

# Essex Bus Magazine

Current news and historical features

Issue 706 February 2023



Essex Bus Enthusiasts Group

[www.essexbus.org.uk](http://www.essexbus.org.uk)



[fb.me/essexbus](https://fb.me/essexbus)

## Panther Travel

Last month it was reported that Enviro 200 KX58 BGY had been acquired from Go North East for dealer stock in April 2022 but has now been added to the operational fleet. It is seen **below** on New Year's Day 2023 on board Stena Britannica operating a foot passenger shuttle. **Bottom:** Also on board, this time on the Stena Hollandica at Harwich International on Boxing Day 2022, returning from a private hire with Stena Line Crew to Colchester, is Scania K360 / Plaxton Panther AB61 PAN. Both **Stephen Barham**





**Above:** No the bus isn't about to be lifted up by the crane! Enviro 200 MMC 306 (YX22 OGR) on rail replacement at Broxbourne Station on 16 January 2023 next to a Peter Godward coach. **Allan White.** More details on page 32. A photo of this bus when new was included in EBM 700.

**Front Cover:** In this issue (pages 22-31) we commemorate the takeover by Eastern National sixty years ago, on 3 February 1963, of the very long established business of Moore Brothers of Kelvedon, the last significant acquisition by EN prior to the privatisation era. Moore's was synonymous with the Guy Arab, both in single and double deck form. The last two delivered to Moore's, in 1961, were 372/3 WPU, and EN inherited an outstanding order for two more, which came after the takeover as 581/2 AOO. 373 WPU has been in preservation now for 48 years so most of us know it in Moore's dark green livery. But it had carried both Tilling green & cream and later NBC green & white, as seen here at Colchester Garage on 28 April 1974, as EN 2017 with KN (Kelvedon) depot plates. There cannot have been many Massey bodied Guys that wore NBC livery (although EN had five that did). Also visible is another KN allocated vehicle, Bristol MW / ECW 1340 still in Tilling green livery (albeit with white band) and, on the right of the photo, similar 1357 allocated to Colchester, also in NBC livery.

In News Sheet 118 (January 1974) we'd reported that "Following the transfer of Kelvedon garage to Tillings Travel recently, the Eastern National allocation at Kelvedon is now considered as a sub-depot to Colchester for purposes of maintenance" so that is presumably why the two KN buses are there. The (partly masked) blinds on the Guy show service '50 Hatfield Peverel', a route that didn't go anywhere near Colchester, being an infrequent service from Chelmsford to Hatfield Peverel and Terling (with a solitary Wednesday only extension to Braintree). **Richard Delahoy**

# Group Information

Chair  
Secretary  
Treasurer & Membership  
Distribution, Publication & Sales  
Publications Co-ordinator  
Tours Organiser

Ian Ransom  
Alan Osborne  
Richard Delahoy  
Owen Woodliffe  
Paul Harvey  
Wayne Bell

Missing or Defective EBMs  
Please contact Owen Woodliffe, 196 Sinclair Road,  
Chingford, E4 8PT  
pat\_woodliffe@hotmail.com  
Owen stocks a wide range of colour photos, please  
send an SAE for details.

## Editorial Team

### Editor & First Essex and Central Connect

Adam Kelleher  
74 Park Road  
Brentwood, Essex  
CM14 4TU  
adamxxxx4@yahoo.co.uk

### Arriva Southend & Colchester

Richard Delahoy, address opposite  
(Arriva Harlow notes to Adam Kelleher,  
address above)

### Ensignbus and Hedingham & Chambers

Mark Lloyd  
133 Hazelton Road  
Colchester, Essex CO4 3DY  
lloydhousehold448@gmail.com

### Service Revisions, Panther Travel, Lodge Coaches and Publicity

Ian Ransom, ianransom2008@googlemail.com

### Stephensons & NIBS

Richard Delahoy, address opposite

### Smaller Operators

Roger A Smith, 3 Station Mews  
Station Road, Witham, Essex  
CM8 2FP

### Ipswich Buses in Essex

Robert Appleton, rcappleton29@gmail.com

### Vectare

Chris Stewart, shenfield252@gmail.com

## Subscriptions

A calendar year subscription is £26. 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 pay a pro-rata subscription calculated at  
£2.30 per month. For example, a member joining in  
March would pay 10 x £2.30, i.e., £23. Please  
contact Richard Delahoy, 272 Shoebury Road,  
Southend-on-Sea, SS1 3TT  
richard.delahoy@blueyonder.co.uk

## EBM Extra

EBM is published monthly. In addition, we aim to  
publish two Extras each year full of historical features.  
These are supplied to members free of charge, subject  
to funding.

## Membership Records & Data Protection

A statement of our compliance with the GDPR is  
available on our website or by post. For any  
membership or Data Protection issues please contact  
Richard Delahoy, address above.

## Reports, Articles & Photographs

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

## Target Dates for EBM 707

|                                   |                    |
|-----------------------------------|--------------------|
| Reports to Sub-Editors            | <b>25 February</b> |
| Sub-Editor drafts to Editor       | <b>3 March</b>     |
| Dispatch by Printers on or before | <b>13 March</b>    |

The last two dates are fixed, but late news can be sent  
up to 4th and will be included if possible, if not it will  
be held over to the next month.

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

© Essex Bus Enthusiasts Group 2023

[www.essexbus.org.uk](http://www.essexbus.org.uk)

[fb.me/essexbus](https://fb.me/essexbus)

## Printed by

Directcds Ltd, Unit 2, Gentlemans Field, Westmill Road, Ware,  
Hertfordshire SG12 0EF  
01920 465023

[www.directcds.co.uk](http://www.directcds.co.uk)

# Group Notices

## Membership News

Welcome to new member:

Andrew Fieldsend, Chelmsford / Hungary - 1209

## For Disposal

We have a couple of items from a member for disposal, free other than for postage costs: Eastern National Midland Area timetable book, 18 November 1945; PSV Circle Eastern National fleet history 1930-1965 (in two parts), publication PF4 & PF5, published 1965/6. Please contact Richard Delahoy (E Mail / address page 2) if interested.

## Photo Collection for Sale

We have a substantial collection of high quality black & white photos which we want to dispose of in one, two or three bulk lots. They comprise prints that were previously offered for sale by the Omnibus Society through monthly listings a number of years ago. They include London Transport and acquired operators, generally vehicles of pre-war or the immediate post-war eras, but there are various operators from all over Great Britain, both large and small; many are of minor independents. They came from the Alan Cross collection (c. 550 prints, on heavyweight paper) and A D Packer collection (c. 170 prints, medium weight paper). In addition there are about 100 assorted prints of varying quality, mostly London independents and going back to the horse bus era. For the Cross and Packer collections, we also have the original listings which identify the operator and in some cases, date. There are **no** vehicles of Essex operators (we have kept these for the Group's archive).

We are seeking a buyer for all or each of the three collections. It is not possible to split them further. We are open to sensible offers from members for this unique opportunity. They can be viewed in Southend by prior arrangement. If interested, please contact Richard Delahoy (see page 2) [by 28 February](#). If there is no interest within the Group we will offer them to other societies or dealers.

To whet your appetite, here is one sample shot, recalling the period at the end of the 1940s when various Tilling Group companies loaned brand new buses to help out with vehicle shortages in London. This is Eastern Counties fleet number LKH132 (HPW 132), a highbridge Bristol K / ECW, seen on 10 June 1949 at the Priory Road, North Cheam terminus of route 93. Copyright **Alan Cross, D C Fisk collection**.



## Other Items for Sale

We also have a number of other items for sale.

Group publications now half price:

Essex Buses Fleet Record Volume 3 (Eastern National and Thamesway Reunited, 1996-2004) £7 plus £2 p&p.

Eastern National and Thamesway in London - Tendered Services £6 plus £2 p&p.

The following leaflets:

Eastern National Golden Jubilee 1930-1980, a brief history £1.50

Eastern National Golden Jubilee Open Day 5 July 1980 at New Writtle Street £1.50

Introductory leaflet for 402 service £1.00

X1 (Summer 1967; X7/8/10 (1968/9) £1.50

X14, X15 (1967) £1.50

X33/38/40 services via new Dartford Tunnel £1.50

Services to Stansted Airport 1993 £1.50

Please add £1 for p&p.

Payment by BACS to 09 06 66 account no 42118196 EBEG or contact Sales Officer via email at

pat\_woodliffe@hotmail.com.

## Improving EBM

Further to the changes introduced to the text format and layout last month, a number of members have written in to say that they find the new format much easier to read. Thank you to them for this feedback. There have been no negative comments on the changes.

## The Running Card

by Owen Woodliffe

The following events have been advertised.

**Saturday / Sunday 18/19 February:** LT to LRT at the Epping & Ongar Railway. Buses of 1970/80/90s.

Services from Epping (339) and Loughton (20B Sat, 201 Sun) to North Weald. Road Run 1530 Sunday. eorailway.co.uk. Note, this is the event postponed from last year now expanded to a full weekend.

**Sunday 19 February** (Following First Bus's decision to close its bus depot in Southampton and withdraw all of its City Red services in the area with effect from this date): Farewell to Southampton Red Buses. Heritage Buses on 3 routes to Shirley, Woolston & Portswood from Pound Tree Road, City Centre from 1100 to 1600.

**Saturday 25 March:** London heritage buses on routes 174/5 (Dagenham - Harold Hill / North Romford, Chase Cross).

**Tuesday 28 March:** Bill Hiron, MD of Stephensons, NIBS & Galloway, is presenting a talk about those businesses to the Omnibus Society, who have extended an invitation to EBEG members to attend. First Floor, Abbey Community Centre, 34 Great Smith Street, Westminster London SW1P 3BU at 1800 for 1830.

Great Smith Street is served by the 88 bus, it is also a short walk from routes 3, 11, 12, 87, 159 and 453 and from Westminster or St James's Park Underground stations.

**Saturday 1 April:** South East Bus Festival, Kent Showground, Detling.

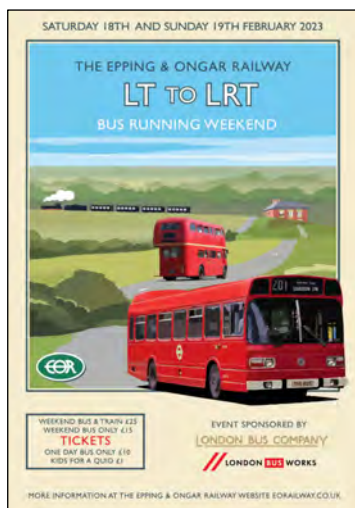
**Sunday 16 April:** Spring Gathering, London Bus Museum, Brooklands KT13 OQN.

**Saturday 22 April:** NS70. Open Day at Stagecoach North Street, Romford Garage.

**Sunday 7 May:** Bus Day, Mid Norfolk Railway.

**Monday 8 May:** Eastern National Heritage Running Day. Museum of Power, Langford, Maldon CM9 6QA.

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



# Follow Ups to EBM 705



## Reversing at Terminals

Last month, in the article 'Discovering Eastwood Belgrave Road', we posed a question about how many bus terminals in Essex require a reverse manoeuvre. As well as the aforementioned Belgrave Road (Arriva 29), we can add:

Bures (First Essex 83),

Burnham on Crouch (FE 31/331/332, Fords 6)

Canvey Eastern Esplanade (FE 21C)

Colne Engaine, The Green (FE 82/A/B)

Fringinghoe, Brook Hall Road\* (FE 174/5),

Good Easter\* and Chelmsford Railway Street (Lodge Coaches 17/18)

Layer-de-la-Haye, Hawfinch Road (Heddingham 50)

Mistley, Rigby Avenue (Heddingham 2 and one morning journey M-F on FE 104)

Pleshey (Arrow 10 - or does it do a loop?)

Tollesbury Square (Heddingham 50, 91, 92, 95)

Wallasea Island\* and Paglesham\* (Stephensons 60/A)

Walton, The Naze (Heddingham 97/A/B, 98/A, 99/A)

West Hanningfield, Temple Grove (Arrow 10)

Witham, Church Street into Ebenezer Close (FE 40)

St Lawrence Bay\* and Bradwell East End (Heddingham D1).

Obviously we've ignored reverse-off stands in bus stations and also flexibly routed DRT services.

\* These involve buses in mid-journey with passengers on board. Route 83 did not need to need a reverse manoeuvre when it operated into the now closed Chambers depot at Bures. Route 40 is a case of the terminal point not actually being served but stopping on the main road adjacent to it.

With thanks to David Edwards, Paul Harvey and Richard Delahoy for these updates. We can't say that we have personally witnessed all of these however!

**Above:** Volvo B7RLE / Wrightbus 66970 (KX05 MJV) at Fringinghoe, reversed into Frog Hall Close on 19 December 2020. This bus is currently still in stock but is withdrawn from service. **David Edwards**

### **'Bus & Coach Preservation' Cover**

The illustration of the cover of 'Bus & Coach Preservation' magazine in last month's issue, featuring the restored ex-Ribble full-front Leyland PD3 KCK 869, brought back memories of the trio of this type that Southend Transport ran. We'll take a look at that story in the next issue of our historical features EBM Extra series, to be published in the spring.

### **LCBS Leyland Atlanteans in Brentwood**

Another route in Brentwood that saw occasional use of London Country Leyland Atlanteans was the 369 from Grays to Brentwood in the late 1970s / early 1980s period, although this was normally Leyland National operated.

Atlanteans may possibly have been used on school journeys or just as occasional cover.

With thanks to Kevin Smith and Chris Stewart.

### **50 Years of Eastern National Leyland Nationals**

David Edwards advises of a minor correction to the caption of the photo of 9015: "The photo of 9015 at Central Works wasn't taken in the driver training school yard but actually outside CW's Head Office, the window with fire escape stairway behind was the HO Traffic department typing pool and the building on the right of the picture was the engine testing shed."

Further to last month's photos of early Eastern National Leyland Nationals, below and on the next page are four more photos of L-registered LNs (plus one P-reg and part of a V-reg).

Last month it was noted that Eastern National's L-reg Leyland Nationals were delivered with chrome bumpers but that these were repainted white before entering service. Eastern Counties' first batch of LNs were delivered around the same time, these were LN538-549, with LN539 being the first to arrive in November 1972 and the batch being completed when LN548 arrived in June 1973. These were also delivered with chrome bumpers, but unlike EN's, these remained this way for a number of years.

**Below:** Joint service Clacton - Ipswich 123 had restarted on 15 June 1981. ECOC LN539 (HVF 539L) and EN's 1769 (MAR 791P), allocated to Clacton, are at Rigby Avenue, Mistley on 5 February 1983. By this time EN worked Clacton - Mistley and ECOC worked Ipswich - Mistley, passengers changing buses at Rigby Avenue. LN539 has gained a white band but still has its original chrome bumpers after a decade in service. **Robert Appleton**



As mentioned last month, Eastern National's first Leyland Nationals met up with Leyland Country examples on route 721 in Brentwood. The latter were from the batch LNC24-70, also used on the 706 & 711. Despite the DP livery and Green Line fleet names, they had green vinyl bus seats. Standing outside London Road garage in Romford for a driver changeover, LNC33 (NPD 133L) was seen on 19 January 1974. The 721 ceased in July 1977 and the garage was closed.

**Richard Delahoy**

Also in DP livery, Eastern National dual-door Leyland National 2200 (UCO 46L), purchased in April 1982 from Plymouth City Transport for conversion to a wheelchair passenger vehicle with space for eight wheelchairs, in Clacton Bus Station on 21 June 1984. Next to it is United Counties LN 564 (KRP 564V) on a day trip. Note the different shades of green which were meant to be the same!

**Fred Lawrance**

Another dual-door ex-Plymouth City Transport LN was SCO 418L. Looking very smart in P&O Ferries colours, operated by Ensignbus, it was being used on a free service to link the jetfoil terminal in St Katherine's Dock with Tower Hill station, although it usually stopped on the main road, rather than in Trinity Square as seen here on 23 March 1980. The jetfoil, to Ostend, operated from February to September 1980.

**Richard Delahoy**



## 3 January 2023

561 (Sch only) Basildon Bus Station - Chelmsford, St John Payne School **First Essex**. Minor route and timetable revision.

## 9 January

SW1B (Sch only) Great Chesterford, Rose Lane - Saffron Walden, County High School **Vectare**. Revised timetable (registered as a closed school contract).

## 19 February

16 (Daily) Wickford, Railway Station - Runwell, St Lukes **First Essex**. Service withdrawn, replaced by diversion of route X10 and introduction of X10 short journeys, but at a reduced level of service compared to the current 16.

21 (Daily) Canvey, Newlands - Southend Travel Centre **First Essex**. Short journeys between Southend Travel Centre and Leigh Church extended to Hadleigh Morrisons.

21S (Sch only) Canvey, Newlands - Southend Travel Centre **First Essex**. Revised timetable to the morning journeys to improve reliability.

87 (Daily) Brightlingsea, Victoria Place - Great Horkesley, Malvern Way **First Essex**. Revised timetable.

100 (Daily) Basildon Bus Station - Lakeside Bus Station **First Essex**. Revised timetable on Monday - Friday.

300 (Daily) Basildon Bus Station - Chelmsford Bus Station **First Essex**. Revised route and timetable. Rerouted in Chelmsford via Parkway (inbound) and Coval Lane / Parkway (outbound) to avoid Duke Street Railway Bridge to allow for double deck operation of certain journeys.

625 (Sch only) Chelmsford Bus Station - Prittlewell, Southend Boys School **First Essex**. Revised to operate via Rayleigh Station and Rayleigh Road.

827 (Sch only) Canvey, Leigh Beck - Southend Travel Centre **First Essex**. Morning journey revised to depart at 0655.

X10 (Daily) Basildon Bus Station - Stansted Airport **First Essex**. Revised timetable, with most journeys diverted to serve Runwell, St Lukes, as replacement for service 16. Additional peak hour shorts between Wickford, Railway Station and St Lukes introduced, to provide a half hourly service at these times.

X30 (Daily) Southend, Travel Centre - Stansted Airport **First Essex**. Revised timetable, with 0045 from Southend revised to depart at 0055 and extended to Stansted Airport. 2300 from Stansted Airport revised to depart at 2305.

## 20 February

17 (M-F) Southend, Heygate Avenue - Leigh-on-Sea Railway Station **Stephensons**. Revised Timetable providing additional late afternoon / early evening trips.

24/A (M-S) Southend Travel Centre - Southchurch, Whittingham Avenue **Stephensons**. Revised with the service via North / Central Avenue (currently 24) withdrawn and service via Woodgrange Drive (currently 24A) renumbered 24 and increased from every 30 to every 20 mins.

**Below right:** Stephensons Enviro 200 424 (EU15 AZT) on route 24 turning from Central Avenue into Hamstel Road on 11 January 2020. Central Avenue will no longer be served from 20 February 2023. **Richard Delahoy**

There have been a large number of registration changes in January following an instruction from the Traffic Commissioners to 'tidy up' registrations to reflect what is actually being operated. Most of these are as a result of temporary Covid timetables or change of subsidy. These have not been included above as there is no actual change to the timetable being operated.

With thanks to Richard Delahoy and the Omnibus Society.



### Acquired Vehicle

66886 MX55 LHL YV3R6G6215A106614 J106 B43F 08/05 First Manchester

Volvo B7RLE / WrightBus Eclipse Urban. From Olive Grove depot, Sheffield, First South Yorkshire & Midlands, delivered to Westway c29 January 2023. A driver trainer, in Urban 2 style livery of dark green rear, yellow front and red dividing line. It is seen below at the Head Street junction with Osborne Street, Colchester, on 1 February with StreetLite 47421 (SK63 KMJ) behind. **Mark Lloyd**



### Allocation Changes

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

### Period 10 2022/23 (25 December - 21 January)

33544 BN-BN (oos), 33559 BN (oos)-BN, 33568 BN-BN (oos), 33713 BN-BN (oos), 34465 HH-HH (oos), 36837 CF-CF (oos), 37133 CR-CR (oos), 42956 CF (oos)-CF, 44661 CF-CF (oos), 47697 CR (oos)-CR, 63328 CR-CR (oos), 66811 CF-CF (oos), 66863 CF(DS)-CR (oos), 69906 BN-BN (oos)

47697 finally entered service on 21 January 2023 (on route S2), the last day of Period 10. It had been delivered on 9 August last year.

63328 was hit on the offside rear corner by a tractor on Friday 13 January whilst on route 80, the damage looks to be fairly severe and possibly structural.

Further to EBM 704, Driver Trainer 66863 was back at Westway, Chelmsford from Norwich by 11 January 2023.

However, a week or so later it was parked in the scrap line at Quayside, Colchester with the battery flap open under the cab and batteries removed.

### Disposals

Further to EBMs 699 & 705, 66798 and 66821 moved on from Ensignbus to Shelton Motors in January 2023.

As an aside, scrapping buses is actually a bit of a side-line for Shelton Motors, they are one of the country's biggest scrappers and exporters of HGVs.

Former First Essex Trident / President 33074 (LN51 GOH) is now with Cawthorne's Travel of Rotherham, the top half is mainly still in Urban livery but the bottom half, sweeping up to the top at the rear, has been repainted purple. It had left First Essex for First Bristol in September 2019.

## Repaints

37621 from all over purple to Essex Bus green, delivered back to Quayside Depot, Colchester from Mardens on 16 January 2023. Seen below in Colchester Bus Station on route 370 two days later. **Daniel Pretty**  
(A photo of 37621 in purple was included in EBM 702.)

44662 from Urban livery to red shuttles, seen at Westway, Chelmsford on 13 January. In being repainted it lost its 'Beaulieu Express' super rear advert.

63164 from Urban livery to Essex Bus green, back in service after repaint on 5 January.

33546 went to TVS for repaint from Urban to Essex Bus green on 17 January and returned to BN on 25th.



## Around the Depots

(All vehicles listed below allocated to relevant depot except where stated. All dates January 2023 except where stated.)

### Colchester

The last remaining part of the former Colchester depot, the frontage on Queen Street, was demolished by 4 February 2023.

News of the Harwich routes (5 January - 1 February). The majority of journeys were worked by the nine Enviro 300s on the Colchester allocation, assisted by the three Volvo B7RLEs, 69515/6/7, and the occasional StreetLite. However, the 1905 Colchester - Harwich 104 was always worked by a StreetLite, usually one of the 476xx examples, except on 1 February when Enviro 300 67742 was used. 0915 Mistley - Colchester 104 was always double deck operated, worked by the double-decker off 0720 Maldon - Colchester 75. Only two double-deckers worked through to Harwich, unusually both on Sunday 102 duties, 37042 on 15 January and 37016 on 22nd. Clacton routes. 74B: More single-deckers this period: StreetLites 63329/31/3/5/6/8/40/1, Enviro 300s 67741/50/5/79 plus one Volvo B7RLE, 69516. Double-deckers reported were 32628, 37006/16/34/42/53/13/139. 76: All Enviro 300s this period: 67742 (15th & 22nd), 67739 (22nd & 29th), 67750 (5 February).

## Chelmsford

Further to last month, the number of Darts in service has increased by one to six, as 42956 returned to service on 9 January.

In the scrap line on 30 January were 32641, 42936, 42937, 42940, 42945, 66794, 66811, driver trainer 66825, 69532 and 69533. However, 66794, which hadn't been used since 12 January, returned to service on 1 February.

BN33574 was seen in Chelmsford Bus Station at lunchtime on 16 January, tracking as a driver shuttle from Westway, but back in Basildon by the afternoon. 42934 (16th) and 42956 (28th, see photo on page 12) Darts on 3. Newly repainted red 44662 on 71 (22nd). 67160 on C7 (16th). Black ex-P&R 67197 on 37 & 351 (9th). Driver Trainer 66846 seen passing Witham, The George (17th).

## Basildon

Further to EBM 705, two more StreetLites have been on loan to Basildon from Hadleigh, 47659 from 5 January to 1 February inclusive and 63169 from 5 to 23 January inclusive. The latter is the first time a long StreetLite has operated from Basildon.

33559 has once again returned to service.

33567 on 251 (29th). 37986 very unusual double-decker on 14 (25th). 44909 (20th), on loan from HH 47649 (20th), 47653 (17th, 19th), 47654 (16th) and 67168 (16th) single-deckers on 9. 44910 on 25 (27th). On loan from HH 63169 (20th), 67168 (17th) on 100. 69901 (11th), 69915 (19th) on X10. 69916 on 16 (22nd). 69917 (20th), 69919 (25th) on 625.

## Correction to EBM 705

We reported last month that "StreetLite 47655 and Enviro 200 MMC 67168 at Basildon are others to gain a super rear advert for driver recruitment." This was partially incorrect, as 47655 is allocated to Colchester.

With thanks to Robert Appleton, Stephen Barham, David Edwards, John Lidstone, William Morrison, Gareth Norris, John Podgorski, Ian Ransom, Derek Stebbing, Rob Webb, Robert West, Bustimes, Bus Lists on the Web, Facebook, Essex Buses Google group and Terminus.

**Below:** 20 Years Ago. Dennis Lance / Northern Counties Paladin 1503 (P503 MNO) in Colchester Bus Station on route 71 on 14 February 2003. In Eastern National version of Anglia livery but during a period when First was projecting a very corporate image and so local fleet names have been removed. **David Moth**



## First Essex News in Pictures

Green-liveried Enviro 200 44473 (YX62 BNU) on Chelmsford shuttles route C2 on 16 January 2023, laying over at Broomfield Hospital. It was new to Whitelaw's Coaches of Stonehouse in September 2012 before being acquired by Halton Transport.

**Andrew Fieldsend**



As reported in EBMs 703 & 705, from 17 October to 23 December Hadleigh Depot covered most weekday journeys on Chelmsford route 3 (Chelmsford - Southend) due to staff shortages at the latter depot. Here is Hadleigh's StreetLite 47522 (SN64 CMX) at Southend Travel Centre on 8 November 2022.

**Richard Delahoy**



And here's a Chelmsford bus on the 3, unusually a Dart, 42956 (WX06 OMO), at "The Woodman", Thursdays on 24 January 2023. Note "Centre" is shown on 47522 but "Ctr" on 42956.

**Nigel Clark**



Last month we included a photo of repainted 47421 and asked if anyone had photos of 47427 or 47430 in service with First Essex in Southampton City Bus livery before they were repainted that we could publish.

**William Morrison** has kindly sent these two of 47430 (SK63 KNB) in Chelmsford Bus Station on 5 December 2022, between duties on route 371. The differences between this livery and red shuttles are the maroon rear (as opposed to dark red) and the thick orange (as opposed to three thin yellow) dividing line, although whether the differences are sufficient to warrant the haste to repaint these vehicles when there are so many buses running around in scruffy Urban livery is subject to conjecture. In the second photo, an Enviro 200 from the batch 44171-8 in red shuttles livery is partially visible on the left.



And here is a photo of 47430 taken just over a month later, after being repainted, with a dark red as opposed to maroon rear. On route S7 in Colchester High Street on 13 January 2023.

**Robert Appleton**



## First Essex Fleet & Allocation Summary January 2023

This information is up to date to the end of Period 9 2022/23 (24 December 2022).

### Fleet List

The fleet list is summarised under main types. Figures / letters in brackets are registration periods.

Volvo B7TL / Transbus ALX400: 32068/87(51), 32260(52), 32482-4(53)

The 53 regs are low height, the rest full height.

Volvo B7TL / Wrightbus Eclipse Gemini: 32526/30-1(54), 32532/40(05), 32547/51/628-9/41-2(54), 32669/72-3/6(55), 37004-7/10/5-7/20(55), 37027/34-7/42/53-4/62(06)

Volvo B9TL / Wrightbus Eclipse Gemini: 36216-20(12), 37133-6/8-40(57), 37613/21(58), 37985/6(11)

The 57 & 58 regs have Eclipse Gemini bodywork, the 11 & 12 regs have Eclipse Gemini 2 bodywork.

Alexander Dennis Trident 2 / Enviro 400: 33411-6/8-9(56), 33424/5(59), 33504/7(08), 33544-6/8-9/51-3/5/7-9/61-3/7-8/70/2-4(58), 34451-65(59)

33424 is 10.8m long and low height, the rest are 10.1m and full height. 33425 has bonded glazing, the rest have gasket.

Alexander Dennis E40D / Enviro 400: 33685/713/50(12), 33825(63)

Alexander Dennis E40D / Enviro 400 MMC: 33983-9(65)

Scania N250UD / Alexander Dennis Enviro 400 MMC: 36837-43(69)

Alexander Dennis Dart / Pointer 10.7m: 42930/4-7(05), 42940-1/4-5(56), 42956(06)

Alexander Dennis Enviro 200: 44001-6(57), 44080-1(58), 44171-8(11), 44467/9(12), 44471/3(62), 44537-51(13), 44596(60), 44597(58), 44598(57), 44599(08), 44900(08), 44908-10/3-5(09), 44927(11)

The 12, 62 & 13 reg are E20D chassis, the rest are Enviro 200 Darts. 440xx & 44171-8 are 10.2m, 444xx & 44537-51 are 10.9m, 44596-9 are 10.8m and 449xx are 8.9m.

Alexander Dennis E20D / Enviro 200 MMC: 44659-62(66), 67160-69/71(66), 67189-97(66)

44659-62 are 10.5m, 67160-69/71 are 11.6m and 67189-97 are 11.8m. 67160-69/71 have luggage racks for original use on airport routes X10 & X30 (all have been repainted out of original X10 & X30 livery and only 67161/3 are still in an airport livery, 'Essex Airlink' for route X10, but all retain their luggage racks).

Wrightbus StreetLite DF: 47421/7/30(63), 47521-30(64), 47643-58(15), 47696-7(22), 63061/3-5(63), 63161-70(64), 63328-31/3-44(65)

The 63 series are StreetLite DF Max and are 11.5/6m in length, the 47 series are 10.9m.

Mercedes-Benz Citaro: 64017(52). Driver trainer in Urban driver training livery.

Volvo B7RLE / Wrightbus Eclipse Urban: 66759/60/94/6-7/801/4/6/11/3-4/7-8/23/5/846/8/60/3/970(05), 69024(55), 69148/51(06), 69421/30-4(58), 69515-20(11), 69532-3(05)

69515-20 are Eclipse Urban 2. The 58 & 11 reg are 12m, the rest 11.9m. 66825/846/8/60/3, 69148/51 are permanent driver trainers, all except 66825 (Urban livery) in red driver training livery.

Alexander Dennis E30D / Enviro 300: 67735-9/41-42/50/5-6/79(62), 67805(13)

Alexander Dennis E35H (Hybrid) / Enviro 350: 67901-4(13)

Volvo 7900 Hybrid / Volvo: 69901-19(13)

### Allocations

Basildon: 33411-2/4-6/8-9/24-5/504/7/44-5/8-9/51/5/7-8/61-3/7-8/570/2-4, 33713/825, 33983-9, 44908-10, 47653-4, 67161/3/5-95, 67901-3, 69901-17/9

Chelmsford: 32482-4, 32540/51/641-2, 36837-43, 42930/4-5/41/4, 44001-6/80-1/171-8, 44467/9/71/73, 44537-51, 44596-99, 44659-62, 44900/13-14, 66759-60/94/6-7/806/11/3-4/7-8/23, 67160/2/4/9/71/96-7, 67735/7/56, 69024, 69421/30-4

Colchester: 32068/87, 32526/30-2/47/628-9/69/72-3/6, 37004-7/10/5-7/20/7/34-37/42/53-4/62, 37133-6/9-40/613/21, 47421/7/30/650/5-8/696, 63328-31/3-44, 67736/8-9/41-2/50/5/79/805, 69515-7

Hadleigh: 33685/750, 34451-65, 36216-20, 37985-6, 44915/27, 47521-30/643-9/51-2, 63061/3-5, 63161-70, 69518-20

Driver Trainers (at Chelmsford): 64017, 66825/46/8/60/3, 69148/51

Out of Service / Stored: 33413/546/52-3/9, 67904, 69905/18 (at Basildon), 42936-7/40/5/56, 69532/3 (at Chelmsford), 32260, 37138, 47697, 66801/4/970 (at Colchester).

Total 336 vehicles.

## Changes During 2022

| Type                          | Total      | +         | -         | Into Fleet       | Out of Fleet                                       |
|-------------------------------|------------|-----------|-----------|------------------|----------------------------------------------------|
| B7TL / ALX400                 | 6          |           | 7         |                  | 30564/7, 31785, 32249, 32477-8/85                  |
| B7TL / Eclipse Gemini         | 33         |           | 3         |                  | 32539, 32631/40                                    |
| B9TL / Eclipse Gemini         | 9          | 2         |           | 37613/21         |                                                    |
| B9TL / Eclipse Gemini 2       | 7          |           |           |                  |                                                    |
| Trident / President 9.9m      | 0          |           | 3         |                  | 33186/91/232                                       |
| Trident / President 10.5m     | 0          |           | 6         |                  | 33086/95/8/133-4/6                                 |
| Trident / ALX 400             | 0          |           | 10        |                  | 33373/6/83-5/401-5                                 |
| Trident / Enviro 400 10.1m    | 47         | 15        |           | 34451-65         |                                                    |
| Trident / Enviro 400 10.8m    | 1          |           |           |                  |                                                    |
| E40D / Enviro 400             | 4          | 4         |           | 33685/713/50/825 |                                                    |
| E40D / Enviro 400 MMC         | 7          | 7         |           | 33983-9          |                                                    |
| N250UD / Enviro 400 MMC       | 7          |           |           |                  |                                                    |
| Dart / Pointer 10.7m          | 10         |           | 6         |                  | 42487/895/923/7/33/9                               |
| Enviro 200 8.9m               | 8          | 1         |           | 44927            |                                                    |
| Enviro 200 10.2m              | 16         | 8         |           | 44171-8          |                                                    |
| Enviro 200 10.8/9m            | 23         | 4         |           | 44467/9/71/3     |                                                    |
| Enviro 200 MMC 10.5m          | 4          |           |           |                  |                                                    |
| Enviro 200 MMC 11.6/8m        | 20         |           |           |                  |                                                    |
| Enviro 300                    | 12         |           |           |                  |                                                    |
| Enviro 350H                   | 4          |           |           |                  |                                                    |
| StreetLite 10.9m              | 31         | 5         |           | 47421/7/30/696/7 |                                                    |
| StreetLite Max 11.5/6m        | 30         | 4         | 1         | 63061/3-5        | 63332                                              |
| Citaro                        | 1          |           |           |                  |                                                    |
| B7RLE / Eclipse Urban         | 31         | 2         | 18        | 69148/51         | 66795/8-800/3/8/10/2/5-6/9/21/8/30/7/72/971, 69429 |
| B7RLE / Eclipse Urban 2       | 6          |           |           |                  |                                                    |
| 7900 Hybrid                   | 19         |           |           |                  |                                                    |
| <b>Total (338 last year*)</b> | <b>336</b> | <b>52</b> | <b>54</b> |                  |                                                    |

\* EBM 693 showed 337, the additional one is Citaro 64017 which was on-loan last year so not included but is now considered a member of the fleet.

**Type out of the fleet:** Dennis / Transbus Tridents with President and ALX 400 bodywork.

**Types into the fleet:** E40D chassis with both Enviro 400 and Enviro 400 MMC bodywork.

Also, as noted above, a Mercedes-Benz Citaro (64017) was received on loan in October 2021, this is now considered part of the fleet.

A reminder that we publish a fleet list with allocations and livery details on our website every month.

### Colchester

Enviro 200 4048 (GN09 AWZ) was collected from Maidstone on 2 February 2023 to replace similar 4011 which has a blown engine. It is in old Arriva livery (turquoise).

Enviro 400 6499 was returned to Southend on 15 January after its extended loan here.

### Southend

SCT heritage liveried Enviro 400 6499 is now back in Southend, as noted above. Its first day back in service here was Tuesday 17 January.

Enviro 400 driver trainer T199 (SN08 AAE) was noted in use at Southend in late January (on loan from Northfleet), covering for the usual Enviro 200. It is seen **opposite** at Sutherland Boulevard, Leigh on 23 January.

### John G Lidstone

VDL SB200 / Wrightbus Pulsar 3760 (YJ08 DZL), withdrawn last year, was removed for scrap by Shelton Motors on 23 January. It is seen **below** on the A13 near West Horndon. **John G Lidstone**

### Harlow

There are plans to redevelop Harlow Bus Station over the coming months. This seems to be a much more radical plan than the recent revamp of Basildon Bus Station. Details are available at <https://tinyurl.com/2ur2hbjc>.

The number of cuts, seemingly due to vehicle shortages, has increased during the last month. Based on a 'snapshot' 90 minutes observation and confirmation on Bustimes, normally 0845-1015, a full service has not been achieved on any weekday. Sometimes vehicle availability improves later in the day but not always. Vehicles often have to be swapped from route to route to cover breakdowns and also to ensure that a LEZ compliant vehicle is available for pm journeys on the 724 which has suffered from traffic delays. Route 9 has rarely seen both buses running while there was no service at all on circular route 2 on the morning of 19 January although both buses were running on service 3 at the same time.

3759, transferred from Southend in October last year, is now listed as withdrawn.

3771, in new Green Line livery, only worked for a few days in December and did not see service in January.

3798 has also not been seen in January.

With thanks to John Card, Matthew Evans, Adam Kelleher, John Lidstone, Keith Sadler and LOTS.





---

# STEPHENSONS NIBS buses

Richard Delahoy

## Vehicle News

A new Scania N250 / ADL is due for delivery for Stephenson's in early March. This will be the last N250 chassis to enter service in the UK.

Scania YR59 FYO is on loan to BorderBus, Suffolk to assist with a vehicle shortage.

Volvo 702 is advertised for sale via Chartwell Bus Sales.

## Tendered & Supported Services

NIBS services 2 and 3, originally deregistered from February 2023 half term, will now continue following a retendering exercise by ECC.

Thurrock Council Cabinet are shortly due to make a decision on whether to continue with any tendered bus services due to financial constraints. This could impact services 11, 265 and 374 operated by NIBS (and which are the only routes supported by the Council).

In contrast, and much more welcome news, Cambridge & Peterborough Combined Authority have voted to levy a Mayoral precept on Council Taxes for 2023/24 to enable continued support of existing tendered local bus services. This includes routes 8A, 9A, 11 and 112 operated by Stephenson's since 31 October 2022, which are operated from the outstation at Greys of Ely.

## Other News

The new Transmach ticket machines for NIBS are due to go live in mid-February. Staff training is currently under way.

With thanks to the companies.

## **Withdrawn Vehicles**

513 LB02 YXE Fire damaged, being cannibalised at HD  
588 PJ02 RBY Withdrawn at KN

## **Significant Allocations**

510-2 These are now regular KN allocations with HD engineering  
535 KN by 31 December, then to CN by 9 January  
821 SY-KN by 6 January  
875 SY-KN by 12 January

## **Fleet News**

New fleet member Volvo B9TL / Wrightbus Gemini Eclipse 2 535 (LX59 DCY) worked GA rail replacement on New Year's Eve 2022 but then worked out of Kelvedon until 9 January 2023 where it returned to Clacton depot. GA RRP services are now regular weekend workings with 850/1/2 all seen in convoy on the A12 between Ipswich and Colchester on 8 January.

All Dart / Pointers that had the Covid masks on their front dash panels have had them removed (as per the photo of 257 last month). 259 (EU56 FLP) was at CN depot late December / early January and was possibly having this work done.

539 (LX59 DDF), illustrated during preparation in last month's issue, entered service after conversion to single door and repaint by 17 January. On 18 January, 910 (SF04 SKD) failed on service in South Woodham and was recovered to Clacton for repair. There are reports that 588 (PJ02 RBY) has been withdrawn or is off road. President numbers are rapidly falling with just 573 / 587 now in regular service. 513 (LB02 YXE) is being cannibalised for spare parts following fire damage in Autumn last year. Of the remaining initial Eclipse batch, 510-512 are regularly allocated to Kelvedon depot, with 514 having been off road at CN following a failure during early December. Ex Go North East Scania NK56 KJO is reportedly being prepared for service at HD.

## **Service News**

Further to EBM 705, Robert Appleton advises that all route 694 (Langham - East Bergholt High School) journeys spotted recently were undertaken by CN vehicles (although Chambers 807 (YN55 PZJ) did appear it was not allocated to SY at the time) so it looks as though this route is in the hands of Clacton depot. Roadworks in Kirby Cross have been creating long delays to services in that area with knock on effects to the linked network. These started on 10 January and were due to last until 3 February. It is reported on the Hedingham website that it is planned to return frequency on the Clacton town route 4 back to every 15 minutes during core times. This will begin on 16 April. Before that date there will be a social media feedback opportunity and a face to face meeting on 15 March when customers can air their views. This follows Giles Watling MP visiting Clacton depot on 31 January to discuss plans ahead of these events. Discussion topics were the expansion of open top services in the town for increased tourist trade and support of the £2 maximum per journey fares until the end of March.

## **Other News**

Hedingham are providing a bus at Fiveways Co-op store car park 1000-1200 and Clacton Common 1300-1500 for 'Time to talk' day on 2 February where Mind, the mental health charity, helps with the now established 'Chatty Bus' where people can hop on board and find help and are encouraged to talk to members who can assist and give advice.

With thanks to John Podgorski & the Hedingham website.



Ian Ransom

Enviro 200 DB09 PAN (ex LJ09 KPR) returned from loan to Purple Parking, Heathrow in late January 2023.

With thanks to Adam Barham.

## Dealer Stock Movements January 2023

### Vehicles In

From **Cardiff Bus**: Scania CN57 BKL/O/FGC/O

From **First Eastern Counties**: Volvo B7TLs AU53 HJX/KE/F/L. AU53 HJX, fleet number 32480, was at one stage owned by First Essex.

From **First Halifax**: Volvo B7TLs YJ04 FZT/X, YJ54 XTT

From **Ipswich Buses**: Enviro 200s YX59 BZL/N

From **Metroline**: Enviro 400 LK12 AWC

From **Stagecoach East Scotland**: Volvo B9R YN10 FZW

From **Stagecoach London**: Scania LX58 CEV, LX09 FZR

From **Stagecoach South**: Trident LY52 ZDX; Darts GX06 AZG, GX56 KVV/V/W/Y/WA/B/E-G/M/N/OGA/B/J/K/L; Enviro 200s GX07 FXB/HUK/U/Z, GX61 AYL; Enviro 300 GX10 KZV; MANs GX08 HBO-P/U/Y-Z, GX58 MVG/O, SF09 ADX/Z/ED/G/J/N, Solos GX57 DJJ, GX08 HBK (all of these will go for scrap to Shelton Motors)

From **Stagecoach South East**: AEC Regal AHC 411

From **Transdev Airport Services**: Enviro 200s GN63 HXF/G/K/L/M/P/S/T/W/X/WU

### Vehicles Out

**Alpine Coaches, Llandudno**: Volvo B7TLs YBZ 233/636/949

**Als Coaches, Liverpool**: Enviro 400s SN62 AAF/K/O/V

**Axe Valley, Seaton, Devon**: Volvo B9TL WX56 HJZ

**Chalkwell, Sittingbourne**: Enviro 400 SN12 EHP

**Dews Coaches, Somersham**: Scania CN57 BKE/L/O/ FGC

**Fragers Ltd, Colchester**: Scania YV03 PZZ

**Galleon Travel, Roydon**: Enviro 200 GX07 HUU. See next page.

**Golden Eagle, Salsburgh**: Scania CN57 BKF/G

**Hardwicks Barnsley**: Volvo B7TLs YJ04FZT/X, YJ54 XTT

**Hawkes Coaches, Derby**: Volvo B7TL YJ04 FZL

**Ipswich Buses**: Scania YR59 FYT, YT11 LTF, YT61 GOJ

**Little Legs Playbus, Stanford-le-hope**: Volvo B7TL LK53 LZC

**Little's Coaches, Ilkeston, Derbyshire**: Enviro 400s LK08 DYA/ NVE

**Nu-Venture, Maidstone**: Enviro 400 LJ09 CAU

**Red Rose, Aylesbury**: Enviro 200s YX11 AEC/HPL

**Seven Sisters Bus & Coach, Eastbourne**: AEC Regal AHC 411

**Top View Tours, London**: Scania YT09 BJX, YR59 FYZ, YT59 RXS, YT10 UWH/ XBU

**Warrington Buses**: Enviro 200s YX15 XMJ, YX65 RHF

### To Shelton Motors for Scrap

Volvo B7TLs AU53 HJX/KE/F, LKP54 BKF

Volvo B7RLEs MX05 CCA/EK. These are ex First Essex 66798 and 66821, see page 9.

Tridents LR02 LXX/LYJ, KN04 XJM, KX55 TLU/TLN

Enviro 400 SN14 TXB

## Ensignbus

Open top RM371, which has featured many times in EBM, in use both on route 68 and to deliver Christmas presents, has recently been repainted at Mardens. It is still in red with gold band but has gained a red, rather than black, radiator grille.

With thanks to John Lidstone and Ross Newman.

### Acquired Vehicles

Further to the last two issues, the mystery of the fleet numbers for the four recently acquired Enviro 200 MMCs can be cleared up. They are 318-21, SN16 OVM/O/P/R. The number 321 was applied to OVM in error (as illustrated last month) and OVM has been showing correctly as 318 on Bustimes. It was still carrying 321 when seen on route 61 on 20 January 2023. 320 entered service on 18 January, the real 321 is not yet in service.

With thanks to the company and Harlowwide.



**Above:** The first recorded sighting of a Chelmsford Park & Ride bus on route 13 occurred on 28 January 2023 when 307 (YX22 OGS) appeared and was photographed en route from Epping to Waltham Cross at Waltham Abbey.

**Owen Woodliffe**



**Bus Operations of Galleon Travel, Roydon**

**Adam Kelleher**

### Acquired Vehicle

GX07 HUU, Enviro 200, B38F, new to Stagecoach Hampshire 36027 07/07.

Acquired from Stagecoach South, via Ensignbus, January 2023. In new Stagecoach livery.

### Withdrawn Vehicles

Further to last month's news in EBM 704 about Solos being withdrawn from service, 1001 (SGZ 2221), in amended First Barbie livery, returned to service on 24 January 2023 after being out of use since August last year. It has been in regular service since.

Scania CN230UB / Scania 1089 (SGZ 1089, ex YN56 NNG) is delicensed and stored at North Weald Aerodrome and is not expected to return to service. Scania N230UD / Scania OmniCity 2001 (YP59 OEX) has been withdrawn and is being used as a source of spares. The following vehicles are also reported parked out of use at North Weald: Solos RRZ 5654, 1005 (RGZ 7807), 1007 (SGZ 2219) & 1013 (YJ09 MHO) and Scania 2007 (YP59 OEN).

### Other News

A new operating centre in River Way Harlow will be opening soon and the Hailes Farm site in Roydon will be closing at the same time, probably at the end of February.

With thanks to John Card, Owen Woodliffe, Harlowride, LOTS and Essex and Herts Bus & Coach Enthusiasts website.

**Allan White** writes: "I had the pleasure on the frosty morning of Saturday 21 January 2023 of catching a 410 into Hoddesdon town centre and what should turn up but MetroDecker 2101 (CT21 GAL), seen, **below**, turning into Bridleway North from Stanstead Road, Hoddesdon approaching my stop.

2101 is very luxurious and I had the upstairs to myself so was able to get a few interior shots, including the one **right**. So different from the interiors of our usual fare on this route. So much so that as I got off at Hoddesdon Clock Tower a lady getting off behind saw me taking a photograph. She then turned to me and remarked "what a lovely bus, such a smooth ride and really comfortable seats". Just goes to show that the general public do notice when something decent is provided for them!"



# 60th Anniversary of Moore Bros sale to ENOC

This is an article to commemorate the sale of Moore Bros to Eastern National on 3 February 1963, featuring the . vehicles that moved to EN. Moore's has been featured many times in EBM and its predecessors, amongst the major articles were the 50th anniversary by Chris Stewart in EBN 586 (February 2013), with a follow-up in EBN 589, photos to mark the 200th anniversary of the founding of Moore's in EBN 615 (July 2015) and Alan 'Tebzy' Tebbit's personal memories of the takeover in the following issue.

**Right:** Moore's JYW 999, a Guy Arab II / Roe, in Braintree Bus Park on 6 December 1958. **John Boylett**, with thanks to John Kaye and David Lang & sct61.org. A vehicle with this registration became Eastern National 1025 then 2001 but it was not the same bus! Details below.

**Below:** In contrast to the front cover photo of 2017 in Eastern National NBC livery, here is the other Guy Arab IV / Massey that was one of the last pair of buses delivered to Moore's, 2016 (372 WPU), in EN Tilling livery (with unmasked blinds). This pair were unique in having 'Johannesburg' style grilles, which were painted black when with Moore's but silver when with EN. Colchester Bus Station, June 1971, with the multi-storey car park being built above it.

**Robert Appleton**



| Feb 1963 Fleet Number | August 1964 Fleet Number | Registration | Chassis Make & Type | Body       | Seats   | Date New | Date Sold |
|-----------------------|--------------------------|--------------|---------------------|------------|---------|----------|-----------|
| 025                   |                          | HYM 685      | Bedford OB          | Duple      | C29F    | 06/47*   | 10/63     |
| 026                   |                          | RTW 222      | Bedford OB          | Duple      | C29F    | 01/51    | 10/63     |
| 027                   |                          | LPU 940      | Guy Arab III 5LW    | Duple      | DP35F   | 05/47    | 10/63     |
| 028                   |                          | LVW 124      | Guy Arab III 5LW    | Duple      | DP35F   | 05/47    | 10/63     |
| 029                   |                          | LVW 125      | Guy Arab III 5LW    | Duple      | DP35F   | 05/47    | 10/63     |
| 030                   |                          | KGT 378      | Guy Arab III 5LW    | Strachans  | C35F    | 05/49*   | 10/63     |
| 031                   |                          | KGT 381      | Guy Arab III 5LW    | Strachans  | C35F    | 05/49*   | 10/63     |
| 032                   |                          | KGT 379      | Guy Arab III 5LW    | Strachans  | C35F    | 05/49*   | 10/63     |
| 033                   |                          | KGT 380      | Guy Arab III 5LW    | Strachans  | C35F    | 05/49    | 10/63     |
| 034                   |                          | PHK 531      | Guy Arab III 5LW    | Strachans  | C35F    | 10/49    | 10/63     |
| 035                   |                          | PHK 532      | Guy Arab III 5LW    | Strachans  | C35F    | 11/49    | 10/63     |
| 036                   |                          | PHK 534      | Guy Arab III 5LW    | Strachans  | C35F    | 01/50    | 10/63     |
| 037                   | 100                      | 576 FVW      | Commer Avenger III  | Duple      | C41F    | 05/56    | 08/65     |
| 038                   | 101                      | 577 FVW      | Commer Avenger III  | Duple      | C41F    | 05/56    | 09/65     |
| 039                   | 102                      | 7652 VW      | Commer Avenger IV   | Yeates     | C41F    | 06/60    | 09/68     |
| 040                   |                          | LTW 62       | Guy Arab III 5LW    | Duple      | DP35F   | 05/47    | 1964      |
| 1024                  | 2000                     | JTW 447      | Guy Arab I 5LW      | Massey†    | L29/28R | 05/43    | 10/66     |
| 1025                  | 2001                     | JVW 999      | Guy Arab II 5LW     | Massey†    | L29/28R | 08/44    | 10/66     |
| 1026                  | 0555                     | JVX 555      | Guy Arab II 5LW     | Strachans  | L27/28R | 07/45    | 03/74     |
| 1027                  | 2002                     | GYL 982      | Guy Arab II 5LW     | Strachans† | L28/28R | 1945*    | 10/65     |
| 1028                  | 2003                     | GYL 981      | Guy Arab II 5LW     | Strachans† | L28/28R | 1945*    | 10/65     |
| 1029                  | 2004                     | GYL 983      | Guy Arab II 5LW     | Strachans† | L28/28R | 1945*    | 10/66     |
| 1030                  | 2005                     | GYL 984      | Guy Arab II 5LW     | Strachans† | L28/28R | 1945*    | 09/65     |
| 1031                  |                          | JVX 556      | Guy Arab II 5LW     | Strachans  | L27/28R | 07/45    | 12/63     |
| 1032                  |                          | JVX 557      | Guy Arab II 5LW     | Strachans  | L27/28R | 08/45    | 10/63     |
| 1033                  |                          | JVX 558      | Guy Arab II 5LW     | Strachans  | L27/28R | 09/45    | 12/63     |
| 1034                  | 2006                     | LPU 611      | Guy Arab III 5LW    | Massey†    | L27/28R | 03/47    | 10/66     |
| 1035                  |                          | LPU 612      | Guy Arab III 5LW    | Strachans  | L27/28R | 03/47    | 10/63     |
| 1036                  |                          | ONO 537      | Guy Arab III 5LW    | Strachans  | L27/28R | 07/49    | 03/64     |
| 1037                  |                          | ONO 538      | Guy Arab III 5LW    | Strachans  | L27/28R | 07/49    | 03/64     |
| 1038                  | 2007                     | YEV 263      | Guy Arab IV 5LW     | Strachans  | L28/28R | 02/54    | 10/67     |
| 1039                  | 2008                     | 52 DHK       | Guy Arab IV 5LW     | Strachans  | L28/28R | 07/55    | 10/67     |
| 1040                  | 2009                     | 53 DHK       | Guy Arab IV 5LW     | Strachans  | L28/28R | 07/55    | 11/67     |
| 1041                  | 2010                     | 2834 F       | Guy Arab IV 5LW     | NCME       | L31/32R | 07/57    | 09/69     |
| 1042                  | 2011                     | 2835 F       | Guy Arab IV 5LW     | NCME       | L31/32R | 07/57    | 09/69     |
| 1043                  | 2012                     | 8935 NO      | Guy Arab IV 5LW     | Massey     | L34/33R | 10/58    | 01/71     |
| 1044                  | 2013                     | 8936 NO      | Guy Arab IV 5LW     | Massey     | L34/33R | 10/58    | 01/71     |
| 1045                  | 2014                     | 19 PVX       | Guy Arab IV 5LW     | Massey     | L34/33R | 07/59    | 04/75     |
| 1046                  | 2015                     | 20 PVX       | Guy Arab IV 5LW     | Massey     | L34/33R | 07/59    | 04/75     |
| 1047                  | 2016                     | 372 WPU      | Guy Arab IV 5LW     | Massey     | L34/33R | 05/61    | 04/75     |
| 1048                  | 2017                     | 373 WPU      | Guy Arab IV 5LW     | Massey     | L34/33R | 05/61    | 03/75     |
| 1049                  | 2018                     | 581 AOO      | Guy Arab IV 5LW     | Massey     | L34/33R | 03/63    | 11/75     |
| 1050                  | 2019                     | 582 AOO      | Guy Arab IV 5LW     | Massey     | L34/33R | 03/63    | 11/75     |

\* Acquired vehicles. 025 new to Fallowfield and Britten Ltd, London E8, acquired by Moore's in 01/51.

030-3 new to Wallis Hire Services Ltd (Dartmouth Coaches) London SE23, acquired in 02/53 (030/1), 03/53 (032) and 05/53 (033). They were originally fitted with Meadows engines which Moore's replaced with Gardner

5LW units in 1955 (031/3), 09/59 (030) and 1960 (032), the latter two from former Eastern National 1191/2 (OVW 756/7). 1027-30 new to Birch Bros Ltd, London NW5 (numbered K102/1/3/4), acquired in 08/51 (1029), 09/51 (1030), 01/52 (1028) and 04/52 (1027).

† Rebodyed Vehicles. 1024 originally had a Brush L27/28R body, it was fitted with a new Massey body in 1960. The body was actually placed on the chassis of former Eastern National 1192 (OVW 757) acquired in 08/59, this new vehicle adopted the identity of 1024 with the latter's chassis plate affixed.

1025 originally had a Roe L27/28R body, it was also fitted with a new Massey body in 1960. The body was actually placed on the chassis of former Eastern National 1191 (OVW 756) also acquired in 08/59, this new vehicle adopted the identity of 1025 with the latter's chassis plate affixed.

1027-30 originally had Weymann L27/28R bodies. The Strachans bodies, which were eight feet wide, were fitted in 1954 (1027-9) and 1955 (1030).

1034 originally had a Strachans L27/28R body, it received its new Massey body in 1960.

Commer van 7654 PU and the chassis of PHK 533 (a Guy Arab III 5LW / Strachans, C35F, new in December 1949) were also acquired by Eastern National. When acquired by Eastern National J VX 555 was in a semi-derelict condition. EN decided to rebuild it as a mobile uniform store in the autumn of 1963, it became number 0555 in the service vehicle fleet. A photo of it is in EBM Extra 2 (Autumn 2022), as is one of 7652 VW.

1049/50 were ordered by Moore's but delivered to Eastern National, with some Tilling Group modifications (see next page).

Fleet details from 'The Story of Moore Brothers, Kelvedon, Essex' by Bryan Everitt (the definitive work on Moore's), EBEG's 'Eastern National Fleet Record Volume 1' by Bob Palmer and 'PSV Circle Eastern National Fleet History 1960-1984'.

**Right:** A line up of Guy Arabs at Kelvedon depot. Date not recorded, but likely early 1963 and quite possibly taken on the last day of Moore's operations, 2 February 1963.

**Bob Beaumont**



**Right:** Two ONOs. Moore's ONO 538 was a Guy Arab III / Strachans, which became Eastern National 1037 but was sold in March 1964 before the August 1964 renumbering. Eastern National ONO 50 was a Bristol L5G / ECW, at the time numbered 310, to become 1108 in August 1964. Colchester St John's Bus Park, 28 January 1961.

**John Kaye** with thanks to David Lang & sct61.org.



**Below:** When still with Moore's, 2834 F passes Eastern National's garage and bus station in Duke Street Chelmsford about to turn left into their terminus in Coval Lane. This later became EN 1041 / 2010. **Bryan Everitt Collection**

**Bottom:** 581/2 AOO had some Tilling Group modifications made before delivery, including the fitting of the then current Tilling style moquette and T-style destinations at the front, both as per contemporary Bristol MW buses and FLFs. However, these modifications did not include the fitting of rear blinds, so in that regard they were the same as Moore's other double deck Guys. 582 AOO, as Eastern National 1050, allocated to KN Garage, which came with the purchase of Moore's, is seen in Witham Newland Street, probably on route 53 from Chelmsford to Colchester, alongside Eastern National's Bristol LD / ECW 1564 (later 2533, 56 PPU), allocated to BE (Braintree) Garage, on the 352 to Braintree. More photos of 582 AOO are on pages 30 & 31. **Bryan Everitt Collection**



The sale of Moore's took place during the Big Freeze of winter 1962/63. **Peter Clark**, an Omnibus Society and EBEG member, recalls the last day of Moore's operations.

"On Saturday 2 February 1963 I made my way in freezing conditions from my home to the end of The Fairway, Leigh-on-Sea, by service 23. It had been arranged that I would be picked up on the Southend Arterial Road. Southend Corporation Transport AEC Regent 258 (EHJ 442) driven by Derek Giles [SCT's Traffic Superintendent] duly arrived. I was told off for giving one bell instead of two once on board! The Regent was parked in Eastern National's Duke Street Garage at Chelmsford, engine well covered, and we boarded a Moore Bros Guy Arab coach for a tour of the routes."

The report in the Omnibus Society's magazine for April 1963 takes up the story: "Twenty-four intrepid Essex Group Omnibus Society members and friends braved the winter snow to tour Moore Bros' routes on their last day as passenger transport operators after almost 148 years. The party joined a Strachans bodied Guy Arab III coach, PHK 534, at the Chelmsford terminal and travelled first over the Maldon route, then back to Hatfield Peverel and along the main road to Kelvedon, where the garage premises and many of the vehicles were examined. On to Colchester, then out to Tiptree and Tolleshunt Knights via the normal route, returning over the recently introduced one via Haynes Green and Black Pits. The snow-covered and icy roads prevented high speeds being attained and their programme gradually got further into arrears.

"After a lunch break at Colchester, they left at 3pm - about an hour late - and covered the route to Braintree. From here the Wednesday market service through Pattiswick was followed faithfully, the trail between the four feet high walls of snow becoming narrower and narrower until they stopped. The two shovels brought along for just such an emergency were put to good use and half an hour later, after much digging and pushing, a path was cleared ahead to a stretch where a snowplough had widened the road sufficiently. They continued - even later - and after visiting Earls Colne, concluded their tour at Kelvedon as darkness was falling, having covered about three-quarters of the routes.

"Tea was at Witham, where the Society was honoured with the presence of Mr H. K. Moore, director of the company, and when it was possible for the Society's regrets to be expressed at the passing of such an historic operator and our appreciation of all the assistance given us by Mr Moore and the company."

Peter takes up the final part of the story: "The Regent was meanwhile retrieved from Chelmsford and driven to Kelvedon. We then repaired to an Omnibus Society member's house before proceeding to Colchester Omnibus Station where we were relieved to find that the last Moore's journey was running despite the conditions. Then it was the 11.15pm departure to Coggeshall, Kelvedon and home".

The Omnibus Society report concluded that "it should perhaps be recorded that 17 enthusiasts, including several members of the Society, travelled on the last journey that night."

**Right:** As described above, PHK 534 in the snow at Pattiswick on 2 February 1963. This became Eastern National O36 the next day but was withdrawn before the end of the year. **Bob Beaumont**



# EASTERN NATIONAL

Commencing

SUNDAY, 3rd FEBRUARY, 1963

The Services of

MESSRS. MOORE BROS. (KELVEDON) LTD.

will be operated by

The Eastern National Omnibus Co. Ltd.

as follows :—

Service No.  
allocated

|     |                                                               |
|-----|---------------------------------------------------------------|
| 38  | CHELMSFORD — HATFIELD PEYEREL — MALDON                        |
| 53  | CHELMSFORD — COLCHESTER                                       |
| 70  | COLCHESTER — COGGESHALL — BRAINTREE                           |
| 71  | COLCHESTER — EASTHORPE — KELVEDON—                            |
|     | EARLS COLNE                                                   |
| 72  | COLCHESTER — TIPTREE — TOLLESHUNT KNIGHTS<br>(via Black Pits) |
| 73  | COLCHESTER — TIPTREE — KELVEDON                               |
| 74  | COLCHESTER — TIPTREE — TOLLESHUNT KNIGHTS                     |
| 331 | BRAINTREE — KELVEDON — WEST MERSEA<br>(Summer only)           |
| 332 | BRAINTREE — PATTISWICK                                        |
| 334 | TIPTREE — KELVEDON — SILVER END                               |

TIME AND FARE TABLES WILL REMAIN UNCHANGED

REGULATIONS AND CONDITIONS: Passengers are conveyed subject to the advertised conditions contained in the current official Time Table Booklets, obtainable (Price 1/-) at any "Eastern National" Office, or in any separate notices.

## THE EASTERN NATIONAL OMNIBUS CO., LTD.

Local Offices : 'Phone  
Braintree, Fairfield Road 104  
Chelmsford, Duke Street 3104/5  
Clacton-on-Sea, Jackson Rd. 944/5  
Colchester, Queen St. and  
Omnibus Station ... 77671

Head Offices :  
New Writtle Street,  
CHELMSFORD  
'Phone 3431 (4 lines)

Local Offices : 'Phone  
Kelvedon, High Street 306  
Maldon, Omnibus Station 265  
Silver End, Boars Tye Rd. 10  
West Mersea, High St. ... 17

PHK 532 at Kelvedon Garage. This photo must have been taken soon after the Eastern National takeover (likely in the period from 3 February to 30 March 1963, before the full road service licences were granted to EN); in the nearside front window is a poster "On Hire to the Eastern National Omnibus Co Ltd", a Moore's fleet name remains in the offside destination box (although the side fleet name has been removed, but an Eastern National replacement not yet applied) and snow from the Big Freeze of winter 1962/63 is still on the ground. However, EN depot (KN) and fleet number plates (035) have been added.



Two photos GYL 993, clearly showing its replacement 8' body on its 7' 6" chassis. The first with Moore's at their Coval Lane, Chelmsford terminus and the second as 2004 with Eastern National on a Group tour on 15 May 1966, between Kelvedon and Coggeshall. As well as the different shades of green, the main differences are no lower cream band on EN livery and the black and silver radiator grilles. The adverts look identical, but the Moore's one has Boreham spelt in its original version without the 'e' (Boreham is listed in the Domesday Book of 1086 as Borham, thought to mean 'village on a hill'). The notice in the front downstairs window in the Moore's photo is an advert for Feering fete.



All **Bryan Everitt Collection**

Three photos when the vehicles were still with Moore's, all taken at Colchester St John's Bus Park. LTW 62 became 040 with Eastern National; it did not last until the 1964 renumbering.  
**Bryan Everitt Collection**



GYL 984, later Eastern National 1030 / 2005 and YEV 263, later 1038 / 2007, both with Strachans bodywork, August 1960, with Eastern National Bristol LDs to the left and behind.  
**Philip Wallis**



8936 NO became Eastern National 1044 / 2013 and KGT 380 became 033 but was sold before the 1964 renumbering.  
**Bryan Everitt Collection**  
 Sister to 8936, 8935 NO, was exhibited at the 1958 Earl's Court Commercial Motor Show, as reported and illustrated in EBN 534 (October 2008).





Five of the last six Guy Arabs that survived until 1975 received NBC green, the exception being 2018, see below. 2018/9 were delivered in Eastern National livery, so this means that four Guys went from Moore's livery to EN Tilling to EN NBC, in each case losing a relief band. Here's an interesting comparison of the same bus in its original and last livery. In the first photo 20 PVX is still in Moore's livery with Moore's fleet name and with three relief bands, but this was taken after the takeover and it has EN depot plates (KN) and fleet number (1046). Colchester Bus Station, 1963, with an Eastern National Bristol K and another ex-Moore's Guy Arab in the background.

**Phil Thoms collection, sct61**

20 PVX again, now numbered 2015, in NBC livery in the yard at Kelvedon Garage on 28 April 1974. To the right of the photo is this issue's cover star 2017 (373 WPU), also in NBC colours, with an early Bristol FLF of similar vintage, but more modern bodywork and interior layout, to the left, still in Tilling green.

**Richard Delahoy**

Finally, here is a comparison of Tilling and NBC green on the two new to EN Guys, 2018 on the left and 2019, albeit the former has a single NBC white band. The fact that the destination blinds also have route numbers suggests these blinds came from earlier Guy Arabs. Silver End Garage, 8 February 1975.

**Richard Delahoy**



## Fourways, Highwood

CN57 BKJ, an East Lancs bodied H47/27F Scania N270UD, is reported here from Cardiff Bus. GN06 EVH, a Wrightbus B40F bodied Volvo B7RLE, has gone from here.

## Klarners, Clacton-on-Sea (previously Colchester)

Optare V2220 B38F T60 KCL reverted to its original registration of SF09 AFE and left here in November 2022.

## Peter Godward, Basildon

T88 PGC, a Wrightbus bodied VDL DB250 (H72F), reverted to its original registration of LJ05 GKY and has been sold to Davey, Bryncethin, Wales.

## South East Coaches, Wickford

Jonckheere bodied Volvo B12B(T) VHM 847 has reverted to its original registration of FJ08 BZD. VDL FHD2-129, C57FT, YD65 DOH is now here, previously with Premium, Mottingham, Greater London.

## Swift Travel, North Weald

A pair of Lahden bodied Scania K400EB4s (C51FT), registrations YP10 VZB and YP10 VZC are here. The first was previously with Bell, Spennymoor, County Durham and the second was formerly with New Horizon, Frating.

**Network Rail** are replacing the central spans of Nazeing New Road bridge in Broxbourne from early January 2023, requiring a four-month road closure. The railway line was also closed, but for a far shorter period, from 13 to 18 January inclusive. There were no trains between Cheshunt and Hertford East and between Cheshunt and Harlow Town, with a rail replacement service operating between Waltham Cross and Bishop's Stortford. Amongst the operators noted were Ensignbus; Olympia Transport, Harrow; Peter Godward; Star Tours, Wembley; Kelly's, Essex; Lewis, London; Kevendy, Wickford; Air Sym, Heathrow; Redwing, Kent; Klarners; Completely Coaches, Norwich; Donald's Tours, Norfolk; Youngs, Cambridge; Vectare; Don's of Dunmow; Felixstowe Travel, Suffolk and St Edmunds Travel, Suffolk. This is probably not an exhaustive list. See photo on page 1.

With thanks to Allan White and the PSV Circle.

**Below:** Flagfinders ex-Nottingham Scania N94UD / East Lancs OmniDekka YN07 EYT leads a line-up of vehicles outside Anglia Ruskin University, Chelmsford, ready for a school outing on 6 January 2023. **David Moth**





**Richard Delahoy** braved the very cold weather of Saturday 21 January 2023 to have bus rides around Essex, the prime objective being to visit a model railway exhibition in Witham (small but good, all the layouts were ones he'd not seen before). Whilst out and about, he also took the photos on this page and on the rear cover. His itinerary was Arriva 9 to Southend, First Essex X30 to Chelmsford, First Essex 371 to Witham, Stephenson's 38 to Braintree, Arriva 133 to Great Dunmow, First Essex X30 to Southend (arriving 42 mins late) and Arriva 2 home. The 38 ride was enlivened by a standoff between two car drivers over who had right of way past a row of parked cars on a narrow section of road in Silver End!

**Above:** A recent tender win for First Essex is the Saturday service on Witham local service 39. Stephenson's operate the route commercially on Monday to Friday but gave up the Saturday service. Essex CC arranged to alter the First Essex contract for another town service, the 40, to take in the withdrawn 39 loop in place of the Howbridge Estate south western section that the 40 serves on Mondays and Wednesdays. Having arrived at Collingwood Road as a 40 from Ebenezer Close, Enviro 200 44542 (YX13 AHV), with repainted front end without relief colours, continues here as a 39, displaying "Witham Circular" and with a passing point display that alternates with showing "Connects with Service 40".



#### Rear Cover

**Top:** Central Connect 1416 (YX12 DHO) in Great Dunmow High Street on route 324, which was introduced on 31 July last year, as described EBM 700. Heading for the only terminus that shares its name with a former News Sheet editor (and still current contributor)! The route number cycled through red, blue and yellow backgrounds.

**Bottom:** The use of PSVAR compliant coaches on local bus services is pretty rare in Essex (school routes aside) but is of course perfectly legal. On one of the more obscure routes in the county, the 17/18, from Great Dunmow to Chelmsford via the small villages of the Chignalls and Easters, with one journey each way Tuesday, Thursday, Friday and Saturday, here is Lodge Coaches of High Easter's JFZ 7002. It is a Scania K320IB4 with Irizar i4 body with a side wheelchair lift, new to Ulsterbus in July 2012 as their 1002. It passed via Ensign Bus to Lodge's last summer. The 17/18 terminates in Chelmsford in Railway Street on the north west side of the railway, where the old signal box dominates the skyline.

Others of this batch have previously been illustrated in EBM, JFZ 7001 (EBM 693) and JFZ 7018/30 (EBM 698). Allan White was also out taking bus photos that day, as illustrated on page 21.



ESSEX BUS MAGAZINE    Issue 706    February 2023  
*Reporting the Essex bus scene since 1964*