester Leyland PD2A/Massey buses that I took on a brief visit there in 1972. I thought perhaps they would be of interest to our Colchester members, so perhaps when you get space in a future EBN you could include them. As can be seen, one of the ex-Salford/SELNEC AEC Reliances is also included. These were already nine years old and well-used when acquired in 1971 (so presumably were cheap!) and didn't have a long life with Colchester."

These evocative shots are shown on the previous page. Co-incidentally, Robin Jenkinson has sent in a picture a decade younger which "fits in" nicely. I wonder whether Robin did any signwriting on the buses Peter photographed? Or was he too young to have done so?

Robin Remembers Colchester.

Robin Jenkinson.

With Colchester Corporation's old Magdaline Street garage gone, we are only left with memories! As a bus spotter when I was little, and later as a sign-writer, I do have memories! In EBN634 I told the story of when I was sign-writing an advert on the rear of an Atlantean which resulted in me ending with a unique curved shape metal ladder after the fitter made a mistake with the ramp and whole of the rear end of the vehicle was propped up by my ladder. I later had another embarrassing experience in the depot when I was sign-writing an advert on the side of RE No. 15. Having finished one side, I got in and turned it round as I would have with any of the bus companies that I did work for. Unfortunately, CBT were a trade union organisation and it was the job of the "shunter" to move the buses in the garage and I had "infringed agreements"! Oops!!! Everyone stopped work and there was talk of a walk-out. In the end, I had to profusely apologise to the "shunter", offer to turn it round to its original position and, having done that, ask him politely if he would move it for me. Oh dear!



The offending bus and advert! Colchester Borough Corporation Bristol RELL, ECW body, Leyland 0.680 engine, YWC 15L, fleet number 15. Photo taken in 1980.

Robin Jenkinson.

Arriva Southend / Harlow / Colchester.

Peter Mansbridge with thanks to Lee Burvill-Eckett, John Card, Richard Delahoy, Keith Sadler, harlowride.co.uk

VDL/Wright Decker 4459 (MX61 AXW) was transferred from **Southend to Colchester** on 13 September and DAF/East Lancs Lowlander 6259 (FD02 UKO) followed on the 28th. The deckers are required at Colchester to cope with increased loadings on service 2, specifically the 0742 journey from Horkesley Heath and the 1513 journey from the bus station to Horkesley.

Volvo B7RLE saloons 3817 and 3825 (GN07 AVD/AVO) moved from **Colchester to Southend**, bringing Southend's total of these ex-Fastrack buses to 7.

Meanwhile the other two Lowlanders at **Southend**, 6260/2 (FD02 UKS/UKU) have been withdrawn.

The only Versa so far transferred from Hemel Hempstead, 4186 (KX62 JKE), entered service at **Southend** on 18 September but is currently under long-term repair. The cascade of a further 9 Versas (4185/7-94) described in EBN663 must now be in doubt as it relied on the delivery of new Wright Streetlites to Hemel which is frustrated at least in part by Wrights ceasing trading.

VDL SB200 / Wright 3779 (KX09 KDU) was loaned from **Southend to Colchester** from 4 to 13 September to cover for Colchester buses being upgraded to Euro VI emissions standards, with Enviro 200s 4021/2, 4072-5 treated at Southend's workshop.

Southend allocated Enviro 400 6458 (SN58 ENX) has been named Charles Benford, a World War II veteran, from Leigh-on-Sea, who passed away in July this year, just two weeks after celebrating his 100th birthday. The bus carries Poppy and 'We will remember them' decals. Following the service revisions in July, the pvr at Southend is now 52 on schooldays, with running number sequences as follows:

1	301-319
6/29	321-326
7/8.	351-364
9.	371-383.

After an absence of a couple of years, both **Southend and Colchester** recently took part in a planned rail replacement a long way from home, for Chiltern Railways. E400s 6499 (SCT heritage liveried) & 6500 from Southend worked High Wycombe to Amersham on 14 September. Over the same weekend, **Colchester** drivers crewed buses from Hemel Hempstead, using E400s 6516 at High Wycombe on Saturday 14th and 6527 at Gerrards Cross on Sunday 15th.

Heritage livered E400 6499 worked a free shuttle bus service in connection with Hadleigh Community Summer Fayre on Sun 1 September running as an anti-clockwise circle via Daws Heath, Thundersley Woodman Arms, and Hadleigh Victoria House Corner. 6499 saw all day use on service 29 on 5 October.

Volvo B7RLE / Wright 3824 (GN07 AVM) arrived at **Harlow** in mid-September from Stevenage exchanged for an unidentified Enviro 200 MMC. 3824 carries the latest light blue livery, the only of the now 10 Volvo B7RLE / Wright allocated to Harlow to do so. New for Fastrack services in North Kent, 3824 has previously operated in Essex, allocated to Southend in 2015/6 in MAX livery for service 5 (Southend – Basildon). The vehicle operated the last service 5 return trip from Southend on the final day of operation of the route on 3 September 2016. Optare Versas transferred into **Harlow** are 4191 (KX62 JPY) ex Hemel Hempstead and 4243 (KX13 DHN) from Ware. 4191 retains branding for Watford area service 10.

Further to last month, Mercedes-Benz Sprinter 1010 was again in service at **Harlow** from mid-September and seen on services 3, 6/8, 9 and 87 throughout September.



As described in Peter's notes, Arriva in Essex have not worked rail replacement for some time now but covered a particularly interesting out of area job in mid-September. Here 6516, originally allocated to Southend but transferred to Hemel Hempstead some months ago, is crewed by a Colchester driver as it loads at High Wycombe for Amersham on 14 September. **Matthew Evans.**

Bust Out Bus

John Salmon.



Recently, we took our grandchildren to the Flitch Way in Braintree. (former railway track). As we walked along the Flitch Way near the A120 my grandson pointed out this odd-looking bus parked in the Honeycomb Self Storage site.

It turned out to be the only mobile escape room in Europe operated by Know Escape Ltd. It had recently been up for sale for £5995 on a Midlands business site. Further investigation showed it to be a Dennis Dart SLF bus (W601 MWJ) which was originally supplied new to Connex. This company was eventually taken over by National Express and the bus worked for Travel London and then Travel West Midlands. The attached photo was taken by my grandson **James McGrath**.

The recent sales blurb suggested that it had been used as a driver simulator with a very low mileage (I doubt that!). The sales information suggested that a good profit could be made hiring to stag nights, hen parties and local pub fun evenings!

EBN666p25

Richard Delahoy.

Vehicles

The MB Sprinter/Strata Ultra minibus has now arrived, number 302 (KF19 LCV), 27 seats + 3 standing. It arrived in silver and is being repainted into fleet livery and will then be allocated to Haverhill to work alongside Solos on routes 5/6 (Saffron Walden-Stansted-Bishops Stortford).

E200 449 was at NIBS in all over white livery but has been transferred to Stephensons at now at Haverhill just with a fleetname change.

E200s 461,462,463 are going through mid-life refurbishment - repaint, retrim, partial floor replacement.



Shortly before EBN665 arrived I photographed Stephensons Mercedes Benz Sprinter/Mellor Strata Ultra B27F reg KF19 LCV on the 16 service opposite my home in Little Waltham. It looked very smart! It is mentioned in the Stephensons section on page 26.
John Salmon.



Volvo B12M/Paragon fleet no. 200 has been transferred back to Stephensons from Galloway. It is used on the contract for Colchester High School which previously used yellow BMCs of First Essex. Pictured at Southway, Colchester on 5 September 2019.
John Podgorski.

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

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

Acquired Vehicles

YP59 OEM, Scania N230UD / Scania OmniCity, H41/22D, new to London United (SP153) 01/10
YP59 OER, Scania N230UD / Scania OmniCity, H41/22D, new to London United (SP156) 01/10
From Transdev London. OER was acquired in July 2019 and first seen in service on 28 September. OEM was acquired and entered service in August. Both are in Central Connect livery. OEM at least has had LED blinds fitted. Further to EBN662, YP59 OET was first noted in service on 17 September. Further to EBN663, YP59 OEN was first seen in service on 11 July, with OEO & OEW first seen on 16th and OEX in August.

AE06 TWN, Optare Solo M850, B27F, new to Stagecoach Cambus (47354) 07/06
YJ07 EGE, Optare Solo M950, B32F, new to Norfolk Green, King's Lynn (617) 03/07
From Stagecoach East. Both in Central Connect style livery (red and blue, no yellow) but without fleet names. Both entered service in August.
All the above acquisitions were via Ensignbus.

Members and Local Operators at the Seaside!



Kirbys Coaches Rayleigh K50 BYS at Lodmoor Coach Park, Weymouth, Dorset 2 October 2019, 2003 Setra S415/Kassbohrer C48Ft **Robert Downton.**

hedingham and chambers

Mark Lloyd *With thanks to Essex-buses yahoo group, J. Podgorski & Hedingham buses website.*

Vehicles Withdrawn

8	R453 FWT	Withdrawn at CN	561	V301 LGC	Preservation.
578	W519 WGH	Cannibalised at CN	581	W956 WGH	Cannibalised at CN
737	T107 DBW	Collected from CN by Alpha 29 August. **(Last Trident at Hedingham)**			

Significant Allocations

261	EY57 FZE	To CN from HD	by 30 August
292	EU59 AFF	To KN from CN	by 30 August
455	AN61 LAN	To SY from HD	by early September

Fleet News

737 T107 DBW left the fleet at the end of August, the last Dennis Trident in the fleet. Collected by Alpha on 29 August this brought to a close operation of the type since the takeover by Go-Ahead, with examples from Brighton & Hove, City of Oxford and London being operated, some via Konect and earlier Anglian. ALX400 and East Lancs Lolyne bodied examples were operated with 21 vehicles operated. 701 T801 RFG lives on in preservation, 734 at a local school as a static room and a few body parts remain in use, common to the latest Olympus Scania's. T801 RFG joined the fleet as L397 in 2012 shortly after takeover and received Hedingham names on the B&H livery, quickly joined by 702, 714, 717, 727, 728, 729, 730 & 734. T107/8/18DBW were transferred from Oxford Park & Ride, having garish green interiors out of style of the usual Hedingham colours. More of the ex-Brighton batch arrived from Anglian/Konect and were renumbered when the Scania Omnidekkas were renumbered into the 800 series. In 2016 the survivors were modified in line with accessibility requirements and soldiered on undertaking less service work and more school work as time went on. Withdrawals were frequent with a handful left at the end of this school year. The new Olympus deckers at Sudbury, cascaded Volvo B7TL Presidents to replace them on schools from the start of the new school year.

With the withdrawal of 8 R453 FWT all Volvo Plaxton Premieres are now withdrawn, a considerable time after the Good Friday 2018 farewell.

455 AN61 LAN had received Hedingham names and was working out of Hedingham depot late July but by early September had been transferred to Chambers and had been re-named accordingly.

568 W458 WGH suffered damage in a RTC in Maldon Road on 25 September and was subsequently taken to Clacton.

616 SN10 CCV ADL400 has returned to Hedingham depot from Roy Humphries Bodyworks in Hedingham livery. 616 suffered accident damage and has been treated to repairs and a full repaint. It was collected from them on 2 October. The front and rear light cluster surrounds, tree defender and wheels are all silvered making the final result very smart. 615 EU07 GVY is planned to have the same treatment. It has been confirmed that 562 V303 LGC and 564 W409 WGH are in store at Konect's Rackheath depot.



Hedingham Solo 910 unusually in Colchester on 50A on 2 September 2019. The Solo would normally appear on Clacton town services, like the 137. The 50A would usually be a Dart SLF or Enviro 200.

John Podgorski.



Hedingham Stanway School routes ST1-ST4 are now registered as services 901-903. Volvo B7TL/Presidents 575 and 574 on 903 and 902 at Kelvedon depot on 4 September 2019. **John Podgorski.**



As reported by Mark, Volvo Plaxton Premieres are now withdrawn. 10 S291 TVW in Jackson Road on the X76 service to mark the type's withdrawal. **Mark Lloyd.**

Letters

Keith Woods of Bures **Slapped Wrists!**

Thanks, as ever, for a very enjoyable magazine. Always a good mixture of contents.
Can I just point out the apparent confusion over the spelling of Konectbus in the past few issues? Mark Lloyd's report gets it right, but the Service Revisions Reports uses an extra "n". Sorry to be picky!

Your Editor and Sub-Editor are suitable chastened and will do their best for future EBNs, we will study the logo and try to memorise it!

Andy Gipson from Wivenhoe. **Mill Green Recalled & Puzzle Answer.**

Referring to Essex Bus News 662 (June 2019), the short article on Mill Green and Mill Beach brought back many memories. I had relations at Mill Green and virtually every other Saturday with my father used the 30B, to/from Brentwood on the 30/30A changing at Ingatestone. Coming back from Mill Green (The Cricketers - the other pub in the hamlet) we were invariably the only passengers, normally on a Bristol L, but I do recall a Bedford Beadle on one occasion!

Mill Beach was served by Route 48 - Chelmsford-Hatfield Peverel-Mill Beach on summer Saturdays only. I think it started in 1929 and was withdrawn in 1960 when the operation was with Bristol KSW's from CF. The family had relations who stayed in a caravan at Mill Beach, so we used the service quite a lot travelling via Chelmsford. How we got back to Brentwood, I'm not quite sure, perhaps using Route 94 to Maldon and then onto Chelmsford by the 31.

In the same issue, "This Month's Puzzle", I am pretty sure this is Stratford Broadway (south side before its junction with Tramway Avenue). You can just make out in the background the gloomy features of St John's Church. The north side had a number of large and small shops where you see the "Bovril" sign. This is where the current entrance to the Stratford Shopping Centre is situated. Further along this side of the Broadway opposite the Church would have been the Co-operative department store. The building is still extant. The most interesting feature is Leyland PD2, 2114 - FJN 203, Brentwood operated which was quite rare on the 30, because Chelmsford had most of the vehicle allocation on the 30/30A/40.

I cannot recall the schedule rosters, but there were some crew changes between BD and CF at Brentwood at certain times during the day. However I think it would have been highly unlikely for a CF crew to work a BD (Leyland) vehicle - and at the time of the photograph, possibly as stated in the early 1960's, CF was virtually all Bristol, so it might have been very strange for a CF driver to change to a Leyland. The Chief Engineer came under pressure at the time with the influx of new FLF's to BD going onto the 251, so most of the PD2's were transferred to BE for the ex Hicks drivers still there, before they were withdrawn around 1965/66.

Errata In the Sept mag, a couple of photos used were not credited to the photographer:
EBN665p4, the large picture of ONO 59 was by **Colin Hodgin/LVVS**;
EBN665p25, the photo of KSW open-topper WNO 482 was by **Matthew Evans**.

On EBN665p27, the caption to Paul Bateson's picture of Atlantean demonstrator MTF 665G says it is on route 61A but the blinds (and direction of travel) show it is on the 9A. The location, outside the Ekco Works in Prittlewell, was the terminus for both services and the 69 (from Chalkwell Schools), which only ran at peak hours. **Richard Delahoy** has kindly supplied a copy of the 9A timetable.

9A **SOUTHEND (Central Station) — PRITTLEWELL (Ekco Works)** **9A**

ROUTE : Southend (Central Station), High Street (Southend), Warrior Square, Milton Street, Bradley Street, Victoria Avenue, Priory Crescent, Prittlewell (Ekco Works).
Return : Prittlewell (Ekco Works), Priory Crescent, Victoria Avenue, Victoria Circus, Southchurch Road, Warrior Square, High Street (Southend), Elmer Approach, Luker Road, Southend (Central Station).

Mondays to Fridays

	X	*		X			X		X	
Southend, Central Station	7 48	8 18	.....	1348	.....	**Prittlewell,** Ekco Works	13 5	.....	17 5	.....
Southend, Victoria Circus, Milton St.	7 50	8 20	.....	1350	.....	Prittlewell, Priory Park	13 6	.....	17 6	.....
Prittlewell, Priory Park	7 54	8 24	.....	1354	.....	Southend, Victoria Cir., Southchurch Rd.	1310	.....	1710	.....
Prittlewell, Ekco Works	7 55	8 25	.....	1355	.....	**Southend,** Central Station	1312	.....	1712	.....

*—Service 8A bus—continues to Rayleigh (High Street). X—Operates only when Ekco Works are open.

EBN666p30

Other Operators.

Roger A. Smith. With thanks to the PSV Circle.

Acme Bus, Molehill Green

FJ08 KLS is a Salvador Caetano C53FLT bodied Scania K340EB6 which arrived here in July, formerly with Go-North East. Berkhof C53F bodied Dennis Javelin reverted to its original registration of P899 FMO, from E4 CME before going to the Ensign dealership in Rainham.

Dan's, Waltham Abbey

Plaxton C49FT bodied Volvo B10M, registration R10 ETS has gone to Windcrest Transport, Plymouth, Devon.

Kirby's Coaches, Rayleigh

Setra S315GT-HD reverted to its original registration of T311 RWC from K16 BYS and has gone from here.

Klarners, Colchester

YT15 AUO, an Irizar C53FT bodied Scania K410EB6 is a recent arrival has been from City Circle, Newbridge, Scotland South. This vehicle has been re-registered as GB15 KTL, Mercedes Benz Tourisimo BV66 GVX has been registered ES53 XCC. Meanwhile, Setra S415HD (C49FT), reg BX05 UVN (ex-EX53 XCC, T50 KCL, BX05 UVN) has gone to A2B Taxis, Trispen, Cornwall.

Merriday (Fourways Coaches), Highwood

G310 FWC, a Dennis Dragon with Duple Metsec H105F body has been re-registered as G505 WPN has gone to Rogers, Cricklade, Wiltshire. This vehicle originated in Hong Kong where its registration number was EM 8530.

Ward, Alresford

The following vehicles have all gone from here:
Leyland Olympian H78F, reg G296 UYK. Irizar C49FT bodied Scania K114IB, reg YR02 ZYY. Bova Futura C49FT, reg WA53 FDJ.



Picture Ward's of Alresford EX52 WSV Scania K114EB/Van Hool turning from Colchester Road into Long Road, Lawford, on 5 September, after working a school contract to Manningtree High School. This coach was new to Ward's in October 2002, it does not look to be 17-years old. **Robert Appleton.**







The start of the Autumn 2019 school term saw two operators from Ilford serving Colchester High School [CHS].

Top picture
AJK Coaches. MB Tourismo BX15 UOL at Southway on 24 September 2019. In the school year 2018/2019, a MB Sprinter 516 (YD68 ZHU) 17-seater licenced to AJK Travel of Ilford ran to CHS.
John Podgorsky.

Centre picture
On 2 and 3 October 2019, Premium Coaches of Old Kent Road, London Volvo B11R/Jonckherre BU16 OZR worked on the AJK contract to CHS. Seen at Southway, Colchester on the 3rd.
John Podgorsky.

Lower picture
A&U Transports uses this MB Sprinter Transfer 18-seater BV19 LKM. Pictured at Southway, Colchester on 6 September 2019.
John Podgorsky.

Target Dates for EBN667 (November 2019).

Before	...	Saturday	2 November 2019	Reports to Sub-Editors.
Before	---	Friday	8 November 2019	Sub-Editor drafts to Editor.
On or before		Monday	18 November 2019	Dispatch by Printers.







Around & About with Paul Smith.

Top: J300 JUM a left hand drive Van Hool TX17 Acron operated by the Jumbulance Trust from Harpenden is found at Vista Road leisure centre in Clacton during the air show in August.

Don's of Dunmow

To mark their 70th anniversary Don's held an open day at their Parsonage Lane depot on 31 August. As well as a superb line-up of Don's own vehicles, visitors included:

Centre: Is it a bus or coach, well a bit of both YX19 MMF a Plaxton Panther LE demonstrator is seen arriving at Don's 70th Anniversary Open Day. The front is low floor with wheelchair access via the main door and the rear is raised seating depicted by the silver line.

Bottom: Youngs Coaches of Haddenham operate the former Talisman and Staines Crusader DAF Plaxton, seen arriving at Don's of Dunmow in its new livery of red and grey after being white and black for many years.

All by Paul Smith.

EBN666ire





Essex Bus News 666; October 2019.

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Paint job in progress!
Hedingham 616,
SN10 CCV at RH Bodyworks,
courtesy of **Tony Alexander**.