

Essex Bus News

No. 653; SEPTEMBER 2018



Essex Bus Enthusiasts Group

£4

www.essexbus.org.uk



fb.me/essexbus

where sold



<<< Upper picture
EBN651p24 recorded
Heddingham's acquisition
of two Optare Solo
M850s. 910 (SF04 SKD)
is in Jackson Road,
Clacton, on 3 September
working Clacton Circular
service 137.

Robert Appleton.

Lower picture
On 6 September in
Colchester Road,
Manningtree, First Essex
Volvo B9TL/Wright 37134
(SN57 HDJ) on 0915
Mistley - Colchester 103
passes Ipswich Buses
Scania Omnicity 45 (YR61
RVE) on 0920
Manningtree - Ipswich
92.

Robert Appleton.



Front Cover Picture.

Arriva have transferred ex EOS route 66 to Ware Garage and so Enviro 400 MMC's now appear. 6489 is at Highbridge Roundabout whilst on diversion due to road works in Waltham Abbey Town Centre on 6 September. **Owen Woodliffe.**

EBN653ffc

Essex Bus News 653

September 2018

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*Owen also stocks a wide range of colour photos;
Send SAE with your requirements*

Black & White Photo Sales

Robin Jenkinson, 23 Wheatfields, Rickinghall Superior,
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Using the order form available on-line at:
<http://www.signal-training.com/ebeg/Photo%20order%20form.pdf>.

Essex Bus News is the "house magazine" of the

Essex Bus Enthusiasts Group.

Chair	Ian Ransom.
Secretary	Alan Osborne.
Treasurer & Membership	Richard Delahoy.
Tours Organiser	Wayne Bell.

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

Subscriptions

A calendar year subscription is £21. New members may join from any month, but subscriptions will always run to December, from whichever month the member chooses.

Those joining from February to December inclusive will pay a pro-rata subscription calculated at £1.80 per month. For example, a member joining in March would pay 10 x £1.80, i.e. £18.00. Contact Richard Delahoy, address below.

Membership Secretary & 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:

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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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EBN653p1

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, other public ones nearby.

Tea and coffee making facilities. Members and guests welcome. £2.00 donation towards cost of room hire, please.

Doors open at 1915 for an informal chat and often impromptu slide show, with the main talk or show from **1945** to 2145.

No Mid-Essex meeting in August.

Thursday 27 September

David Moth

Former NBC companies in the 1990s.

Thursday 25 October

Martin Weyell

slides from John Boylett collection, part 2.

Thursday 22 November

Alan Osborne

30 Years AGO & KSW – Poles Apart.

Thursday 13 December

Richard Delahoy

20 years ago.

2019 dates: 24 Jan, 28 Feb, 28 Mar, 25 Apr, 23 May, 27 June, 25 July, 26 Sept, 24 Oct, 28 Nov, 12 Dec.

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 12 October

tba

Fridays 9 November (Steve Marskell), 14 December (Gary Sharpe)

A Blast From The Past.

Paul Harvey.



Southend Transport PHJ 952 Leyland PD3 Massey 313 seen on private hire while attending the 1978 Derby at Epsom.

Paul Harvey.
EBN653p2

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

EVENTS

Sat/Sun 22/23 Sept
Saturday 29 September
Sunday 30 September
Sunday 14 October **
Saturday 20 October
Sunday 21 October
Saturday 28 October
Saturday 3 November
Sunday 4 November

East Anglian Transport Museum Trolleybus Event.

Delaine Heritage Running Day.

Showbus, Donnington Park.

Canvey Transport Museum Open Day.

Wheels by Lamplight. 1730 to 2100. Ipswich Transport Museum., Cobham Rd. www.ipswichtransportmuseum.co.uk.

Transortfest – The Leyland Story. London Bus Museum, Brooklands.

Halloween Event 1400 – 1900. East Anglian Transport Museum, Carlton Colville. www.eatransportmuseum.co.uk

Aldenham Transport Spectacular. Allum Hall, 2 Allum Lane, Elstree WD6 3PJ.

Lincoln Transport Museum Festival, North Hykeham.

www.eatransportmuseum.co.uk

www.delaineheritagetrust.org

www.showbus.com

Group Stall at this event.

www.ipswichtransportmuseum.co.uk.

londonbusmuseum.com

www.eatransportmuseum.co.uk

www.lvvs.org.uk

** EBEG PUBLICATIONS

available at 'The Big Wheels 2018' at Canvey Transport Museum on **14 October** (see above)

Eastern National Fleet Record Volume 1

Eastern National and Thamesway Fleet Record (The Badgerline Years)

Eastern National and Thamesway in London.

Or send e-mail to Sales Officer : pat_woodliffe@hotmail.com

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.



NIBS Buses, Wickford 551 (SN55 DVR) at Rail Station, Laindon 16/8/1; 2005 Dennis Dart/Alexander B35F ex National Car Parks NCP23.

Robert Downton.

EBN653p3

Southend Survivor

Richard Delahoy.

Only one of Southend's original batch of 26 Daimler Fleetlines, 348-373, is thought to survive – but what a survivor! 348 ran for Southend Transport for 11½ years before being sold to Rochford District Council to operate as the Rochford Leisure Bus, linking various facilities across the Council's area. After four years in that guise it passed through various hands before being exported to New Zealand in December 1992. Despite various changes of ownership there, it remains complete and is now owned by Paddy O'Sullivan's Irish Pub, West Quay, Ahuriri, Napier, as these copyright pictures by **Les Ronan** show, taken on 8 November last year. We had previously featured 348 with the Thirsty Whale Bar & Restaurant which is next door to Paddys and is presumably in common ownership.

348 is still active, indeed a video on the pub's Facebook page shows it in use on 6 May taking supporters of Napier City Rovers FC to an away match. It looks remarkably like it did in Southend days although some rear seats have been turned to face inwards to create a lounge area upstairs. Hope the driver heeds the bridge warning notice still displayed in the cab! Quite amazing that it should have survived in use in New Zealand now for over 25 years, more than twice its service life with Southend Transport. Many thanks to **Les Ronan** for sharing these pictures with us.





Les Ronan.



Picture left
<<<

Les Ronan.

LODGE'S

By Andrew Mead with thanks to Chris Lodge.

Vehicle in
1 coach purchased from Reynolds Coaches of Caister at their closing down auction on 11 August 2018. It hasn't as yet entered service.

Vehicle out
MB04 TCY sold August 2018.

Peter Clark and PHRG.

As a follow up to Richard Delahoy's article in EBN652p13, Somerset based EBEG member David Grimmett, AKA "The Hairy Bus Driver", has sent the attached information. This did originally appear in the OS PHRG (Omnibus Society Provincial History Research Group) in July 2016; we do have permission from the Editor of that interesting publication (a certain DG!).

“There is much talk in the modern trade press of traffic congestion being the main obstacle in running urban bus services, but, as **Peter Clark** draws to our attention, we have seen heavy use of the roads before. This extract from the Southend Standard on 17 September 1936 illustrates the popularity of coach trips to Southend Illuminations and similar attractions when private motoring was still very much in its infancy. Although charabancs had given way to coaches by then, they were still popularly referred to as charabancs.

Southend's Greatest Traffic Jam

The last weekend again saw a great influx of visitors, particularly in the evenings, and on Saturday night it was estimated that the greatest number of charabancs ever seen in one day entered the town. When the time came for leaving, the traffic congestion at the Kursaal was the worst experienced and for long intervals the roads were blocked for some distance in every direction by stationary cars, charabancs and trams. The Kursaal car park this year was doubled in capacity to take 500 vehicles, but on Saturday it was not half large enough and charabancs numbering over 200 had to be left in the neighbouring side roads. It took the majority of the charabancs an hour to get out of the town and the Arterial and London roads bore long queues of traffic crawling through the heavy rain for miles and miles. Arrivals at the L. N. E. R. station totalled 10,103 on Saturday and 10,466 on Sunday while the L. M. S. totals were 27,039 and 19,270 respectively.

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DESTINATION	APRIL 6th TO MAY 29th to SEPT. 29th and SEPT. 1st to 20th			RETURNS
	WEEKDAYS (Sun. & S.R.)			
Brighton	5/-	5/6	6/-	Madeira Drive P.M. 6.30
Hastings	6/6	6/6	7/6	Fishmarket Coach Park 6.30
Eastbourne	6/6	6/6	7/-	Motor Coach Station 5.45
Southend	3/6	3/6	5/-	Kursaal & Phil Ground 8.0
Bognor (Thurs. & Sat. only)	7/-	—	8/-	Motor Coach Park 5.30
Clacton	6/6	6/6	7/6	Corp. Car Park 6.30

*Clacton Day Return Fare 6/6 until June 16th

DEPARTURE TIMES—

DALSTON, John Campbell Rd	(Near Dalton Junction)	8.10
WALTHAMSTOW, Harold	Billet, Clapton Rd.	8.15
LEYTON, Dunton Rd.,	(Nr. Bakers' Arms)	8.30
LEYTONSTONE, Harrow Green	- - -	8.45

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<<<
Whilst this leaflet is for 1939 not 1936 it is typical of the many operators running advertised tours and express services from London in the immediate pre-World War Two days. Look at how the fare for Southend increases from 3/6 to a massive 5/- on Sundays and Bank Holidays but passengers got a good day out with the return from The Kursaal not being until 8.00pm. The programme is advertised as running until 29 September but war was declared on 3 September and possibly trips to the Essex coast would have been considered dangerous, was it curtailed early?

The leaflet mentions Black & White as coming from Lea Bridge Road with a departure point at "The Bakers Arms", two East London pick up points that would later become synonymous with the George Ewer Group, but the Black & White name was part of the very convoluted history of coach operations in that part of London - being used by two businesses - and, with Southend being such a popular destination, passengers had to be on their toes to ensure they found the right coach.

Mo(o)re on 7652 VW

Robin Jenkinson.

Chris Stewart's article on 7652 VW in EBN652p3 and the start of the football season reminded Robin of his photo of this bus, he writes:

"This vehicle had an interesting bit of history. It was used by Moores on their contract with Colchester United Football Club and when it took the team to away matches, it was fitted with tables, etc. I do not know how long ENOC continued to operate the contract after taking over Moores but I do know it was later taken on by Osbornes. This rare photo shows VW when on hire to Colchester United as their team coach, still in Moores green and cream livery but owned by ENOC and carrying fleet no. 039 plus "KN" plate. It was photographed outside Gillingham football ground in Kent in February 1963. You can just see that the seating is arranged around the tables and that the destination box says "Colchester United F.C.".



7652 VW, Commer Avenger with Yeats Europa coachwork as described by Chris Stewart in EBN652p3 and by Robin above.

Robin Jenkinson.

Group Black & White Photo Sales

Just a reminder that Robin manages the EBEG black and white photo sales service; he curates an extremely wide range of Essex related bus pics as well as having a huge personal collection accumulated during his distinguished career in the industry.

(It is always worth asking whether he has any specific pics relating to a personal interest of a member.

Details are available from:

Robin Jenkinson, 23 Wheatfields, Rickinghall Superior, DISS, IP22 1EN

Or by using the order form available on-line at:

<http://www.signal-training.com/ebeg/Photo%20order%20form.pdf>.

WNO 480; EN4215/2384

Paul Harvey has spotted this snippet about an old favourite of EBN: "[opentopbus] Re: Bristol KSW/ECW, WNO 480, Steve Morris of Quantock Heritage bought WNO 480 in May but is in the process of selling it on. It is temporarily in storage in West Midlands next to Roger Burdett's Bristol G. Roger is not the new owner."

EBN653p7

Service Revisions

by Paul Harvey.

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

Highlights/Lowlights of the Period:

The Battle of Brightlingsea, First Essex fills the gap created by Go-Ahead's withdrawal

Much tinkering to meet school needs, including some new services

Flagfinders lose out on schools; Trustybus trims services.

30 July 18

- 91 Tollesbury to Witham (M-S) Go Ahead Hedingham –
temporary timetable introduced due to road closure at Hinds Bridge for approx 12 weeks.

2 September 18

- 5 Langdon Hills to Pitsea (D) First Essex –
an additional early morning journey introduced at 0547 from Felmores to Basildon Hospital on Monday to Fridays.
- 8/8A Pitsea to Laindon (D) First Essex – minor changes to the early evening timetable.
- 9 Harlow to Epping (M-S) Arriva Kent Thameside – revised timetable with increased frequency.
- 13/A/14 Chelmsford to Wickford The Wick (M-S) First Essex –
minor route change in Wickford to operate via Alderney Gardens replacing service 10.
- 20 Southend to Hullbridge (D) First Essex –
minor timetable changes during Mon to Fri afternoon peak period and Saturday evenings.
- 21/21A Southend to Canvey Newlands (D) First Essex –
revised Mon to Fri peak period timetable to improve reliability. All service 21A journeys renumbered 21. Alternate morning peak journeys start at either Canvey Newlands or Town Centre. Evening peak period journeys mainly alternate between terminating at Canvey Newlands or Town Centre. The last Mon to Fri journey operating via Morrisons Canvey will be at 1647 towards Canvey and at 1622 towards Benfleet. No changes to the Saturday or Sunday timetable.
- 25/25B Basildon to Southend (D) First Essex – revised Mon to Fri timetable. Service 25B journeys withdrawn.
- 26 Southend to Hadleigh (M-S) First Essex – additional Mon to Fri schoolday journey introduced at 0848 Southend to Hadleigh.
- 27 Temple Sutton to Canvey Leigh Beck (D) First Essex – additional Mon to Fri journey 1730 Canvey to Hadleigh Depot.
- 27X Canvey to Hadleigh (M-F) First Essex – revised morning peak timetable to improve reliability. An earlier journey will operate to Hadleigh to serve SEEVIC College. The first afternoon journey to Canvey will commence at Hadleigh at 1636 to serve SEEVIC.
- 28 Southend to Basildon (D) First Essex –
minor timetable changes between Basildon & Tarpots to improve reliability. Minor changes to the afternoon timetable to reflect changes to SEEVIC College hours. Improved evening timetable with a later journey in each direction.
- 87 Brightlingsea to Colchester (D) Go Ahead Hedingham – service withdrawn.
- 100/X Chelmsford to Lakeside (D) First Essex – minor Mon to Fri timetable changes.
The afternoon College day service 100X is revised to reflect changes to Palmers College hours.
- 200/X Basildon to Grays (M-S) First Essex – the afternoon College service 200X revised to reflect changes to Palmers College hours.
- 820 Hullbridge to Rayleigh Swayne School (Sch) First Essex – school service will no longer serve Lower Hockley.



Hedingham 571, W488 WGH at
Brightlingsea, Victoria Place whilst
operating the 0827 87 from Colchester on
14 August.
This route will be withdrawn from 1
September.

Keith Shayshutt.

4 September 18

7A/7B Grays to Hassenbrook Stanford (Sch) Kevin John Mortlock – school services withdrawn.
508 Great Dunmow to Colchester (Sch) First Essex – new school service
509 Little Dunmow to Colchester (Sch) First Essex – new school service
525 Chelmsford to Colchester (Sch) First Essex – new school service
620 Epping to Ingatestone (Sch) First Essex – new school service.
689 Debden to Ingatestone (Sch) First Essex – new school service.

5 September 18

7A Grays to St Cleve's Stanford (Sch) Keene Travel – new school service.
7B Grays to Hassenbrook Stanford (Sch) Keene Travel – new school service
7C Grays to Glebe Hall Corringham (Sch) Keene Travel – new school service.
22 Aveley to Grays (D) Ensign Bus – slight timetable revisions to afternoon times to improve reliability.
32 Aveley to Grays (M-F) Ensign Bus – additional school journey introduced.
754 Sudbury to Colchester (M-S) Go Ahead Chambers –
the 1525 journey from Colchester will serve Thomas Gainsborough School on schooldays.
756 Sudbury to Colchester (Sch) Go Ahead Chambers – new journey at 1745 from Clare to Sudbury on schooldays.
841 Tolleshunt D'Arcy to Thurstable School (Sch) Flagfinders – school service withdrawn
842 Tollesbury to Thurstable School (Sch) Flagfinders – school service withdrawn.
845 Kelvedon to Thurstable School (Sch) Flagfinders – school service withdrawn.
847 West Mersea to Thurstable School (Sch) Flagfinders – school service withdrawn.
848 East Mersea to Thurstable School (Sch) Flagfinders – school service withdrawn.
850 Heybridge to Thurstable School (Sch) Flagfinders – school service withdrawn.
NH01 Burnham to Boreham (Sch) Ford Coaches – school service withdrawn.



Unidentified Flagfinders vehicles passing the Quaker Meeting House in Rainsford Road on 6 June at 1005 hours. From the number of school buses noted, there must have been "something going on!" **Maurice Austin.**

Service Revisions **concluded.**

Paul Harvey.

13 September 18

HSB01 Harlow to Old Harlow (MWFS) Epping Forest Community Transport – revision to route to serve Sainsbury.

1 October 18

31 Brentwood to Pilgrim Hatch Circular (M-S) Ensign Bus – new service.

X31 Lakeside to Brentwood (M-F) Ensign Bus – new service with two early morning journeys from Lakeside only.

21 October 18

62/A/B Colchester to Brightlingsea (D) First Essex – introduction of weekday evening and Sunday service to Brightlingsea replacing Go Ahead Hedingham service.

410 Harlow to Waltham Cross (M-S) Trustybus – revised timetable with hourly service to Waltham Cross and half hourly to Brookfield Centre.

418/B Harlow to Loughton (M-S) Trustybus – revised as 418 operating Epping to Loughton only, contract evening service 418B continues to operate Harlow to Loughton.

420/A Harlow to Ongar (D) Trustybus – revised timetable.

424 Harlow to Hertford (M-F) Trustybus – revised timetable with reduced frequency.



Trustybus have acquired several East Lancs Esteem bodied Scania OmniTown from Go-Ahead Metrobus. Still in all-red with Metrobus fleename, YN55 SWU looks down-at-heel without working destination and paper route number at Hoddesdon bound for Waltham Cross on 30 August. Is that a future member of EBEG approaching the rear doors?

Owen Woodliffe.

Essex County Council Bus Service Consultations.

Ongoing consultations

Service 63 Colchester North Rail Station - Monkwick

Operated by

Hedingham & District Omnibuses Ltd

Closing Date 15 October 2018

Service 63 (Colchester North Station to Monkwick) operates Monday to Saturdays with financial support from Essex County Council (ECC). ECC are considering withdrawing the 0658 journey only and is carrying out a public consultation regarding this proposal.

Recent closed consultations

Consultation

Service 10 Wickford – Basildon and Services 13,13a and 14 Chelmsford -Wickford

Operated by

First Essex Buses

Closed 08 May 2018

Commercial First Essex Bus 15 service was withdrawn, this left Church End Lane and parts of Alderney Gardens Wickford without a service. It was proposed that service 10 would operate around Church End Lane instead of Guernsey Gardens. It was also proposed for services 13/13a/14 to operate in both directions along Alderney Gardens instead of Swan Lane. Wantz Corner would no longer be served.

OUTCOME

From 03 September 2018, Service 10 will operate around Church End Lane instead of Guernsey Gardens and Services 13/13a/14 will operate in both directions along Alderney Gardens instead of Swan Lane, (Wantz Corner will no longer be served).



by Ian Ransom with thanks to Stephen Barham.

Acquired Two further Enviro 200 acquired in August were YX09 AEZ and YX09 FLE + a further example for spares.

Disposals Volvo B10M/Plaxton BIG 611 (S314 SRL) has been sold to Ryland Coaches of Sutton Coldfield.

Plaxton Primo DC04 PAN has been sold to an unknown buyer, but reverted back to its old reg. of MX55 WDT.

Re-registered

Recently acquired Enviro 200 YX09 AEV was re-registered to DB09 PAN in August and is named Eva.

Repaint

Volvo B12B/Plaxton DB54 PAN (YN54 WWT), formerly with Turners, has been repainted black at Mardens like the other 3 Panther coaches.

General

Panther are operating the 2 service Clacton -Mistley on sub contract to First Essex and is normally operated by DC61 PAN. The Northumberland Park station shuttle contract has been extended to 30 September.



Panther DC56 PAN at Clacton, Pier Avenue about to depart on the 1310 service 2 to Mistley on 14 August.

Keith Shayshutt.

EBN653p11

Trams* in Thaxted

text and pictures by Chris Stewart.

On Saturday 11 August 2018, Nigel Furness entrusted me with the enjoyable job of driving his former Bristol Omnibus Co. MWSG 2636, reg. HHW 459D, which he had promised to his neighbours on their wedding day. Starting from Thaxted Guildhall (with the first leg taking us to the ceremony in Saffron Walden's very attractive Uttlesford DC offices) reminded me that I had photographed a very similar Eastern National bus in Thaxted while working for EN doing passenger loadings for the late Bob Beaumont. The sun was out and the opportunity too good to miss, hence my photo of 2636 on the rear cover of this EBN on the same stop as one 43 years earlier (to the month – 6 August 1975) of Bishop's Stortford's 1308. In fact, we followed the old 302 route across to Debden Green before leaving it and heading for Saffron Walden, this road all now being covered by Stephensons. The 302 journeys to Thaxted were an amalgamation dating from 1968 of the original 302 to Henham and the 338, which was a railway replacement service dating from 1952.



On the return trip we carried on through Thaxted and Great Easton to the 'Green Man' pub on the road to Lindsell, where the passengers alighted for the reception. I knew I had photographed another MW from the same batch, Braintree's 1312, in the turning point at Lindsell School on the same day as 1308 – having looked on Google Earth, this now seems to be an unmade driveway alongside the former school (some distance ...

further on from the 'Green Man' but also quite a way from the centre of the village) and to re-create the scene was going to be a step too far. The 315 was, by 1975, the truncated remnant of Hicks' Braintree to Dunmow service 15 and had a very limited pattern of operation apart from a daily morning school journey to Dunmow which came back dead to Great Saling and then worked into Braintree. There was a Tuesdays-only through working to Dunmow and back, Lindsell village and school having three journeys each Tuesday, Wednesday and Saturday. These days Stephensons' 16 passes the end of Lindsell Lane four times each way daily except Sundays, but the village isn't served by bus.



***tram:** EN crews' term of endearment for MW buses, originally applied to LS saloons. Their single central foglight and the original dual door layout seem to have been the start of this nickname in both EN and United Counties. I can't find anyone outside EN who used it for MWs (they were 'Spaceships' at Bristol Omnibus, because of all the switches on the dashboard). Unless of course readers know differently, in which case your Editor awaits...

EBN653p12

T653 SSF for EBN653.

Robert Appleton.

Essex Buses Ltd t/a Eastern National 653 (T653 SSF) Scania L94UB with Wright Access Floline body, new in 1999, in Queen Street bus station in Colchester on 4 October 1999, complete with route branding for Centurion service 65 Stanway – Highwoods. **Robert Appleton.**



Publicity News

Ian Ransom.

First Essex timetable leaflets for

5/8/A dated 2.9.18

11/374 dated 2.9.18

22/28 dated 2.9.18

51 dated 29.7.18

70/352 dated 29.7.18

100/X/200/X/201 dated 2.9.18

10/13/A/14/94/A/B/C dated 2.9.18

20/820 dated 2.9.18

25/825 dated 2.9.18

54/A/56/A dated 29.7.18

97/A/98 (incl 7,8,74A,76,99,100) dated 29.7.18

102/103/104/106 dated 29.7.18

21/B/822 dated 2.9.18

26/27/A/X/827 dated 2.9.18

61/62/A/B dated 29.7.18

Hedingham timetable leaflets for

3 dated 29.7.18; 4/A dated 3.9.18

8 dated 30.7.18

5/A dated 30.7.18

137 dated 1.7.18

6/A/B dated 3.9.18

Stagecoach Cambridge

leaflet for 7 dated 2.9.18

Stephensons timetable leaflet for

441 dated 5.9.18

621 dated 5.9.18

Acquired Vehicles

20514	WV02 EUP	YV3R9H4151A000183	0212.8TZT4208	C49FLt	03/02	First Bristol 2570
Volvo B12M / Plaxton Paragon. Purple livery with gold stripe and lettering. Dot matrix (flip dot) blinds. Acquired from First Eastern Counties, first seen at Westway on 17 August 2018. Latterly this had been used for driver training by Eastern Counties and it arrived still carrying L plates. It is to be used on school services. It is the first coach owned by First Essex since 20801 and 23020 were sold in May 2017.						
32672	SN55 HEV	YV3S2G6255A107603	Wt J911	H45/29F	09/05	First Edinburgh
32676	SN55 HFD	YV3S2G6225A107834	Wt J915	H45/29F	09/05	First Edinburgh

Volvo B7TL / Wrightbus Eclipse Gemini. New with the same fleet numbers.

These two vehicles had only moved to First Eastern Counties in January this year, from First Scotland East (Borders). They are in Urban livery without main fleet names or depot stickers but with small First fleet name and f symbol above driver's cab and doors (32676 has "First Great Yarmouth" above doors).

Re the ex-Potteries Caetano Darts acquired during 2017, all of them (41493, 41494, 41512, 41514, 41520, 41521, 41522 & 41540) have had their seating capacity checked and confirmed as B33F, i.e. no tip up seats.

Allocation Changes BE-Braintree (used for stored vehicles); BN-Basildon; CF-Chelmsford; CN-Clacton; CR-Colchester; HH-Hadleigh; FG-First Group cascade (to / from another First company)

Period 5 2018/19 (29 July - 25 August)

20514 FG-CF, 32628 CR-CF, 32631 CR-CF, 32640 CR-CF, 32641 CR-CF, 32642 CR-CF, 32652 CF-FG, 32654 CF-FG, 32672 FG-CF, 32676 FG-CF, 41512 CF-BN, 41513 CF-BN, 41514 CF-BN, 42555 CN-CF, 42556 CN-CF, 42557 CN (out of service)-CF, 42561 CN-CF, 42918 CN-CF, 42927 CN-CF, 42928 CN-CF, 42937 CN-CF, 43845 CN-CF, 43846 CN-CF, 53138 CF-FG, 53209 CF-FG, 62407 CN-CR, 62408 CN-CR, 62409 CN-CR, 62410 CN-CR, 65028 CN-CR, 65029 CN-CR, 65030 CN-CR, 65031 CN-CR, 65032 CN-CR, 65675 CN-CR, 65688 CN-CR, 65689 CN-CR, 65690 CN-CR, 65691 CN-CR, 65692 CN-CR, 65748 CN (out of service)-CR (out of service), 66822 BN-FG, 66824 BN-FG, 68535 CF (out of service)-Disposal.

Although all of the above are officially Period 5 transfers, in practice a few took place up to a week or so later. For example, 32631 was on route 88B from Colchester on 27 August. It was seen on a Chelmsford working on route 70 on 5 September. 32654 was still with Essex on 28 August, on route 70. 32672 was on route 8 in Great Yarmouth on 30 August, but on 70 from Chelmsford on 5 September. 32676 arrived at Chelmsford on 28 August and was on route 70 on 31st. 32628, 32631, 32640, 32641 & 32642 are for use on school services, replacing most of the dedicated yellow school buses, but are also available for normal services at other times. 42557 was first seen in service from Chelmsford on routes 47, 42 & 45 on 15 August, the first time it has been reported in service this year. With the closure of Clacton, out of service 65748 has returned to Colchester.

One clarification to Period 4, 68535 & 68551 were noted as CF-CF (out of service). This had previously been reported in EBN649, the entry in EBN652 was the official company confirmation of this move. In practice both have been out of use for some time, probably since the last couple of months of 2017.



Great Yarmouth in Chelmsford!
Recently acquired from First Eastern Counties, close up of 32676's small fleet name above the doors, Chelmsford Bus Station, 6 September 2018.
Adam Kelleher.

Disposals

Correction to EBN651, 53127 has joined 53125 at A2B Buses, Cambridge (July 2018) and did not go to Alpha Recovery for scrap. Further to EBN652, 65670 & 65671 went to Alpha Recovery for scrap, in July. Although accident damaged 53139 was sold to Alpha in July, it was still waiting to be collected from Westway in early September. Correction to EBN652, both June & July 2017 should of course be 2018. 53112 & 53126 went to Alpha in May 2018 not June.

53138 to First Manchester at Oldham on 13 August 2018.

53209 to First South West (The Buses of Somerset) at Yeovil on 21 August 2018. (Ironically, it has been reported that it is to replace ex First Essex 53109.)

After 16 years there are no longer any Optare Solos in the First Essex fleet.

32652, 32654, 66822 & 66824 to First Eastern Counties August 2018. 32652 & 32654 to Ipswich, 66822 & 66824 to Norwich. Both single deckers had remained in Barbie livery, but by 7 September 66824 had been repainted into Urban 2 livery with a lilac front and 66822 had been rubbed down awaiting repaint. 32654 had recently received a super rear advert for Hyde Hall Gardens (as reported in EBN651). 68535 to Alpha Recovery for scrap, August 2018.

Repaints

69909 to new Route 100 livery, first seen on route 100 on 15 August.



Recently acquired from First Eastern Counties, 32676 in its first week of service for First Essex, at Chelmsford Bus Station on 6 September 2018. **Adam Kelleher.**

Captions inner rear cover, right side, all pics that page by John G. Lidstone.

Top pic The final 68, 1700 ex Southend, pauses at Westcliff Jetty stop for a classic seafront panorama for my cameras.

2nd pic Success! Two full upper deck loads of smiling passengers, of all ages, wave to each other at 15:45 on the last day of 68, from RML2318 (on which the photographer was) and WVL83 passing by.

3rd pic An extremely wet day coincided with Go-Ahead only having one open-top B7TL available for service 68. B7TL/Wright Gemini PVL392 (LF54 HAO) splashes its way to Southend Pier at Chalkwell.

4th pic The RML proved extremely popular. Here, a vast queue keenly starts boarding at Southend Pier/Adventure Island, demonstrating the popularity of the service - and on the penultimate day of operation.

EBN653p15

Other Vehicle News and Workings – Colchester (All vehicles listed below allocated to CR)

65690 was seen on 31 August with the numbers 74 and 76 removed from its Colchester to Clacton branding. By 10 September the complete branding had been removed. 65688 and 65691 were seen on 11th, also with this branding removed, although both retain their rear adverts for Clacton to Colchester season tickets.

Eleven buses are required for services 97/97A/98 in the off-peak, the following were seen in Clacton between 1110 & 1310 on 3 September: Wright StreetLite: 63332 on 97A, 63336 & 63338 on 97, 63342 on 98

Scania OmniCity: 65029 on 97A, 65032 on 97

Scania L94UB: 65675 on 97A, 65679 on 97, 65687 on 98, 65692 on 97A

Volvo B7RLE: 66810 on 98

Clacton depot used to show the Walton destination as "Walton The Naze" with no via points, but Colchester depot have programmed the destination displays to show "Walton-on-the-Naze" with scrolling via points on LED screens, or alternating via points on Flip Dot screens, the latter seen on 65691. In Pier Avenue at Clacton, services 97/97A/98 are using stop C, not stop B as per the original timetables on Traveline South East website. Hedingham services 4 and X76 to Jaywick also use stop C. Fortunately stop C is long enough to take two 12m long single-deckers.

Double deckers seen operating on routes 103/4 during August: 32068 (15th), 32087 (3rd), 32476 (8th & 28th), 32478 (29th), 33087 (21st), 33088 (16th), 37016 (16th), 62/A/B branded 37134 (14th & 15th plus 6 September), 62/A/B branded 37135 (10th), 62/A/B branded 37139 (20th & 29th) plus 33044 on 6 September. One StreetLite, 63333 on 23rd & 29th. Also, 65032 on 20th, the first report of a Scania OmniCity on the routes. On 29th, three Scania still in Barbie, 65677, 65684 & 65685, were operating.

6 August	32481 on 62, 33196 on 67	
7	63328 on driver shuttles, Route 62/A/B branded 37133 on 70	
12	62408 on 102	14 65672 on 62
17	32068 & 65689 on driver shuttles, 65678 on 70, 65690 on 71	
19	65032 on 74A	
21	32480 on 62, 33080 on 64A, Route 62/A/B branded 37135, 63343, 65684 & 66798 on 75, Route 62/A/B branded 37138 on 175, 37140 on 64A.	23 63337 on 97A
27	37010 & 62409 on 102 (Bank Holiday Monday)	
5 Sep	65748 back in service, on 97	7 Route 62/A/B branded 37133 on 70 (and again the next day)



Picture Colchester allocated Wright Streetlites can now be seen in Clacton on services 97/97A/98 Colchester - Walton-on-the-Naze. In Pier Avenue, Clacton, on 3 September 63332 (SK65 PXO) was on service 97A to Walton-on-the-Naze, and 63342 (SM65 EFA) was on service 98 to Colchester.

Robert Appleton.

EBN653p16

Other Vehicle News and Workings – Chelmsford

(All vehicles listed below allocated to CF)

- 6 August 41494 on 71, 42927 on 71/71X
- 13 41514 on 70
- 15 53209 on 351
- 16 42968 on 71X
- 17 41494 & 41522 on 54/56, 41494 later on 71/ 71X, 41521 on 42, 53209 on 14
- 28 Route X30 branded 67165 very unusual on 565
- 1 Sep 44659 on 71A
- 2 68508, 68509, 68510 & 68532 still at BE. The portakabin, skips and fuel tank have been removed.
- 5 32641 (recent transfer from Colchester) on Chelmsford working of 70, 44659 on 13.
- 6 32642 (recent transfer from Colchester) on Chelmsford working of 70, Route X30 branded 67169 very unusual on 32
- 7 67903 very unusual on 351
- 14 Route X30 branded 67167 unusual on 70

Basildon & Hadleigh

(All vehicles listed below allocated to BN)

Since being new in November 2016, sightings of X10 liveried Enviro 200 MMCs have been very rare on other routes, but there have been a few on route 100 in early September: 67160 on 5th, 6th & 10th and 67163 on 7th.

- 11 August 66824 on 25
- 12 66822 on 25
- 16 69917 on X10
- 18 47650 on 100, 47653 very unusual on X10
- 19 47655 on 100
- 21 47651 on 100
- 22 41514, recently returned from CF, on 25, 41544 on 9, 47652 & 47658 on 11, 47653 on 374, 47654, 47655 & 66823 on 100
- 3 Sep 33574 very unusual on early afternoon 9
- 4 33545 not quite so unusual on late afternoon 9
- 6 47653 on 100
- 7 41523 on 9
- 10 47657 on 100
- 11 47655, 47656 & 66821 on 100
- 14 41524 & 41541 on 9



First Essex 66819 (MX05CEF) at Rail Station, Laindon 16/8/18, 2005 Volvo B7RLE/Wright B43F ex First Manchester. **Robert Downton.**
EBN653p17

60th Anniversary of Wickford Floods

In EBNs607-609 there was discussion about the Wickford floods of summer 1958. In the Brentwood Gazette and Billericay & Wickford Gazette dated 12 September 2018 and Essex Chronicle dated 13th, there is a two-page article about the floods, including no less than four photos which include at least part of Eastern National LDs in them. At the time of the discussion, the editor was unable to publish a scan of the front cover of the Evening News for copyright reasons, but one of the photos in the papers is of the front cover of the Evening Standard of the same day. The Gazette & Chronicle are available as on-line editions and it may also be possible to purchase print copies.

Eds note newspapers subscribe to an industry-wide copyright scheme that enables them to use other papers' publications. EBEG could join but it would rapidly exhaust the funds so carefully nurtured over the years.

Sources own observations, and with thanks to R Appleton, S Austin, S Barham, D Bell, W Bell, J Bence, G Bessey, N Clark, T Clark, J Cush, R Delahoy, D Edwards, D Lund-Conlon, J Marquis, W Morrison, J Podgorski, J Salmon, K Smith, C Stewart, R West, C Young, First Essex, Essex Buses Google group and Terminus.



I have no Wickford pictures I can show you but Adam's piece does give me the opportunity to use this blast from the past! Stephenson's Coaches SMW 56Y at the former Duke Street Bus Station in Chelmsford on 17/10/95 on ECC route 224 Wickford 1983 Dennis Dominator/Northern Counties H74F ex Thamesdown 56.

Robert Downton.

It is only just about 23 years since this picture was taken but the railway station behind has been rebuilt several times; the infamous Duke Street Bridge has been rebuilt and lowered (or at least the signs have been adjusted making it illegal for 'deckers that used to just get through, to even try to do so; the bus station has been totally rebuilt (and some would say not for the better!) and James Finch, Chelmsford's premier shoe shop is no more! And, I suspect, most of the employee cars parked alongside the wall no longer exist! So your bus snaps are an important source of historical research!

Go-Ahead London by Richard Delahoy.

Further to July's report, the 575 *did* run to Southend (as an unlicensed excursion route) from Harlow and Romford but only on Tuesdays 24, 31 July, 7, 14, 21, 28 August.

The second bus on Southend seafloor route 68 was usually WWL83 (LF52 ZNR) with sister WWL93 (LF52 ZNE) noted as well.

EBN653p18

RiZE Festival August 2018

by Adam Kelleher.

The long running V Festival, held at Hylands Park each August since 1996, did not take place this year. Instead there was a replacement music festival at the same venue, sponsored by RiZE, which took place on Friday and Saturday 17-18 August (rather than the Saturdays and Sundays of V).

As with V, shuttle buses ran from Coval Lane to and from Hylands Park, organised by First Essex, but this was on a smaller scale than previously. There were no reports of First themselves running any vehicles this year, although 42556 was seen parked in Coval Lane on the morning of the 18th. In recent years, tickets for bus travel had been sold from a booth situated behind the bus station, this year they were sold from the adjacent Civic Theatre box office at £5 return.

Thursday 16th 1400-2300

Afternoon:

Fourways 1 (LN51 KYC), 2 (LN51 KYS), 3 (LN51 KYW), 6 (PG04 WHP) with 5 (LN51 KYK) appearing around 1700.

Friday 17th 0800-0100

Daytime:

Fourways 1, 2, 4 (LN51 KYP), 6, 7 (PG04 WHM), G310 FWC

Late evening after 22.00:

Fourways 1, 2, 3, 4, 5, 6, G310 FWC, H691 PTW

NIBS 104 (YN04 YJR), 404 (BIL 9406).

Saturday 18th 0800-0100

Daytime:

Fourways 1, G310 FWC (there were others but these were all that were noted)

Late evening after 22.00:

Fourways 1, 2, 3, 4, 5, 6, 7, G310 FWC, H691 PTW

NIBS 104, 404.

Sunday 19th 0600-1300

Morning:

Fourways 2, G310 FWC.

There may have been others, but that was all that arrived at Chelmsford between 1000 and 1050.

With thanks to Dale Bell, Dominic Lund-Conlon and especially to Colin Sigston for the late evening and Sunday morning reports.

Coaches

"Big Green Coach" was the Official and Exclusive Coach Travel Partner to RiZE Festival. Operating return coach travel from an extensive network across the UK directly into the festival, Big Green Coach was making getting to RiZE Festival easy. Choose coach only or packaged together with a weekend camping festival ticket.

Weekend campers — arrive on Thursday (with an extra London coach on Friday) in time to find the perfect spot and don't worry about that drive home on Sunday morning, you'll be dropped in the heart of the festival and then can sleep all the way home on Sunday! There was a wide range of Pick up locations.

We have had no reports of coach operations serving RiZE, surprising really knowing how devoted some of our coach devotees are!

Trains

Although we are not a train mag, it is worth mentioning the significant number of additional and very late train services operated during the festival period, full details still available on the RiZE website.



Arriva Southend / Harlow / Colchester.

Peter Mansbridge with thanks to John Card, Nigel Clark, Owen Woodliffe and Harlowride.co.uk.

Further transfers into **Harlow** comprise:

Alexander Dennis Enviro 200 MMC 3106 (YX17 NME) from High Wycombe; Mercedes-Benz Citaro 3909 (BD12 DHV) from Hemel Hempstead; and Mercedes-Benz Sprinter 45 1010 (BF67 WGE) from Ware. It is reported that Gillingham allocated Transbus Dart SLF 1615 (GN04 UDI) saw very brief use from Harlow circa 2 August.

Operation of ex EOS route 66 (Waltham Cross – Loughton / Debden Circular) has transferred **from Harlow to Ware** with Enviro 400 MMCs from the Ware allocation now appearing on service 66. On 5 September all 3 vehicles working the route were this type and on 6 September 6488 and 6489 were noted. (See front cover picture.)

At **Southend**, further appearances of Enviro 400 MMC 'deckers' on service 29 have been 6513 (15 Aug), 6512 (29 Aug) and 6510 (7 Sept). DAF DB250 / East Lancs 6259/62 were both on service 1 on 15 August.



Odd man out at Southend in livery terms is 3816, a Volvo B7RLE which had been put into the MAX livery with branding for service 5 before that route was withdrawn in January 2016. The branding and MAX designation were then removed but the bus retains its dark blue front. It is seen here at Shoebury, The Renown on service 1 on Sunday 10 June 10. On weekdays the 1 is predominately operated by the 18 ADL E400 deckers but now with a pvr of 20, sees some single deckers every day. However on Sundays the whole service is single decked, as loadings are lower and the single decks (particularly the Optare Versas) are more fuel efficient.

Richard Delahoy.

Busman's Holiday

Richard Delahoy.

For the 10th year, a special intensive one-day only bus service was operated on 18 August to the lost settlement of Imber on Salisbury Plain. Taken over by the military in 1943 as an addition to its extensive training grounds, Imber and the surrounding area have remained closed to the public ever since – except for a small number of special days when the roads (but NOT the surrounding land – beware unexploded munitions!) and the deconsecrated church are open.

Imberbus was the brainchild of Sir Peter Hendy (then London's transport commissioner, now Chairman of Network Rail), Bath Bus Company's Martin Curtis and Michael Meilton of software supplier Omnibus Systems, and features operation predominately with Routemasters.

I'd not been before so decided it was time to do so and to combine it with my annual "Great British Bus Ride". Imberbus is based on Warminster, so what better way to get there than by service bus? No, don't answer that question . . . Here's how I did it.

Setting off from home on the morning of Thursday 16 August, the first leg was to cover as closely as possible the route of the old Eastern National 402 to London – not that easy today! Then to follow the line of the A4 westwards out of London – again, not always possible directly. My itinerary comprised:

Thursday Shoebury to Southend, Arriva service 9 (Optare Versa); First 28 to Basildon (Wright Streetlite); First 100 to Lakeside (Volvo hybrid), Ensign X80 to Bluewater (Enviro 200); Stagecoach 96 to Woolwich (Enviro E40H); Stagecoach 53 to Whitehall (another E40H); Go-Ahead London 11 to Victoria Coach Station (New Bus for London) and finally Reading Transport 702 (Optare Metrodecker) to Reading via Windsor and Bracknell, for an overnight stay.

Friday Reading to Newbury, Reading Transport Jet Black 1 (Scania Omnidekka), Reading Transport (Kennections) 3 to Hungerford (Wright Streetlite), Thamesdown 20 to Marlborough (E200), Thamesdown 42 to Calne (another E200), Stagecoach 55 to Chippenham (Scania/E400), Faresaver X31 to Bath (E200) and finally First Discovery D1 to Warminster (Scania L94/Wrights) for a second overnight stay.

Saturday just one bus route, Imberbus 23A, but with many variations! With 18 Routemasters, 5 NBfLs (Borismasters), a Metropolitan and a First Scania L94/Wright to chose from, I lost track of how many rides I made. But one bus on display was not for public service – the London Transport Museum's "Battle Bus", ex LGOC B2737.

Return home was somewhat quicker and easier, despite many cancellations on GWR that day, by train from Warminster via Westbury, Paddington & Liverpool Street.

What a fantastic event Imberbus is! I'm really glad I went. With support from many of the "great and good" of the bus industry, it is well run and a unique experience. Essex-based Ensignbus supported it with 3 buses, RMC1485, RML2734 (driven by Peter Newman) and Metropolitan MD60, but prize for the furthest travelled goes to Lothian who sent (E)RM242 all the way from Edinburgh.



Richard Delahoy, caption next page.

Essex Bus Body Manufactured at ASGB – Suffolk Dragoman – World Overland Tours.

Mark Lloyd.

A Smith Gt.Bentley Ltd is associated with commercial vehicle body builds and specialised coachwork for use in any market from medical, broadcast, hospitality through to power generation. Its activity in the bus body building scene has been very limited, building a display vehicle for Colchester Lathe Company in the 1960's to display the company products, akin to a bus body and of course there have been various conversions of ex-PSVs into race hospitality vehicles. In 2001 ASGB converted the current Ipswich Playbus. However, 2018 has seen an interesting build for Dragoman Overland Tours.

Dragoman Overland Tours is a company based in Debenham near Stowmarket, which provides off road truck based coaches for the provision of tours for its customers, which travel overseas in Africa, South & North Americas and Asia. The Overland Tours use less travelled roads and the tour is a mixture of camping and staying at simple hotels. Tours can be from nine to 235 days, where the tour participants help pitch tents, shop for food locally, help find, prepare and cook food for the group. The tours are designed to get closer to local life and appeal to those wishing for an organised holiday but very adventurous and closer to the local culture.

The vehicles are nearly all rugged Mercedes-Benz 18T chassis, of a lower Euro rating than required in the UK, modified with improved off road tyres, ground clearances, higher air intakes and simplified electrics to reduce the possibility of breakdown issues.

Bodies are usually manufactured in-house but earlier in the year ASGB were asked to build the body off chassis and the body be lifted onto the donor chassis for completion by Dragoman. The body was built on trestles and then crane lifted onto the chassis and bolted in place using the requisite number and type of body brackets.

The body is steel framed and aluminium skinned, with the front open to correspond with a cab opening so the tour guides and driver are accessible by the tour participants. There are 22 seats – ex-Plaxton as used in early 2000s Ministry of Defence vehicles of Esteban Erati design all with seat belts, all facing forward except two pairs which are rearward facing but around a table on each side. The interior is sparse but comfortable, with wooden luggage rack storage above heads. There are speakers in the ceiling and LED strip lights inside. An awning attaches to the entry side of the vehicle – which is on the UK nearside. Under the body between chassis runners and the floor are lockers to hold camping and cooking equipment. There is one large locker to the rear to store tents. A 350 litre drinking water tank is fitted plus long range fuel tanks. The finished coach will have a hidden safe for the storage of documents and passports plus an integral fridge. Also a rear bookcase library will be installed. The body has a front observation glass in the roof and there are double glazed but opening windows all round.



Caption next page.

There are currently 26 vehicles in the Dragoman fleet. Their website www.Dragoman.com has a vehicle tracker which shows the trucks either on tour waiting tour duty and has great videos of the truck body construction and the way that the coach trucks are utilised and looked after. The ASGB body was placed on the chassis at ASGB on Monday 4 August and the truck then transferred to Debenham for completion. Pictures are included of the body in build and the mid-build construction at ASGB. On completion – more pictures should be available.



Upper left picture this page Posed outside the work shop with body on chassis, water tanks yet to be fitted.
Upper right picture this page Internal view showing seats, table and stowage racks.
Lower picture this page Close up of offside clearly showing the coach seating. The front bulkhead aperture linking the tour customers and the guides can be seen – awaiting departure to Debenham for completion and final painting in orange and white livery. **Mark Lloyd.**



Picture previous page Body in build at ASGB Frating July 2018, the under floor lockers visible, looking at the rear offside corner with wood cage and two spare wheels yet to be fitted to the rear bodywork. **Mark Lloyd.**
EBN653p24

Mark Lloyd

With thanks to Essex-buses yahoo group, John Podgorski & Hedingham buses website.

Vehicles Withdrawn

515	LX05 EZK	Was purchased for spares to assist conversions of the others to single door.
525	LX05 EZH	To Konect 31/8.
582	X507 XGK	Being cannibalised for spares at CN.
717	T817 RFG	Being cannibalised for spares at CN.
723	W823 NNJ	Withdrawn at HD and being cannibalised for spares.
729	W829 NNJ	Withdrawn at CN
743	X386 NNO	Withdrawn late July after schools finished. To HD as withdrawn 4 August.

Allocations

258	EU56 FLN	HD to CN	5 August
260	EU56 FLR	SY to CN	12 August
261	EY57 FZE	SY to HD	12 August
510	LB02 YWX	HD to KN	7 August
512	LB02 YXA	HD to KN	31 August
737	T107 DBW	KN to HD	17 August
800	YN53 RYP	SY to HD	by 5 September
801	YN55 PZC	SY to KN	by 5 September
812	YN55 PZR	CN to KN	7 August
812	YN55 PZR	KN to CN	16 August
814	YN55 PZV	CN to KN	16 August
814	YN55 PZV	KN to CN	25 August
817	YN06 JYB	CN to KN	25 August
818	YN06 JYC	KN to CN	7 August

Fleet News

The arrival of 267 and 268 at Sudbury allowed 260 and 261 to move to Clacton and Hedingham depots respectively. 520 LX05 EZC is currently being converted to single door at CN. 521 LX05 EZD has been converted but not repainted. 525 LX05 EZH had not been converted at HD and has now been transferred to Konect, still in dual door form. It is possible that if for schools use only the batch will not be repainted from London red.

Solo 910 SF04 SKD appeared on route 4 w/c 20 August. Sister 911 was reported at HB Commercial in Ipswich undergoing work pre service entry.

Last week of August saw the loan of 265 EU10 AOX to Konect.

Services

Inworth passengers on the 91 service are able to book an Arrow taxi for connection at Feering but there is 2 hours notice required. This due to the bridge repair works as described last month. Saturday rotas on the 92 Tollesbury – Colchester service have transferred from Clacton to Hedingham depot.

Announced by Hedingham on 15 August, route 87 ceased from end of services on 1 September. Withdrawn commercially, the decision was also taken to withdraw the Sunday service. On 2 September all of the services except 87C were removed from Hedingham's website. From 18 August through to 1 September a flat £2/ride fare was offered as a farewell thank you. Services on the last Saturday were in the hand of typical Clacton output i.e. Scania Omnidex and Omnicity dekkas including 852, the last run being completed by 814 YN55 PZV on the 2301 Colchester to Brightlingsea service. With the cessation of the 87 it remains to be seen if there are further amendments to the X76 to compete with First 97/98. Brightlingsea will continue to be served by First's 62 service Mon-Sat but the Sunday First Service 62A/B only runs to Wivenhoe Rail Station and Town.

The once a day each way route 87C Weeley to Colne School via Wivenhoe will continue despite the discontinuing of the main 87 route.

Services continued on EBN653p26.

Clacton Town Services 4/A and 6 were amended slightly from 2 September. The changes to service 4 reducing early morning frequency in service to allow more flexibility around school transport provision. The 6 service gains an 0800 Point Clear morning departure but loses the a couple of afternoon services at the peak of afternoon schools output, namely the 1440 and the 1550.

Robert Appleton visited **Clacton** on 3 September and noted the following observations:-

Clacton - St Osyth Beach 1: Transbus Dart 253 (EU04 BVF).

Clacton - Harwich 3: ADL Darts 255 (EU05 AUT) 257 (EU56 FLM).

Jaywick - Clacton - Burrsville/Bockings Elm Circulars 4/4A: Volvo B7TL 574 (W506 WGH) 584 (PJ02 REU), Scania Omnicity 852 (A057 HCD).

Clacton - Bockings Elm Circular 5/5A: ADL Enviro 200 293 (EU59 AFI).

Clacton - Point Clear 6: ADL Dart 256 (EU55 BWC), Dennis Trident 734 (W834 NNJ).

Clacton - Holland Haven Circular 134: Dennis Trident 701 (T801 RFG).

Clacton - Great Clacton Circular 135: Scania Omnidikka 818 (YN06 JYC).

Clacton - Factory Outlet Circular 137: AD Enviro 200 266 (OU57 FKB), Optare Solo 910 (SF04 SKD).

Colchester - Clacton - Jaywick X76:

AD Darts 254 (EU05 AUR) 260 (EU56 FLR), Volvo B7TL 578 (W519 WGH), Scania Omnidikkas 816 (YN55 PZX) 817 (YN06 JYB), and Chambers 806 (YN55 PZH) with "On hire to Hedingham Omnibuses" notice in front nearside window.

Robert suggests the 4/4A may be a 4-bus route but only spotted 3 in service. An interesting and colourful insight into a non-school day rota – an update for a school day has been promised by Robert. Thank you.

Service 89X reverted to KN duty 3 September. Ex Chambers.

Revised 2018/19 school routes worked by Kelvedon depot

Honeywood 1 – revised to operate as Witham (New Rickstones – Kelvedon – Coggeshall). No longer serves Silver End.

Honeywood 2 & 4 combined.

New route Honeywood 2 runs Easthorpe – Copford – Marks Tey – Feering – Coggeshall.

New route 'A' – West Mersea – Thomas Lord Audley school – Ex New Horizon Travel.

New route 'B' – East Mersea – West Mersea – Peldon – Thomas Lord Audley School – Ex New Horizon Travel.

Stanway 3 - route revised between Hardys Green and Copford. Between these points runs via B1022, Warren Lane, Stanway by-pass, London Road Stanway, London Road Copford. Then goes to Copford and Green and Easthorpe and reverses, before serving Marks Tey Estate and on to Stanway School. Return in reverse.

Stanway 4 - revised to operate Billetts Farm-Layer-St Michaels Estate-Stanway School. Birch/Heckfordbridge section has been transferred to Stanway 3.



EBN652p24 recorded that Hedingham had acquired Alexander Dennis Enviro 200 266 (OU57 FKB), seen here in Jackson Road, Clacton, on 3 September, working on Clacton Circular service 137.

Robert Appleton.

EBN653p26

Clacton Airshow Park & Ride

Two services ran on the 23 and 24 August. Route A Clacton Common Outlet to Angelfield Marine Parade East and Route B Holland Haven to Angelfield with stops also at Brighton Road, York Road and Hazelmere Road.

23 August

Route A 701/702/737/738/806
Route B 722/726/727/734

24 August

Route A 702/580/734/737/738
Route B 722/726/727/813 (734 did do a few turns on Route B as well as A)

Other News

813 YN55 PZU lost its rear mega advert for the Co-op by early August. Coach 8 R453 FWT has had the driver training accessories removed. In late August, Dart SLFs 254 EU05 AUR and 258 EU56 FLN were on loan to Chambers for the reciprocal loan of 'deckers to Clacton to cover services and Airshow Park and Ride duties. 806 YN55 PZH and 811 YN55 PZL primarily for service work with 806 spotted on the X76 on Saturday 1 September still. As can be seen above, 737/8 T107/8 DBW assisted the Airshow Park & Ride duties at Clacton.



As referred in the report above, EY57 FZE transferred from Chambers to Hedingham, here we see it about to work the 1615 Service 82 to Colne Engaine on Saturday 1 September. **James Lloyd.**

Most members know that the Colchester Bus Station saga is incredibly controversial in the town. Here is another reason for omnibologists to dislike the new arrangements! Late afternoon buses are back-lit which makes it difficult to get a good picture; James has made an extremely good attempt to overcome the problem. It is surprisingly quiet for an early Saturday afternoon scene! **Ed.**



Mark Lloyd with thanks to Ross Newman.

Ensignbus

Dealing Stock Movements

August 2018.

Vehicles in

Blue Bus	WK11 AOZ	Solo
Brighton and Hove	HFO8 UHT	Scania
Go-Ahead London	LX11 CVL	Volvo B9TL
	LF52 ZPE/ZRI	Volvo B7TLs
Meritrule	A002 RBZ	Volvo B12M
	LX06 DYT	Volvo B7TL
Metroline	LK04 CSY/CSZ/UWT/	Volvo B7TL's
	CVT/CVD/CSF/CRJ/CTE	
	LK53 LYP/LXX/LXV	
	LK03 GME	
RATP London	PA04 CYE/CYJ	Volvo B7TLs
	PG04 WHN	
	LG02 FBK/FAK/FAF/FAA	Tridents
RSM Driver Training	AE06 HCG	Dart
Tower Transit	SN11 BMZ/BMV/BMU/BMY/	E400s
	BNA/BNB/BNB/BNE/BNF/BNJ/BNK/	
	BNL/BNO/BNU/BNV/BNX/BNY/BNZ/	
	BOF/BOH/BOJ/BOU/BOV/BPE/BPF	
WB Chambers	Y331 FJN	Dart

Vehicles Out

Applegate Coaches, Berkely, Gloucester		
	LX03 BXW	Trident
Axe Valley Coaches, Seaton, Devon		
	LF52 ZPE	Volvo B7TL

Connexions Buses, Harrogate

	YN55 NLD/NKR	Scania's
Dartline, Exeter	YN55 NLL/NLM	Scania's
Faresaver, Chippenham, Wilts	AE56 OUO	Dart
First Bus Stop, Gravesend	LX03 BXM	Trident
Flagfinders, Braintree	YN07 EYT/EYP	Scania's
Fowlers Coaches, Holbeach Drove, Lincs		
	Y413 CFX	Volvo B7TL
Gloucester Minibus	SN51 SYS	Trident
Go-Ahead London	SN11 BMV/BNB/BNF/	Enviro 400s
	BNK/BN0/BNU/BNZ/BOF/	
	BOH/BOJ/BOU/BOV/BPE	
Hornsby Coaches, Scunthorpe, Lincs		
	YN53 RYW	Scania
Lodge Coaches, High Easter, Essex	RML2722	
Moffat and Williamson, Glenrothes, Fife		
	LX06 DZL/DZM	Volvo B7TLs
Nu-Venture, Maidstone	LX06 FAU/FBA	Darts
Panther Travel , Manningtree, Essex		
	YX09 FLA/FLE/AEZ	Enviro 200s
Red Rose Travel, Aylesbury	HJ02HFD/HFF	Volvo B7TLs
Seaford and District	LF52 TGO	Volvo B7T
Sleafordian, Sleaford, Lincs	BX54 DJF	Volvo B7TL
Tyrers, Adlington, Lancs	YN07 EYW/EYU/EYR/EYO	Scania's
Vision Bus, Bolton	LX11 CVT	Volvo B9TL

Other Movements

Dart EU53 PXZ

Mr Coffee Ltd, London E1

Volvo B7TL Y411 CFX

Qualiti Conversions, Southampton

Volvo B7TL LJ54 BCZ

Rose Line Productions, Leavesden, Herts

EBN653p28

Ensignbus

Dealing Stock Movements Aug 2018, continued.

Other Movements, cont.

Volvo B7TL LX06 DYT **Wagon Wheels Ltd, Amersham**

Volvo B12M A002 RBZ **Mike Lawrenson, Preston**

RM1527 **Peter Comfort, Basingstoke**

Enviro 400 SN11 BPF **City Sightseeing Malta**

Enviro 400 SN11 BNJ **Gozo Coaches, Malta**

Volvo B7TL Y418 CFX **Mr P Lee, Huntingdon, Cambs**

Volvo B7TL's. LK04 CSY/CSZ/UWT/CVT/CVD/CSF/CRJ/CTE LK53 LYP/LXX/LXV LK03 GME LF52 ZPM/ZPO LX53 BFK

Tridents LG02 FBI/FAK LX03 NGN

DAF SB120 LF52 TKT

Scania YN53 RYC **All to Shelton Motors for scrap**

An Ensign Summer Holiday!



Ensign's former GreenLine AEC Regent III/Weymann RT3251 (LLU 610), once off public roads, was re-registered WLB 991 as in the film of 'Summer Holiday', with registration plates most carefully prepared (plus blinds) by Ensign's Paul Almeroth.

John G. Lidstone.

Eds note we shall see more of this fine vehicle and discover why it is displaying "the wrong" registration in a future EBN.

EBN653p29

Other Operators.

Roger A. Smith.

With thanks to the PSV Circle.

Bourne & Cantwell (L & R Transport), Basildon

Recently arrived here is M662 BAF, a Van Hool C49FT bodied Volvo B10M-62, previously with York Pullman, Strenshall, North Yorkshire).

Kevendy's, Wickford

Brand new here in May was Mercedes Benz Tourismo m/3 C57FT, reg. BD18 TMU.

Kings Coaches, Colchester (information supplied by Peter Mobbs).

Temsa, YJ13 GWC mentioned in EBN651, broke down with a gear box fault on 9 July and was towed to Arriva Bus & Coach at Wellingborough and was replaced on 10 July with:

YJ15 ETL, a Temsa Safari HD (ex-Peter Bibby, 12.28m, C53Ft with DAF 365bhp engine and ZF automatic gearbox. Greyish Blue livery. Vin No. NLTRJTA7R01010058.

Also, on 10 July, to cover for VDL Futura — KC16 ABC which had an airleak:

AC10 BMC arrived from Arriva Bus & Coach, Cleckheaton, a DAF VanHool T915 Alicron (ex-BM Coaches, Heathrow), C51Ft, all white livery. Vin no. YE2915SH249D53713.

AC10 BMC returned on 16 July and YJ15 ETL returned on 23 July, both to Arriva, Wellingborough.

Then between 23 & 30 July, on loan from Irizar UK, Worksop, was YJ18 CLN, a DAF engined Irizar i6 (see EBN652). Vin no. VS916AD00J1016073.

New Horizon, Frating

YN04 GGV, an Irizar bodied Scania K114EB, C49FT0 has gone to Simpson, Rosehearty in the north of Scotland.

Peter Godward Coaches, Basildon

BD18 TMZ, a Mercedes Benz Tourismo m/2 C55FT arrived here brand new in July and has been re-registered as CC18 PGC.

South East Coaches, Wickford

John Podgorski reports that RL 62 RSL mentioned in EBN650 has now been repainted silver, in advance of receiving South East Coaches fleet livery of silver/blue/purple/white.

Turner, Rochford

Koch bodied Mercedes Benz 0815D (C16F), reg. no. Y30 CHT (ex. BU53 AXZ) is here from Truck & Bus, Rettendon.

Vigar, North Weald All operations ceased on 31 July.



Bank holiday weekends can only mean buses and coaches on rail replacement duties.

One such, photographed on Sunday 26 August at Witham Station is GB54 FLG, a Bova Futura of Flagfinders, Braintree.

Roger A. Smith.

EBN653p30

Letters

Peter Carr from Bishops Stortford

The Games Bus-people Play!

I had to laugh when I read (in EBN652) Alan Tebbit's description of MW 1300 as the worst bus in Chelmsford depot. At BS (Bishops Stortford) in the early 1970s we had a motley collection of LS, MW bus, MW DP and MW converted coaches as our single-deck allocation. When one had to be away from the depot for mechanical attention that couldn't be carried out at BS, we would be given a Chelmsford spare for the duration. Now I understand why 8 times out of 10 it would be 1300! The BS OMO drivers hated it; 'gutless' and 'wouldn't pull the skin off a rice pudding' being two of the more printable descriptions given to it. We still had a few crew-operated single-deck duties scheduled, so it tended to be used on those. The crew-drivers just rolled their eyes at being given 1300, gritted their teeth and got on with it. But at BS, vehicle allocation every morning was done by the spare crew. Now the crews got on OK with most of the OMO drivers, but there were one or two who were quite contemptuous of the crews, telling us that our days were numbered and we'd soon be out of a job. Well, they might have been right about that (although crew operation at BS continued until summer 1982 - I was the last crew driver in the garage). However, when I was on spare/allocation duty, you can guess which bus those drivers got allocated if 1300 was at the garage!

I attach a 1972 photo that I took of 1300 during one of its stays at BS, at Station Road, Bishops Stortford, on 58. No doubt other smaller depots would similarly be often treated to spells of 1300.



Picture The under-powered Bristol MW, CF1300, reg.1858F mentioned by Alan Tebbit and **Peter Carr**.

Note from The Editor continued from EBN653p32

When major reports are late, that means I start building the house with the curtains and kitchen fittings and fit in the walls and foundations later. That forces me to move things around. Such movement, especially done after a couple of long days bashing away on the computer creates mistakes. That is one of the reasons for a recent deterioration in some aspects of EBN. It is ultimately my responsibility and I apologise but life could be so much easier if the larger reports came in earlier. A foundation report arriving at midday on Saturday or later is unfair and a recipe for potential mishaps.

From this issue, I am changing the timetable to make it clear that the phrase "by a certain date" really means before that date. That will apply to contributors to Sub-editors as well as the subs themselves. That is not to stop anyone sending in stop presses and "snippets" after the deadline. It is usually easy to fit in small pieces of information (and they can be quite handy in filling odd spaces) but please do your best to give me a fighting chance of producing a first class magazine.



Take your pick! Walton on Naze Choice - First Essex 65691 (YS03 ZKL) Scania/Wright at Stanwell Street, Colchester on new Service 98 to Walton on Naze via Holland on Sea and in the background Stephensons 464 (EU62 FDF) AD E200 also for Walton on Naze but via Great Bromley and Tendring on service 105 on 15 August. These services are timetabled to depart at xx20 and xx21 respectively! **Ken Coldwell.**

Your EBN - a note from The Editor.

Members will be aware that EBN is completely produced by volunteers, apart from the actual printing, "stuffing" and dispatch elements. Many hours of work are put in by contributors, photographers, Sub-editors and your Editor. I think you will agree that EBN has become more sophisticated as we all gain more experience and as technology enables us to do more and better things. I have no idea (I really ought to know!) how much time our "Subs" spend on their voluntary duties but I do know that each EBN takes me about a full week's work by the time one takes all aspects of the task, including husbandry, into account.

Some of this work is done in advance as information is submitted but the bulk and final piecing together is done in a frenetic weekend so that art-work can be sent to our printers late Sunday evening for them to start work first thing Monday morning. If I submit late, our production "slot" is missed and they fit the job in as they can. Directcds are superb and very forgiving but if that slot is missed, we take pot luck. It is a bit like a late running train missing its timetabled allocation. It will get through but with some disruption and lateness!

Putting EBN together should be a bit like building a house; one starts with the foundations, builds the big bits and finishes off with the fixtures and fittings. We are dependent upon several major reports which form the shape of the house with smaller reports fitted around those. At the moment, the majority of contributors do send their pieces to me early and that is incredibly helpful. *Concluded on EBN653p31.*

Target Dates for EBN654 (October 2018).

Before ...	Saturday	6 October 2018	Reports to Sub-Editors.
Before ---	Saturday	13 October 2018	Sub-Editor drafts to Editor.
On or before ...	Monday	22 October 2018	Dispatch by Printers.

Southend-on-Sea Seafront Service 68



top left side. Go-Ahead London General Commercial AEC Routemaster open-topper RML2318 (CUV 318C) worked on 68 on 30 & 31 August 30 and the last day on 1 September. **JGL.**



middle left side. There was just one day when two WVL-class Geminis worked 68, the wet day when B9TL/Gemini 2 WVL458 (LJ61 NUO) worked with 'reserve' open-top B7TL/Gemini (1) WVL93 (LF52 ZNE). **John G. Lidstone.**



Lower left side. A unique 'PVL meeting' in Southend, on the last day of Go-Ahead London Commercial's Excursion service 575 (Harlow-Southend) with Volvo B7TL/TransBus President PVL392 (LX54 HAO) being passed by B7TL/PlaxtonPresident part-open topper PVL224 (Y824 TGH) with classic Kursaal backdrop. **John G. Lidstone.**



top picture right side. **John G. Lidstone.**



picture right side. **John G. Lidstone.**



John G. Lidstone.



John G. Lidstone. Captions for this side are on EBN653p15



Essex Bus News September 2018

**Out & About With
Chris Stewart.**

Top picture
Bristol Omnibus Co MW5G
2636 (HHW459D) at Thaxted
Guildhall. See "Trams in
Thaxted" story inside at p12.
Chris Stewart.



Middle picture
Eastern National's last
Lodekkas included this
beauty, AVX 975D, fleet no.
2614. See AVX at 50 article
in EBN654 next month.
Chris Stewart.



Lower picture
Stephensons Mercedes
Sprinter 301 (RE66 VPD)
winding its way around
Clements Park in Warley on 28
August.
Chris Stewart.

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