

Essex Bus News

No. 630 October 2016



Essex Bus Enthusiasts Group

www.essexbus.org.uk

£4 where sold



Top picture:
London Transport AEC Regent III RT1 (EYK 396) and Westcliff-on-Sea Bristol K5G AJN 825 were both built in March 1939, making this first-ever pairing of these two rather special buses. Seen here at the Epping – Ongar Railway special event to mark the Omnibus Presidency over the weekend of 1 and 2 October.

John G. Lidstone.

Lower picture:
First Hadleigh engineering team performing another miracle after their success in the First Group engineering awards recently.

John G. Lidstone.



Front Cover Picture.

Also at the Epping – Ongar Railway event is unique prototype AEC Routemaster/ECW Green Line coach CRL4 / RMC4 (SLT 59).

John G. Lidstone.

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Using the order form available on-line at:
<http://www.signal-training.com/ebeg/Photo%20order%20form.pdf>.

Membership renewal forms enclosed
please see page7.

Subscriptions

Held for yet another year!

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

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

Contact Richard Delahoy, address below.

Data Protection Act

Members' details are held on computer for the purpose of administration. If you object to your information being held in this way, please write to:

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Reports and observations

Members reports, quality photos, prints, slides or JPGs to about 5"x4" size and 300dpi resolution and original articles are always welcome.

The Editors exercise the normal discretion to publish contributions in full, in part or not at all and cannot guarantee publication in any particular month.

Every effort is made to ensure accuracy but the Group cannot accept responsibility for any errors published.

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

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

MID-ESSEX MEETINGS by Maurice Austin.

Quaker Meeting House, corner of Parkway and Rainsford Road, Chelmsford, less than 10 minutes walk from the Bus and Rail stations; continue along Duke Street past Civic Centre and cross to far side of Parkway. There is a small car park on site, other public ones nearby.

Tea and coffee making facilities. For those who need other refreshment, there are plenty of excellent pubs and eating establishments nearby. Members and guests welcome. £2.00 donation towards cost of room hire, please.

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

Thursday 27 October

Thursday 24 November

Thursday 15 December

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

David Whiteside, "1986 and All That".

Richard Delahoy presents our customary and popular slide show "20 Years Ago" with Christmas nibbles!

NORTH ESSEX MEETINGS by Dave Arnold.

Downstairs room at the Friends Meeting House, Church Street, Colchester, just south of "Jumbo" (the water tower) and behind the Mercury Theatre. Town centre bus stops and parking are nearby. Doors open at 1915 for informal chat, and often an impromptu slide show, with the main talk or show from 1945 to 2145.

£2.00 donation towards room hire, please. Slides/digital photos are preferred, but prints can also be shown. Members and guests welcome.

Friday 14 October

Friday 11 November

Friday 9 December

Alan Osborne, Buses of Yesteryear, Plus.

Steve Maskell.

Gary Sharpe.

A Blast From The Past!

By Paul Harvey.



Eastern National 1300 Leyland Leopard Duple XHK 213X seen at Norwich Bus Station during 1981 on Highwayman Service 804. This vehicle was in the National Coach livery.

Paul Harvey.

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

EVENTS

Sunday 23 October	London Bus Museum Transportfest Brooklands. www.londonbusmuseum.com
Saturday 29 October	East Anglian Transport Museum Halloween Event. www.eatransportmuseum.co.uk
Saturday 5 November	Transport Fair. Christ Church Hall, St Albans Rd, Barnet. NLTS.
Sunday 6 November	Lincolnshire Road Transport Museum Open day. lvvs.org.uk
Saturday 12 November	LOTS Autumn Spectacular. RAF Museum, Colindale.
Sunday 13 November	Ipswich Transport Museum. Classic Buses and Coaches.
Saturday 3 December	Ipswich Transport Museum. Christmas Cracker. ipswichtransportmuseum.co.uk
Saturday 3 December	Ensign Running Day.

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.

FOR SALE

Olympian Commemorative Booklet. An illustrated history of the Leyland/Volvo Olympians the have operated in the Stephenson fleet. Price £1 (post free for EBEG members) cheques/po payable to EBEG from Publication Officer, 196 Sinclair Road, London E4 8PT

A Day At The Seaside In East Anglia.



First Eastern Counties 32905 in Yarmouth on 3 to Rail Station on 22 September. The harsh light did not suit the photographer's art but, as this bus has previously worked for First Essex, it qualifies as an Essex bus!

Ian Ransom.

The *First* Basildon Bus Rally

Richard Delahoy



In his report in EBN627 of the rally at Barleylands, Richard Delahoy alluded to a much earlier Basildon Rally, held he thought in 1960. Well, he was one year out, Landon member John Rugg has written to say it was actually held on 23 August in 1959. Not only was John there, he still has the programme to prove it!! He recalls: *"I went to see it on my bike and it was quite busy with the 20 or so vehicles crammed into C.V. (Sales & Repairs) Ltd yard at the end of Cranes Close, off Cranes Farm Road"*. It was organised by the HCVC (Historic Commercial Vehicle Club).

The programme listed six complete buses plus a seventh converted to a caravan. This was of course in the infancy of bus preservation but astonishingly, all six of the complete buses are still in existence, three restored and rallied or in museums, two currently described as "under restoration" and one restored to full PSV standards and based here in Essex! This is none other than Ensign's 1937 ex-Southdown Leyland TS7/Harrington, DUF 179. It had entered preservation with Colin Shears in 1957 and was entered in the Basildon rally by its then owner, Peter Stanier of Ashford, Kent. After passing through various hands, Ensign acquired it in 2012 and restored it, launching it at their running day on 7 December 2013 where **Richard Delahoy** photographed it at Lakeside.

Your Editor did wonder whether this article should have been titled "The PRE-First Basildon Rally"!



"Abus – the first 25 years"

by Allan MacFarlane,

a review by Chris Stewart.

abus

- the first 25 years



Allan Macfarlane

Long-time Bristol Omnibus Company employee Alan Peters (who started as a conductor back in 1972) was part of the successor Badgerline's team until 1990, when he was made redundant as a result of re-structuring.

He wanted to remain in the bus business, so started *ABus Faresaver* on a competitive route from Keynsham to Bristol. Ideally he'd have liked a Bristol VR, but there were none available to buy so the first bus was former Thamesdown ECW-bodied Fleetline OHB 184R (similar in appearance to Colchester's Atlanteans).

From the outset, there was close association with Simon Munden's Crown Coaches and Bristol Bus & Coach Sales, with contract hire arrangements between Crown and Abus. Crown's PPH 465/71/2/4R were hired at various times up until 2001, these being full height VRs new to London Country at Grays for the 370 which had moved to Bristol when only a few years old.

Expansion of the original route and schools contracts together with additional work prompted the purchase of a brand new DAF/Northern Counties in 1995, with another in 1998 – Spectra R222 AJP - becoming the first low floor double decker to enter service in the UK.

1997 had seen the start of a contracted Tuesdays-only Blagdon to Wells service (683) which, more recently extended from/to Keynsham, was a regular haunt of VRs including former Eastern National vehicles. The following year saw the start of further contracted services to Weston super Mare and again these were VR-worked for many years.

Also in 1998, Simon Munden acquired 26 VRs from Badgerline for an export contract which failed to materialise. Amongst these were some former EN examples, of which KOO 791/3V (3073/5) and XHK 222X (3117) became part of the Abus fleet, XHK lasting until a major accident in 2005 and the others leaving the fleet early in 2006.

Sister VRs STW 33W (3089) came from First Durbins in 2000, KOO 792V (3074) arrived in 2001 and XHK 221X (3116) in 2002. The latter bus remains today in the 'heritage fleet' as the sole example of the Abus VR, painted in blue and cream Centenary livery during 2008 to commemorate 100 years since the formation of the original Bristol company.

For a time in 2004, UAR 589W (3099) operated on hire from Simon Munden in Western National livery, this being one of several VRs sold to them by Thamesway on the ending of London contracts (at the same time as others went to Badgerline). The last regular use of VRs was in 2008 (former BOC/Badgerline EWS 739W and XHK 222X being the final two), but several of the ex EN examples still survive – KOO 791V in the USA, KOO 792V as a café, UAR in Brittany and STW in Italy.

Olympians, Scania and Optare Spectras have been the mainstay of the double deck fleet in the last 10 years, amongst them SNO4 CPE which is the 12m former demonstrator East Lancs-bodied Scania used on a seafront service at Southend by SBC Engineering in 2006 but now converted back to closed top.

Allan's detailed and informative history of Abus' operations covers the ups and downs of a small operator in big company territory, some of it from first hand experience as he drove part time for them until 2012.

The 24cm x 17cm card-covered book contains 72 pages and is illustrated with over 120 photos, including all of the vehicles operated with many of the shots taken in scenic locations. Price is £12.00 (incl. P&P) from A R MacFarlane at 18 Downs Cote View, Westbury-on-Trym, Bristol BS9 3TU.

A photo of time Eastern National VR KOO 792V (3074) in the Somerset village of Priddy taken on 10 July 2001 by Allan MacFarlane appeared in ENB629p26.

Service Changes by Paul Harvey.

Acme Bus Co

5 Sept 16	A	Sch	Takeley to Bishop Stortford: new school service.
	C	Sch	Leaden Roding to Bishop Stortford Birchwood School: new school service.
	E	Sch	Takeley to Bishop Stortford Birchwood School: new school service.
	F	Sch	Leaden Roding to Bishop Stortford High School: new school service.
	I	Sch	Great Dunmow to Bishop Stortford St Mary's School: new school service.
	P	Sch	Leaden Roding to Sawbridgeworth: new school service.
	O	Sch	Little Laver to Sawbridgeworth: new school service.

Arriva Kent Thameside

23 Oct 16	801/2	M-S	Ipswich to Witham: services withdrawn.
	803	M-S	Harwich to Witham: service withdrawn.
29 Oct 16	347	M-S	Ockendon Station to Romford: service withdrawn for registration purposes.
	370	D	Lakeside to Romford: service withdrawn for registration purposes.
	375	M-S	Passingford Bridge to Romford: service withdrawn for registration purposes.
30 Oct 16	1/A	M-S	Shrub End to Greenstead: revised timetable with introduction of daytime Sunday service.
	2	M-S	Horkesley Heath to Highwoods: revised route & timetable.
	8	M-S	Highwoods to Monkwick: revised timetable with introduction of daytime Sunday service.
	133	D	Stansted Airport to Colchester: revised route & timetable.



The first of the ex Kent Fastrack Volvo's in Route 133 SX Connect livery, has returned to Colchester after repaint into Arriva corporate livery. 3826 seen here in Godmans Lane, Marks Tey on 14 September 2016.

Russell Young.

Arriva London North

29 Oct 16	347	M-S	Ockendon Station to Romford: new service replacing Arriva Kent Thameside registration.
	370	D	Lakeside to Romford: new service replacing Arriva Kent Thameside registration.
	375	M-S	Passingford Bridge to Romford: new service replacing Arriva Thameside registration.

Ensign Bus

5 Sept 16	25	Sch	Purfleet to Stifford Clays: revised afternoon timetable.
	27	Sch	Socketts Heath to Hassenbrook Academy Stanford: revised morning timetable.



picture above: Ensignbus BCL tri axle 403 on a Abellio Greater Anglia Newbury Park - Billericay rail replacement service in London Road, Billericay on 17 September 2016. **Russell Young.**

Go Ahead (Heddingham)

9 Oct 16	95/A	M-F	Tollesbury to Maldon: the 0930 journey from Tollesbury to Maldon to depart at 0920 (updated information).
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Membership renewals — Richard Delahoy

With this issue, all paying members should find a renewal slip. We are delighted to announce that subs have been held at £21 for a further year and we hope you'll agree that this represents excellent value for 12 copies of our 36-page magazine with its mix of current news and historical features.

To renew, please return the slip with your payment, or remit £21.90 by PayPal (the extra 90p is to cover the fee PayPal deducts) to admin@signal-training.com. Overseas and life members will be e-mailed direct to advise the appropriate price. We do hope you'll continue to support the Group and look forward to receiving your renewal! But if for any reason you do not plan to renew, could you please let the membership secretary know (details on page 1) so we don't waste time sending reminders.

Service Changes, continued by Paul Harvey.

Regal Busways

5 Sept 16	383	M-S	Harlow to Toot Hill: revised afternoon timetable.
	500	Sch	North Weald to Epping School: school service withdrawn.
	501	Sch	Fyfield to Epping School: revision to timetable.
	504	Sch	Epping Local School Service: revision to route and timetable.
	507	Sch	Chelmsford Wydes Road to Hylands School: revision to route & timetable.
3 Oct 16	510	Sch	Tysea Hill to Kelvedon Hatch School: new school service.
	52/A/B	M-S	West Hanningfield to Pleshey: revised timetable (updated information).

Swallow Coaches/Vigar Travel (EOS)

5 Sept 16	542	M-S	Debden to Oakwood Hill: revised route due to ongoing Roadworks at Debden Broadway until Spring/Summer 2017.
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picture above: EOS commenced its 87 route via south Harlow and competes with Arriva local routes 1 and 3 in addition to providing a direct link from the estates to Epping. New to First, but passing to Metroline, LK53 FDO has joined a number of Caetano bodied Darts already in the EOS fleet as its 757. The stick on blind mentioned by Adam in EBN629 is not helpful when the route serves the same stops in both directions at Summers and Katherines estates.

Terravision

Unknown Date	A50	D	London to Stansted Airport: service completely ceased by some unknown date during the summer.
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(acknowledgements to LOTS, Essex, Hertfordshire & Suffolk County Councils, Omnibus Society (Essex Branch), HarlowBuses info & Richard Delahoy)

Can You Help A Fellow Enthusiast?

I would appreciate a small appeal in your newsletter regarding one Essex vehicle I am seeking a photo of.
It was **FPU 702** Bedford WTB with Duple rear-entrance body new to Grainger, Maldon, any photo when with them or showing near side.
Will pay for copy or return original promptly, many thanks.
Paul Lacey, 17 Sparrow Close, Woosehill, Wokingham, Berkshire, RG41 3HT or email to paul.lacey3551@btinternet.com

Rail Replacement - Newbury Park 24/9/16

Ian Ransom.

The following were observed in a 2 hour period 1230 - 1430, plus a couple of observations before and after in Chelmsford. Due to traffic congestion around Romford, services particularly on the TFL service (Shenfield - Newbury Park all stations) were being delayed. Similar operations are expected for a total of six weeks but any other reports, especially of variations of operators, will be welcomed.

London United	FJ11 MME, HF53 UBG (both Vo/Pn) on Witham to Chelmsford only
Kirby Coaches Rayleigh	K9 BYS, K16 BYS (both Setras)
South East Coaches Wickford	GRZ 2450 (Setra)
APT Coaches Rayleigh	APT 42S, PT05 APT (both Sca/Ir)
Regal Cooksmill Green	YJ03 PGZ, YJ03 PKK (both VDL/VH) MV12 ODR, OV63 XCN (both Neoplans)
L&R Transport Wickford	T9 LNR (Vo/VH), YN07 EBO (Neoplan)
Kellys Thornwood	IJZ 3644, XII 7902, BX06 UMV (all Setras)
Flagfinder Braintree	XIL 1254 (Ds Jv/Neoplan), GB05 FLG (Setra), YN56 FDD (Sca/EL) - this decker on Witham to Chelmsford only
Don Gt Dunmow	DH04 DON (Neoplan)
Redwing Coaches Herne Hill	YP12 NUE/NUF/NUH/NUK/NUU/NUX/NUY, YT13 AOB/YOC/YOD (all Sca/Ir) BK11 GKA, BN12 CMV/CMX/CMZ, BU16 GZR/GZV (all Mercedes Tourismos)
Kevendy Rayleigh	K18 DYS (Neoplan)
New Horizon Frating	S20 NHT, S24 NHT (Sca/Ir) S25 NHT (Vo/Bf) YN06 CJV (Sca/Bf) YP10 VZB (Sca/Lah)
Barker Roydon	RUI 3661 (Iveco/Beulas)
DC Coaches Hayes	YH63 CXY (Van Hool TX16)
John James, Romford	CHZ 4646, CHZ 7466 (both Vo/Pn) SN05 YKS, PO59 OML (MB/Unvi)
JR Travel Copdock	LV51 ZHI (Setra) JR05 BUS (Vo/Sun)
Peter Godward Basildon	T123 PGC, YN07 LJE, YN08 OCE (Sca/Ir)
Corbel Alperton	SV56 BWB, KX07 HFE/HFF (all Vo/Pn), BN08 OOF (Setra)
Discovery Cambridge	G14 DVY (Sca/Ir)
BM Coaches Hayes	AC64 BMC (Van Hool TX16), CC15 BMC (Van Hool TX11) YJ16 EKA/EKE (Tema Safari)
Stephenson	501 509 511 603 604 607 608 (all Scania deckers)
AT Coaches Erith	LJ03 MJV, LJ03 MHZ (both Volvo/Wright)
Ensign	113, 120, 126 (Vo/Oe) 156, 157, 159, 196 (Ds Tt) 401, 403*, 404 (BCI deckers) 902 (Vo/Ar)
London General	LF52 ZNU (Volvo/Wright)
Grange Travel, Gravesend	GT12 BUS, GT13 BUS, BF16 XRG (all Mercedes Turismo), BX13 EVN (Mercedes Tourino)
Brian Jones, Abbey Wood	R77 BOY (Vo/VH) HIG 9484 (Sca/Ir)
Blueline, Rochford	T322 KNN (Bova Futura) YN03 AUW (Neoplan)
Redroute, Gravesend	FJ55 XBC (Vo/Pn)
Panther, Harwich	Y5 TRU (Vo/Pn)
P&M, Wickford	N559 SJF, GIL 6241, N559 SJF (all Vo/Pn)
LB of Havering	LX03 BTV (Transbus Trident)
Talisman, Gt Bromley	VSU 803, UL11 ULM (Setras)
Marcus, Crays Hill	NIL 3296 (Vo/Pn)
Unknown owner	X002 BOY (Vo/VH)
Express Motors, Penygroes	PJ12 ATN/ATV (both Neoplans)

* See picture of Ensign's
Ensignbus BCI tri axle 403 on
p7 of this issue.

Stephenson were operating Billericay - Newbury Park

Ensign were mainly on Shenfield - Newbury Park (TFL), although were also involved with Billericay

AT Coaches, London General, LB of Havering were on Shenfield - Newbury Park (TFL)

Just about everyone else was on Witham/Chelmsford to Newbury Park!

Late News; Bus Awards, Congratulations to First

Following on from First Group success in winning the "Low Carbon Vehicle Operator of the Year", last month, First is now shortlisted in a number of categories at the UK Bus Awards in November.

First Essex is nominated in the Community Award for its Air Ambulance Partnership and for Top Driver, Michael Kudia. Fingers crossed for successful results.

LEGO Bus Models

Dominic Lund-Conlon

EBEG Members have such a wide range of interests in our collective interest that I wonder whether we will ever be able to capture every aspect. We know that a fair proportion of our members are keen on models. We can trump that with the latest facet to come to your Editor's attention, namely the Lego competition. Dominic Lund-Conlon is trying to get as much support as he can for his Lego 'Boristmaster' - see <<https://ideas.lego.com/projects/154570>>. If you can, please do look at the website and support his bid to have this model adopted commercially. Before you can vote you will need to register for a LEGO ID, see website for details.



This is a 6 stud wide New Bus for London. It is based on the new Routemaster and features:

- * Opening front and centre doors
- * A removable roof to access the top deck to place minifigs inside
- * Blank destination panels for customisation within the end pack
- * "Push Bell" and grab poles on the lower deck for minifigs to stop the bus
- * An open rear platform for minifigs to jump on and off
- * A removable portion top deck to allow access to the bottom deck
- * Two staircases for top deck access



The bus has been 'child tested' and withstands play!

We know the NBfL is not an Essex bus although some have been in and through our county. Our justification for including this in EBN is partly its creator — Dominic, who is an Essex based member and also that it is great fun!

Dominic admits he may need to "get out more" but, meanwhile, he has also built an Optare Solo, shown on EBN630p11.



Detail images of the centre door and driving cab areas showing the care Dominic has taken producing these models and the relative accuracy of using pre-made Lego bricks and other pieces.

Your Editor has to say that Dominic has much more patience than he has!

The NBfL is produced using realistic London red, black, grey, yellow and transparent pieces.

The Optare Solo is largely black, grey, white and transparent. I don't suppose LEGO kits come in First Essex colours!

Your Editor "road-tested" these images with his grandchildren who both thought they were "cool".



Model made from LEGO pieces and pictures this and previous page by **Dominic Lund-Conlon**

New Vehicles

Chassis numbers for the four recently delivered Enviro 200 MMCs are as follows. Seating is B37F.

44659	YX66 WBD	AD E20D SFDBLAER8GGYA5713
44660	YX66 WBE	AD E20D SFDBLAER8GGYA5714
44661	YX66 WBF	AD E20D SFDBLAER8GGYA5716
44662	YX66 WBG	AD E20D SFDBLAER8GGYA5717

Allocation Changes

BN-Basildon; CF-Chelmsford; CN-Clacton; CR-Colchester; HH-Hadleigh; CF(DS)-Driving School (based at Chelmsford); Sh-Driver Shuttle; BE(out of service)-withdrawn vehicles stored at Braintree; FEC-to / from First Eastern Counties*; FG-to / from another First Group company*

(*both involving change of legal ownership)

Period 6 (21 August - 24 September)

42486 CN-HH, 44659 New-BN, 44660 New-BN, 44661 New-BN, 44662 New-BN

Correction to EBN629: 60206 had been reported at the back of Clacton depot on 22 April in EBN625 so the Period 5 allocation 60206 CR(out of service)-CN(out of service) was incorrect, this transfer had occurred in Period 1 2016-7 if not before.

Repaints

Further to EBN626, Clacton paint shop has now re-opened. HH42485 was delivered there on 30 August and was seen back in service in Urban livery on route 26 on 14 September, now with all round LED blinds fitted. CN65675 has also been repainted into Urban livery, seen on route 5A on 24 September. Both have small "First Essex" names with f symbol above entrance door and driver's cab, depot stickers both sides and main "Essex" fleet names on both sides: 42485 on lower panels and 65675 on cove panels.



"On 24 Sept I was surprised to see 65675 (SN51 UYJ) Scania L94UB/Wright Solar repainted in to Urban livery, at work on service 5/5A Clacton – Platford Drive, photographed in Pier Avenue Clacton."

Robert Appleton.

Other Vehicle News and Workings

Colchester and Clacton

CR62409 was back in service following its fire (see EBNs 628/9) by 9 September, seen that day on route 61. From the start of the new school term on 5 September, the 0725 service 103 from Harwich to Colchester has become a regular double deck working and there have generally been more double deckers seen operating on routes 103/4. Noted during September: 32477 (7th, 13th & 15th), 32631 (8th, 20th, 26th & 29th), 33190 (9th), 33195 (13th), 32475 (15th), 32478 (15th & 29th), 32628 (15th), 32476 (19th), 32641 (19th, 21st & 30th), 32642 (21st & 27th), 33088 (21st & 26th), 33078 (23rd), 33044 (29th), 33080 (29th) (all CR). One exception to a double decker on the 0725 from Harwich was CR66828 on 27th. Incidentally, StreetLites no longer work on the 103/4 due to their nearside mirrors protruding too much for some of the narrow country lanes - they have been known to hit foliage and rebound back to smash glass on the bus. During September, CN32087 was noted several times on school service 117 Point Clear-Clacton, service 16 Clacton-Bockings Elm Circular, 1610 Clacton-Colchester 76 and 1715 Colchester-Clacton 76 (CN32068 is still out of use). The four 9.4m long Darts at Clacton continue to mainly work services 10/11/12 and service 2 (Clacton-Mistley), although on 8 September they were on four different routes, 42555 on the 2 and 42557 on 10/11/12 but 42556 on 19 and 42561 on 3. The four Enviro 200s at Clacton work mainly on services 7/8, sightings on other services were: 44596 on 10/11/12 (16 September), 44597 on 4 (21st), 44599 on 5/5A (8th), Sunday service 3 (18th) and 10/11/12 (30th). Saturday 24 September was the last day of the additional summer services at Clacton. 32087 worked 0955 Weeley-Clacton 76, then replaced by 65668 on 1030 Clacton-Weeley 76. 44596 worked Clacton-Bockings Elm Circular 16 and 42561 worked Clacton-St Osyth Beach 19. Several journeys on services 3/4 Clacton-Harwich were retimed from 25 September. Off peak service 3 journeys are now Dart operated; a Scania's capacity is not required because there is no school service 30A to operate (Panther Travel took over operation of route 30A from the start of the new term on 5 September).

5 Sep	CR32478 on 65	6	CR33044 & CR33080 on 65
9	CR33080 on 1A, CR33186 on 65	10	CR33078 on 64
22	CR32631 on 64	29	CR32631 & CR33195 on 17, CR63332 on 88



First hybrid 69913 on the X10 heading northbound outside The Swan in Wickford on 17 August. As reported on the next page, this bus is now back on its normal duties on route 100.

Jonathan Cush.

Chelmsford (including Braintree Outstation)

The two remaining centre staircase Trident / Presidents, 32856 and 32864, were last seen at Braintree outstation on 15 May, they had gone by 22nd (EBN626) and had not been noted since. However, 32864 was seen parked at the front of Westway on 24 August (and again on 7 September) and 32856 was seen at the back of Westway on 30 August and back at Braintree outstation on 11 September (and still there on 25th). Buses seen on route X30 (all CF): 69429 (4 September), 65029 (9th), 66817 & 69434 (18th), 65030 (2 October). The evening peak double deck working to the Sandon Park & Ride site (which is now a short working of the recently combined Chelmer Valley to Sandon complete route and which now starts in Duke Street) has transferred from Basildon depot operation to Chelmsford from the start of the Autumn term. CF32480 was reported on the route on 5 September in EBN629 and this vehicle was again working this service on 9th.

(All vehicles allocated to CF.)

4 Sep	66817 & 66830 at BE outstation	12	53131 on 71	13	66794 on 71A
14	43801 on 70	16	53129 on 71	23	43802 on 31X
25	42484 on 80A/C (normally worked by Solos or Enviro 200s)				

Basildon and Hadleigh

69902, 69906, 69910 and 69913 (all BN) have had the "X10 from Here to Air" branding on the third passenger window each side removed and they are back primarily on route 100, replaced on the X10 by the four new Enviro 200 MMCs. Non hybrids on route 100 (all BN): 47657 (6 September), 47655 (9th) 66824 (22nd), 47650 (27th)

9 Sep	BN33192 on 561				
18	BN66826 on 251 (since this route was truncated to Wickford in April it has mainly been worked by StreetLites)				
24	BN69915 on X10	25	BN69913 on 251	27	BN33568 on 561

Other News

Further to EBNs 627 & 628, former 30903 has been re-registered from W758 DWX to BIG 7758 by Panther Travel. This bus is now the regular on former First Essex school service 30A, Harwich to Manningtree High School. Ironically this route was operated by Clacton depot when with First, but, as reported in EBN621, although 30903 spent eight months at Clacton up to December last year, there were no reports of it ever being used in service there.



First Essex
30903 at
Chelmsford Bus
Station on route
70 in Urban livery
on 10 February
2016.
Compare and
contrast with the
picture of it with
Panther on
EBN630p15
Adam Kelleher.

There have been a number of changes recently, mainly due to loss of contracts in Stansted/Saffron Walden area

Acquired

Volvo B10M/Plaxton N611 APU from Turners, Little Maplestead, currently not been used by Panther
DAF DB250/East Lancs FD02 UKR and PN52 XBH from Arriva Midlands, currently both being prepared for service
Volvo B7TL/Alexander W758 DWX, reregistered to BIG 7758 and entered service on V shuttle in Chelmsford, in mid August

Vehicles Withdrawn

Leyland Olympian/ECW BIG 4005 (B693 BPU), D511 PPU
Dennis Dart SLF/Plaxton S303 JUA
Dennis Lance/Wright BIG 7793 (M211 WHJ)
Volvo B6/Wright BIG 9807 (registered back to V259 HBH) and now used as a store - this vehicle has never been used by Panther
Optare Excel BIG 9861 (V203 ENU) now used as a store - this vehicle has never been used by Panther

Vehicles Reregistered

Former Lodges Volvo Olympian/Alexander from G296 UYK to BIG 9248
DAF DB250/East Lancs PN52 XBH, is now re-registered DC52 PAN
Mercedes Benz Sprinter AB52 PAN, has reverted to RX54 RUU and has been sold to Enigma Travel, Wivenhoe

Vehicles Sold

Optare Solo BIG 7006 (registered back to S627 IRU) sold to a private buyer, who we understand works for Turners, Little Maplestead (it has not been sold to Turners)
Leyland Olympian/Alexander BIG 7596 (registered back to F639 LMJ) and sold for export to Los Angeles
Dennis Dart SLF/Plaxton BIG 9248 (registered back to W339 VGX) and sold to Royal Buses, St Ives, Cornwall
Ford Transit DC52 PAN (registered back to LN52 LFW) and sold to a buyer in Kent
Volvo B10M/Plaxton BIG 6002 (T105 JBC) sold to Lovatt, Coleshill
Volvo B12M/Plaxton DC04 PAN (registered back to YU04 XFC) and sold to Barratts Coaches, Sandbach



Taken on 7 September 2016 by **Stephen Barham** of Panther Travel vehicles. The first is ex First Essex 30903 (W758 DWX) now re-registered to BIG 7758. Compare with the picture of the same bus on EBN629irc!

EBN630p15

**Coming soon to
the *one* . . .**

18 brand-new state-of-the-art double-deck buses

- Free on-board 4G Wi-Fi
- USB charging points
- Comfortable seating upholstered in eco-leather
- Stop-start technology and ultra-low exhaust emissions for cleaner air
- An investment by Arriva of £3.8million.

Better buses for

Rayleigh Thundersley
Hadleigh Leigh Westcliff
Southend Southchurch
Bournes Green
Thorpe Bay
Shoeburyness

arrivabus.co.uk/southend

0344 800 4411



ARRIVA
a  company

LeadRef: A: FirstBusArrivaCampanions: Aug2016Issue: 1

15/09/2016: 14:00:01

Arriva Southend

area timetable booklets for
1 [the **one**]
7/8 (incl Sunday 4A)
9
29
all dated 4.9.16

black and white version of the very
colourful **one** timetable shown courtesy
Richard Lewis of Arriva

**Essex County Council
First Essex**

timetable leaflet for 13/13A/14/94/94A/94B
Brentwood Area Booklet
Clacton Area Booklet
timetable booklet for 26/27/27X/827
42/42A
54/54C/56
71/71B/71C/72/73

dated 24.7.16
dated 28.8.16
dated 25.9.16
dated 28.8.16
dated 28.8.16
dated 24.7.16
dated 24.7.16
(undated but based on revision from 28.8.16)
dated 25.7.16
dated 4.9.16
dated 25.7.16
dated 25.7.16
dated 25.7.16

Hedingham

2
50/A
87/C
91
92
95/A

**Stagecoach Cambridge
Stephensons**

timetable leaflet for 7 (Cambridge to Saffron Walden) dated 24.7.16
timetable leaflet for 14/14A/14B/15/15A (Haverhill to Bury St Edmunds) dated 5.9.16
16/16A/16B (Bury St Edmunds to Newmarket) dated 5.9.16
38/A (Witham to Halstead) dated 2.7.16
60/A (Southend to Paglesham) dated 1.8.16



<<<< On Hire to Hicks

In EBN629 Nigel Turner asks for a photo of the 'On Hire To Hicks Bros.' sign that I found at BS depot in the early 1970s. I sold the sign in the late 1970s (perhaps a group member has it now?) and never took a dedicated photo of it. However, it used to sit on display by my fireplace, and a photo of my late wife (then my girlfriend) that I took in 1973 shows a good portion of it. I've isolated this part, and attach a copy for reproduction in EBN if you'd like to include it. The colouring was green paint on a cream background; the board was wood, not card. I regretted having to sell it, but while I loved the conducting job, the pay was terribly inadequate unless you worked 7 days a week plus a lot of overtime on those days! I also sold the Maldon East Rail Replacement Service board mentioned.

Picture **Peter Carr**

Alan Cross writes ...

EBN597 arrived yesterday* - again, many thanks. At last I know the true story surrounding "BS". Most interesting. Again, it proves how worthwhile it has been becoming an EBN member. Yet again more for me to enthuse over - on the backcover, a view of the 10T10 in grey livery. It is so easy to be critical of other people's work. To nit-pick on what was an inspired idea whilst it was in grey primer to show it in the wartime American Red Cross livery is a bit churlish. I suspect I am almost the last one to actually have seen these ARCs during the war. As it happens I lived about a quarter of a mile from a sound engineering firm who had a contract to fit them out with radios, gramophones and loud speakers. About two a week were dealt with.

The wartime blackout did have its uses for this young bus spotter who could creep up to the yard at night where they were and take notes of the army numbers and the names of the U.S. states allocated to each one. In addition, of course, of noting the LPTB T numbers which could be obtained from the chassis plates. I was very naughty one night by removing a green radiator triangle which was, of course, also covered in grey paint. If needed this would have given the restorer an exact match for the grey livery, since I still have the triangle. It also shows the livery was applied by spraypainting. I could also have informed the restorer that the mudguards were not painted white but were grey, there was no star on the rear emergency door, the "X" fleet number did not start with "USA" (in the front n/s view on the bonnet cover it is shown as USA201025, but should have been X201025). Nor did the X number appear under the rear registration number. Even if it did, the "ARC" letters would not have preceded the X number. Finally the rear surrounding strip below the X number would not have been painted white.

There, enough of my ramblings, just for the record if anyone ever needs it. More from Alan in a future EBN.

* a back copy – not a long delay in the post! - Ed



Stephensons Alexander Dennis Dart / Pointer 460, EU05 CZA on newly single-decker converted services 60/60A at Paglesham, Plough & Sail for the 1430 departure on 5 October. Despite the deceptively easy reverse-turn, an awkwardly parked van just out of sight on the right of the picture forced the driver to demonstrate considerable driving skills to achieve a 4 or 5 point turn with the kind assistance of a friendly local!
John G. Lidstone.



At the far end of the age profile of Stephensons fleet, but still very neat and tidy, is Optare Solo 323 (EU07 FVN), bought new seen powering up the steep hill into Maldon on 29 September.
John G. Lidstone.



upper Stephenson's Enviro200 479 (EU66 AVD) looking very fine climbing the steep gradient up into Maldon on 28 Sept. **John G. Lidstone.**



lower picture New Stephenson's 'classic' Enviro200 478 (EU66 AVC) at Witham on service 91 on 12 September. **John G. Lidstone.** EBN630p19

Service 212 Harwich – Ipswich

By Robert Appleton

This joint Eastern National/Eastern Counties service commenced operation on 11 April 1965. The route started at Harwich (Quay) operating via Dovercourt, Ramsey, Bradfield, Mistley, Manningtree, Cattawade, Brantham, Stutton, Holbrook, to Ipswich Old Cattle Market (OCM) bus station. Thus between Harwich and Manningtree service 212 followed the route of Eastern National service 70. Between Manningtree and Ipswich service 212 followed the route of Eastern National/Eastern Counties joint service 123, and Eastern Counties service 221.

From 5 May 1968 service 212 was diverted, after Ramsey, along the A120 to serve Wix, then along Bradfield Road to rejoin the normal route at Bradfield (Village Maid). There was no change to the running times.

There were three journeys in each direction on Mondays to Saturdays; there was no Sunday service:

Ipswich OCM dep	0820	1345	1915	Harwich (Quay) dep	0830	1330	1930
Harwich (Quay) arr	0955	1520	2050	Ipswich OCM arr	1005	1505	2105

All journeys were crew operated. Eastern National crews worked service 212 from Harwich, and Eastern Counties crews worked from Ipswich. They changed over at different places along the route. The morning journeys changed over along The Walls between Mistley and Manningtree. The afternoon journeys changed over at Brantham, East End Corner. The evening journeys changed over in Harwich Road, Mistley.

With three journeys in each direction, this meant that on Monday, Wednesday, and Friday evenings, an Eastern National bus stayed overnight at Eastern Counties' Ipswich garage, and an Eastern Counties bus stayed overnight at Eastern National's Dovercourt, later Harwich depot.

Eastern National used Bristol LS5G/ECW B45F (1200 series) or Bristol MW5G/ECW B45F (1300 series) or Bristol MW5G/ECW DP41F (1400 series). The ENEG news sheet 031 July 1966 recorded that during its long layover at Ipswich OCM, 1301(1863 F) was used by Eastern Counties on 5 July 1966 to work on service 211 Ipswich – Bramford, a round trip on this service took 45 - 50 minutes. The ENEG news sheet 070 November 1969 confirmed that this operation still occurred.

My earliest memory of Eastern Counties buses on this service is the LL class (Bristol LL5G/ECW B39R). When they were withdrawn in 1968, they were replaced by LS class coaches (Bristol MW5G/ECW C39F) downgraded to bus work. These had bus route numbers and destination blinds above the windscreen, but they were still in the cream/maroon coach livery, and they retained 39 coach seats. The conductor operated the coach type entrance door LM class (Bristol MW5G/ECW B45F) also worked on this service.



DT1310 (205 MHK) on 1750 Harwich – Manningtree in May 1970. DT1310 was a Bristol MW5G 1958 ECW B45F.

Robert Appleton.
EBN630p20

On Saturdays the 0830 Harwich – Ipswich was a very busy journey, many passengers heading in to Ipswich for Saturday shopping. So Eastern Counties allocated a double-decker, which worked 1915 Ipswich – Harwich on Friday evening, stayed overnight at EN's Dovercourt, later Harwich depot, then on Saturday worked 0830 Harwich - Ipswich, 1345 Ipswich - Harwich and 1930 Harwich - Ipswich. I recollect the LKD class (Bristol LD56/ECW H33/27RD) or LFS class (Bristol FS56/ECW H33/27RD) on these journeys.

Unlike the other joint services 123 Clacton - Ipswich and 207 Colchester - Ipswich, I never saw newer buses such as Bristol REL6G or Bristol FLF6G on service 212.

Return tickets were valid on both company's buses. So an Eastern National return ticket could be used to make a return journey on an Eastern Counties bus and vice versa. This applied not only to the other joint services 123 Clacton – Ipswich, 207 Colchester – Ipswich, but also on common sections of route served by both company's buses i.e. Eastern Counties service 221 Ipswich – Colchester, 221/246 East Bergholt - Colchester, and Eastern National 70 Colchester – Harwich, 87/87A Colchester - Dedham - East Bergholt.

Service 212 was revised from 17 May 1970. The only through journeys were on Saturdays. Eastern National operated 1300 Harwich – Ipswich (arr 1435) and 1650 Ipswich – Harwich (arr 1825). Eastern Counties operated 1345 Ipswich – Harwich (arr 1520) and 1600 Harwich - Ipswich (arr 1735). The terminus in Harwich was still the Quay instead of the depot on Station Approach. The Eastern National journeys were one man operated, but regret that I cannot recollect if the Eastern Counties journeys were O.M.O. or crew operated.

In addition Eastern National operated Harwich (Quay) – Manningtree (Skinners Arms) journeys on Mondays to Saturdays, which were O.M.O., using Bristol MW5G saloons. Some of these connected with joint service 123 or Eastern Counties service 221 at Manningtree:

0845 Harwich – Manningtree (arr 0930) and 0940 Manningtree – Harwich.
Connecting with 0845 Clacton – Manningtree (dep 0940) – Ipswich 123.

1300 Harwich – Manningtree (arr 1345) and 1350 Manningtree – Harwich.
The 1350 from Manningtree had a connection off 1245 Ipswich – Manningtree (arr 1335) – Clacton 123.

1750 Harwich – Manningtree (arr 1835) and 1840 Manningtree – Harwich.
The 1750 from Harwich connected with 1815 Clacton – Manningtree (dep 1910) – Ipswich 123. A 35 min. wait in Manningtree, time for a drink in the Skinners Arms pub! The 1840 from Manningtree had a connection off 1745 Ipswich – Manningtree (arr 1835) – Mistley 221.

1930 Harwich – Manningtree (arr 2015) and 2020 Manningtree – Harwich.
The 1930 from Harwich had an advertised connection with 2015 Clacton – Manningtree (arr 2110) – Ipswich 123. A 55 min. wait in Manningtree. Time to buy fish and chips at the Manningtree Fish Shop, or more drinking in the Skinners Arms pub!!

The through journeys on Saturdays were withdrawn on 5 September 1970. The Harwich – Manningtree journeys were transferred to service 104 from 20 June 1971. Eastern Counties reused the 212 route number for service 204 journeys from Ipswich to Wattisham Aerodrome from 13 June 1971, so that was the end of joint service 212.

From 30 April 1972 Eastern National service 70 between Harwich and Colchester was revised to become services 103/104. Service 103 followed the service 70 route, service 104 operated via Little Oakley, Great Oakley and Wix, rejoining service 103 at Bradfield (Village Maid). Services 103/104 combined gave an hourly off peak service. Eastern Counties withdrew service 221 between Mistley and Colchester. Services 209 and 221 were revised to give an hourly frequency Ipswich – Mistley. Services 103/104 and 209/221 connected well at Manningtree (Skinners Arms). Revised Eastern National service 123 Clacton – Manningtree (Rail Station) operated every two hours also connected with Eastern Counties service 209. All these frequencies were Mon – Sat off peak. Sadly plans for a bus interchange at Manningtree came to nothing.

Today an intrepid bus passenger can still travel from Harwich to Ipswich by changing buses in Manningtree. From 4 September 2016 Ipswich Buses increased the frequency of service 92 (ex Carters Coach Services) Ipswich – Manningtree from every two hours to hourly. Thus for most of the Monday to Saturday off peak period:

First Essex Buses service 103: Harwich dep xx30 Manningtree arr xx15; Ipswich Buses service 92: Manningtree dep xx20 Ipswich arr xx12.

Return journeys have a longer wait in Manningtree:

Ipswich Buses service 92: Ipswich dep xx25 Manningtree arr xx15; First Essex Buses service 103: Manningtree dep xx37 Harwich arr xx22.

Acknowledgements:

Bernard Simpson (Eastern Transport Collection Society) for help with historic timetables.

Essex Bus Archive (Essex Bus Enthusiasts Group).

Eastern National Omnibus Co. Ltd Fleet Record 1964 – 1990 (Essex Bus Enthusiasts Group).

Eastern Counties/First Essex Buses/Ipswich Buses timetables.



Ensignbus

Dealing Stock Movements

September 2016.

Mark Lloyd with thanks to Ross Newman.

Vehicles In

Galleon Travel	KP54 BYL	Dart
GHA Coaches	YX64 VRG/VRK/VRF	Enviro 200s
	YR10 AZO / AZV	Scania's
Go-Ahead London	PN06 UYT	Dart
Go-Ahead NE	W901 / 902 / 907 RBB	
		Volvo B10BLE's
	X492 / 918 / 935 WGR	
Sarcophagus Films	LX53 JYK	Trident
Stagecoach E Mids	R131 EVX / R151 HHK	Olympians
Stagecoach Merseyside	YK53 GXN	Volvo B7RLE
Stagecoach Midlands	P159 KAK	Olympians
	R694 / 696 / 698 / 699 DNH	
Stagecoach Yorkshire	YS02 WWA	Solo's
	YN03 ZXJ / YN03 ZXL	

Vehicles Out

Avondale, Glasgow	PO56 JFJ / JFK / JFN / JFU	Darts
	PN06 UYT	
Borderbus, Bungay, Suffolk		
	YX09 HZH	Enviro 200
Brylaine, Boston, Lincs	LX04 FXZ / FYM / FYT	Tridents
Cambridge Coach Services	P159 KAK	Olympian
Chalkwell, Sittingbourne	YN03 ZXJ	Solo
Compass Travel, Worthing	SN61 CYY	Enviro 300
County Connect, Kent	X503 EGG	Volvo B7TL
Faresaver, Chippenham	YY15 CNA / CNC / CNE	Enviro 200's

Galleon Travel, Roydon, Essex

W901 / 902 / 907 RBB

Volvo B10BLE's

X492 / 918 / 935 WGR

Grant Palmer, Dunstable	CA05 GHA	Dart
	LX04 FYN	Trident
Hulleys of Baslow	YX09 HZJ	Enviro 200
Marshall's Coaches, Leighton Buzzard		
	R699 DNH	Olympian
New Adventure, Cardiff	Y115 AWN / AWO	Metrocities
	YY15 FZF	Enviro 200
Poynters, Wye, Kent	LX03 OSU	Trident
Solus Coaches, Tamworth	YN54 OAU / OAW	Scania's
Springfield Coaches, Wigan		
	R131 EVX	Olympian
Travel Wright, Newark, Notts		
	MX10 DXY	E200
	LJ54 BDY	Volvo B7TL
Youngs Coaches, Cambridge		
	R696 DNH	Olympian

Other Movements

Dart	AE06 HCG	RSM Driver Training, Canvey Island, Essex.
Spectra	T421 UON	Medabalo Ltd, London W6.
Trident	LK03 NKR	Xquisite Ltd, Leatherhead.

MC Tractors for scrap

Tridents	LK03 CFU / UFN / UFU / LY02 OBF / LN51KZD
Volvo B7TL	X168 FBB
Scania	YN53 RXX.





Ensign Fleet – September 2016

Mark Lloyd with thanks to Ross Newman

The four new BCI tri-axle double deck coaches are as follows:-

401 LX66 GXC

402 LX66 GXD

403 LX66 GXE

404 LX66 GXF

The Aintree Coachlines fifth vehicle of the initial batch attended Showbus at Donington on 25 September, numbered 1001 and registered XL66 ACL appropriately.

ACLs unladen weight was stated as 16285kgs. It was entered by the Merseyside Bus Club.



picture

The fifth BCI tri-axle mentioned above at Showbus.

Mark Lloyd.

103 V479 KIN Trident Alexander ALX400 sold to Bear Buses, Feltham, Middlesex. This bus was the subject of CMNL UK1053 model depicted on route 22 to Grays bus station.

Mark Lloyd *with thanks to Essex-buses yahoo group, Essex County Standard & John Podgorski.*

Allocations

74	R702 DNH	HD to KN	
575	W516 WGH	HD to KN	6/9/16 for use on Schools and 91/2/5 services.
575	W516 WGH	KN to HD	3/10/16 replaced by 581 see below.
576	W517 WGH	HD to KN	21/9/16 for use on 91/2/5 services.
581	W956 WGH	CN to KN	3/10/16.

Ford Transit YT12 DBZ is on hire from local hire company Robertsons for a Toppesfield school contract.

Withdrawals

72	R629 MNU	Withdrawn from KN 7 September after MOT expiry (last used 5/9/16).
93	R273 LGH	Withdrawn from KN 17 September with chassis defects.
95	R279 LGH	Withdrawn from KN 21 September due to electrical failure.

Services

Several vehicle failures on the 91/92/95 services have prompted the transfer of two B7TL Plaxton Presidents from HD to KN for the services and schools work. The use of Olympians on all day service duties has proven difficult with varied failures over the first full month of service. The 14 September saw the one day use of B7TL 560 in use from Kelvedon on service work too but immediately returned to HD post service. 73 is now the only regular performer on the services although failures have dictated the use of 67, 71 & 89 through September.

The 0930 service 95 from Tollesbury to Maldon will be retimed from 0920 from 9 October.

Service 118 Gt Yeldham – Newport was withdrawn as from 4 September.

Due to severe driver shortages, Hedingham have sub-contracted the recently won Harwich Town Service 2 to local operator Panther until at least 15 October. The first day of Panther operation on the 2 saw E200 DC61 PAN run the service. Service 87 has seen many cancellations in early September to the frustration of the travelling public, especially mothers of children relying on the service to get to and from Colne Community School. Bad press ensued with Gavin Hunter issuing the following comments :-

"Dear customer,

We are sorry that there have been cancellations and delays on our Route 87 over the past two weeks. We currently have a shortage of drivers and are actively recruiting more. We have a vacancy of six people but, even with our supervisors driving buses and colleagues working overtime, we don't have enough people to run the full timetable service. We are prioritising the journeys that school children make and, to give you more certainty about what services are running each day, we are publishing a list of cancelled services on Twitter. Being realistic it is likely to take a few weeks more for us to recruit drivers and train them but in the meantime we are working in partnership with another local company from Monday to cover some of our work alongside pursuing the option of bringing in agency drivers as soon as we are able. Thank you for your patience and understanding during this difficult time. I'm sorry we're not able – even with our drivers working additional shifts – to keep the full service running."

The issue peaked as County councillor for Brightlingsea Alan Goggin (Con) arranged a meeting with the managing director of Hedingham's parent company Go East Anglia.

He said: "It is horrendous and the problem we are told is a lack of drivers".

"There are kids who cannot get to school on time and people who cannot get to work, then the same people cannot get home at a reasonable hour. It is unacceptable but at least they are willing to meet and talk about what is wrong and have pledged to sort it out."

A spokesman for Hedingham said: "We are aware there have been various delays and cancellations affecting Hedingham services during the last two weeks, particularly amongst those routes which operate from our Clacton depot."

Buses now carry adverts for drivers in Essex and Suffolk and Sudbury Job Centre is advertising, next to the bus station, for recruitment to Chambers.

EOS London.com

(Vigar Travel Ltd, a subsidiary of Swallow Coaches, Rainham, Essex) by Adam Kelleher

With thanks to John Card, Ian Hardie, Ross Newman, John Podgorski, Owen Woodliffe, LOTS, Bus Lists on the Web and Flickr

Acquired Vehicles

Further to EBN629, LK53 FDO has been repainted into fleet livery and numbered 757. Like 760 it had route 87 blinds stuck over the front blind box, but by the end of September both had the sticker blinds removed with proper scroll blinds fitted. LK03 NLF has been numbered 758, LK03 NLE has been numbered 761 and LK53 FDU has been numbered 762. All of these were seen in service in September.

Vehicles on Loan

From 5 September, due to long-term road works at Chigwell Lane in Debden, the full circle on route 542 cannot be operated until at least Spring 2017. Therefore, the route now starts at Oakwood Hill Industrial Estate as a 542 and goes via Roding Lane, Loughton Station, High Road, Traps Hill and Bushfields to Debden Broadway, returning to Oakwood Hill in the reverse direction as a 542A. Two Solos were hired from Ensignbus in September to operate the routes:

YJ59 GHB, Optare Solo M880, B28F, new to GHA Coaches, Ruabon 11/09

YJ59 GHG, Optare Solo M880, B28F, new to GHA Coaches, Ruabon 11/09

In Cheshire Connect livery of silver with swooping light green lower panels separated by lighter green and yellow stripes. GHG retains the GHA Coaches fleet number SL17. GHG had "On Hire to Swallow Coaches" on a paper label. Both have LED blinds, but when seen these have been turned to blank or displayed "Local Service" with the route number on a piece of paper in the windscreen. GHB first seen in service on 15 September and GHG on 21st (although they may have been used before then). Both vehicles were acquired from GHA Coaches by Ensignbus in August this year after GHA ceased trading in July. They returned off loan to Ensignbus on 4 October. Two Scania's have been purchased from Ensignbus to replace them, details next month.



picture Primo BU08 ACV has been no stranger to stage work since Swallow took on former TWH service 555 in 2014. Now recently repainted into EOS livery, it is seen at Debden Broadway working the ECC 542A local service on 6 October. **Owen Woodliffe.**

Other News

Vehicles for routes 66 and 87 are being parked at North Weald airfield.

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

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

Acquired Vehicles

W901 RBB, Volvo B10BLE / Wright, B44F, new to Go Northern (4901) 7/00

W902 RBB, Volvo B10BLE / Wright, B44F, new to Go Northern (4902) 7/00

W907 RBB, Volvo B10BLE / Wright, B44F, new to Go Wear Buses (4907) 7/00

X918 WGR, Volvo B10BLE / Wright, B44F, new to Go Gateshead (4918) 9/00

X492 WGR, Volvo B10BLE / Wright, B44F, new to Go Gateshead (4920) 9/00

X935 WGR, Volvo B10BLE / Wright, B44F, new to Go Wear Buses (4925) 10/00

From Go Ahead North East September 2016, via Ensign. All red livery with Go Ahead fleet names removed, acquired with front LED blinds (except X492 and X935 which have dot matrix (flip dot) blinds). W902 first seen in service on 23 September, W907 on 19th and X492 on 22nd.

Disposal

Red liveried Dart / Pointer KP54 BYL to Ensignbus, September 2016. Last reported in service with Trustybus on 15 September.

Re-Registration

X923 WGR to WNZ 1604 by 19 September.



Although a minor change to route 52 is scheduled, it is subject to the current overall review of Essex C.C. routes. Regal's Enviro 651 (SN10 CAU), is at West Hanningfield terminus on September 22.

Owen Woodliffe.

What is the connection between eighteen new buses & an ice-cream...?

As reported in EBN630, Arriva has bought eighteen new state-of-the-art double deck buses for the one route that runs between Rayleigh & Shoeburyness via Thundersley, Hadleigh, Leigh, Westcliff and Southend. I was asked to represent EBN at the launch of this fleet. These buses are fitted with free 4G Wi-Fi & USB charging points. They also have start-stop technology to reduce carbon emissions. After some liquid refreshment, we were able to admire the impressive line up of vehicles at Short Street depot in Southend. There were a few short speeches & a photo-call! Then boarding one of the buses we were whisked off to the Cliffs Pavilion for a very tasty buffet. Our passage engendered considerable interest from the public. Lots of people waved at us. Perhaps it was because I was sitting next to the Mayor of Southend who returned all of their waves! My only observation is that the CCTV screen upstairs (I believe this is to deter vandalism) does rather block the view out of the front windows. Then back to Southend and, for me, home on a rattly No 20....! The connection was the special tub of Rossi ice-cream promoting the virtues of the new buses, which was served at the end of the buffet.



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

A formal launch event for **Southend's** 18 new Alexander Dennis Enviro 400 MMC took place at Short Street depot on 7 October prior to the vehicles entering service on the 1 from 9 October. A few had entered service prior to the launch, the first such working being 6503 on the 0743 service 1 journey from Rayleigh Station on 22 September. 6504 entered service on the 26 September followed by 6508/11 on 29 September.



Picture: 6503 on the one on the first day, 22 September. **John G. Lidstone.**

DAFs SB120 / Wright Cadet 3502/6 are withdrawn and in store at Southend. DAF 3509 left Southend at the start of September and has since seen service from Guildford.

The "Max" liveried Volvos, 3816/20/1/3/4 had their service 5 route branding removed after that route ceased on September 3 but have retained their "Max" fleetnames. Some have also lost their rear illustrations of local places. They are now normally found on services 7/8, along with the other member of the batch at Southend (3822) that is in standard Arriva livery.

On the driver trainer front, Southend normally uses one of the dedicated DAF Cadets from the Arriva Southern Counties pool, but in mid/late September was unusually using a New Enterprise coach, YN53VBX (Transbus Dennis Javelin/Plaxton), in full New Enterprise livery with L plates added.

At **Colchester**, Dart SLF / Plaxton 3328 (X471 GGO) has been withdrawn. Scania Omnidiekk 5372 (AY55 DKA) is currently out of service having incurred accident damage. A second Volvo B7RLE / Wright to lose SX Connect livery for Arriva colours is 3825 (GN07 AVO). Dart SLF 3418 (SN54 HXE), the last vehicle at Colchester to retain manual blinds has been fitted with LED displays.

Dart SLF 3417 (SN54 HXD) transferred from **Harlow to Colchester** on 7 Sept.

At **Harlow**, a start has been made on removing 310 branding from the ex Ware Volvo B7RLEs. Further to last month, two additional ex Ware Volvo B7RLEs at Harlow comprise 3879/83 (KX11 PUY/VE). Citaro 3896 (BU06 HSK) has received Arriva livery ex Green Line.



top picture Nothing is really that unusual allocation wise at Network Colchester, with most types on appearing all routes at some point, but double decks on route 2 are rare. 'VLW' 6130 was on route 2 all day on 30 September, pictured in Mill Road, Mile End. Note also the unusual application for a double deck, of an advert on the lower panel, as opposed to the normal between decks spot. **Russell Young**



bottom picture Several of the V1110 Mercedes-engined Optare Versas about to be cascaded away to Guildford have lost their offside 'Ride the Wave' route branding 'adverts' in recent days - 4202 (YJ61 CHX) seen here in Warrior Square, Southend on 25 September. **John G. Lidstone.**
EBN630p29

Smaller Operators

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

APT Coaches, Rayleigh

Acquired in May was Jonkhere C53F bodied Volvo B12M reg. FJ04 ERK, from Platinum, Wolverhampton, West Midlands.

Barker, Roydon

Recently acquired is G67 RGG, a Volvo B10 M with Plaxton C53F bodywork from Hudson, Bosham, West Sussex, whilst L111 PVW an EOS C49 FT is here from Meritrule, Epsom, Surrey.

Flagfinders, Braintree

This operator now has an additional depot at Garlands Farm, Tollesbury and the vehicle authorisation has been raised from 24 to 30. In addition to YN56 FDX, the East Lancs bodied Scania N94UD featured on the cover of last month's EBN. Similar YN56 FDD has also been acquired, along with LK03 NHF, a Plaxton bodied Volvo B7TL, H42/23D (ex. London General) whilst G129 RGT a Dennis Dart with Duple B36F body is no longer here.

Ford, Althorne

Gone from here are C44 CHM, a Leyland Olympian with ECW H72F bodywork and N407 MPN, a Dennis Lance with B47F bodywork by Optare.

Golding, Little Maplestead

N611 APU, a Plaxton bodied C53F Volvo B10M is now with Panther whilst G468 JNH, a Volvo B10M with C50FT body by Jonkhere and F635 YRP an Alexander H85F bodied Leyland Olympian are no longer here.

Hailstone, Basildon

Dennis Dart reg. LT02 ZDE, with Marshall B25F bodywork is here from Galleon (2009), Roydon whilst UNVI bodied MB 1524L (C53F) reg. YN09 BXU has gone to Atkinson, Ingby Arncliffe, North Yorkshire.

JSM, Braintree

MIB 1770 (ex. H238 AFV, a DAF with Van Hool C49FT bodywork is no longer here.

Kings Coaches, Colchester

(with thanks to Peter Mobbs)
Peter informs us that BL16 GBO, a Mercedes Benz Tourismo C55FT, Vin no. WEB63247523000682 was here from 8 to 19 September, on loan from Evobus (UK) Ltd, Coventry.

Terravision, Stansted Airport

YT12 YUD, a Scania K360EB4 with Iriza C53FLT body is here from Excalibur, Peckham, SE London.



IJZ 3644, a Setra S315 C49FT (ex. W40 2 HOB) with Kellys, Nazing. This vehicle was formerly with Allied, Uxbridge, Middlesex and has been with Kellys since 2005. Seen here on Rail Replacement duties at Witham over the weekend of 17/18 September.

Roger A. Smith.

EBN630p30

The Letters Page.

Robert Appleton of Kirby Cross

The Letters Page EBN629p31 is interesting re service 123 being cheered in to Clacton bus station. There is a difference in the two accounts: Ray Boreham states "service 123 operated into Clacton depot with an Eastern Counties crew", later he mentions "the EC vehicle" whilst Terry Challis states "ENOC Ipswich crew". It is possible that both are correct. Prior to 29 January 1961, the ENOC Ipswich crew changed over at points along the route such as Horsley Cross or Mistley Towers, and worked back to Ipswich, as per Ted Miles article about service 123 in EBN421 March 1999. When service 123 became a joint Eastern National/Eastern Counties service from 29 January 1961, it is possible that the Eastern National Ipswich crew transferred to Eastern Counties. Through working of crews on some journeys then applied. So the cheering in at Clacton bus station could have been the ex Eastern National Ipswich crew, now with Eastern Counties, working through to Clacton for the first time. Regret that I cannot confirm this, because my interest in buses did not start until 1966.

It is also good to have Ray Boreham's letter re service 212 and the problems caused by Manningtree level crossing. I experienced this when travelling to school from Mistley to Colchester on Eastern Counties service 221: 0745 East Bergholt to Colchester. Sometimes this was held up at Manningtree level crossing for 15 to 20 min. This meant a late arrival in Colchester, making school children late to school, and adults late to work! I purchased the Essex Bus Archive memory stick from Richard Delahoy recently, and it is great! It is fascinating to read the early News Sheets and EBN magazines. A large vote of thanks from me to the people that archived all this material.

More on Clacton Cheering & a Pat on the Back.

Alan Cross of Standish, Wigan

Doug Brown (EBN628p31) recalls riding on a City Bedford OB with wooden seats. I wonder whether he means a Bedford OWB? I cannot imagine City running an OB with such seats. If it was one of City's wartime OWBs, I believe I can find a photo of one, which I could send him. Perhaps I have got the wrong end of the stick, if so, apologies! *Eds. note: I suspect many members would like to see the picture mentioned; also, please do see Alan's contribution to the Bishops Stortford saga on pp. 10&11 of this EBN.*

Wooden Seats on a City OB?

Peregrine Martin by e-mail

I'm a member of EBEG and I enjoy reading the monthly magazine you send me. Unfortunately, I don't have a copy to hand, as living in a flat I have to be quick on throwing things out when I've finished reading them, because of lack of space.

Klarners Brand New Turismo



On Thursday 8 September I happened to be booked on a Klarners trip to include lunch at Waldringfield Golf Club, followed by a boat trip on The River Deben. At Frinton Gates we were the first pick up. An absolutely BRAND NEW Klarners liveried Mercedes Turismo turned up, registered BV66 GVX. Trevor Klarner himself was driving. I commented on the coach, and he told me that I was the first ever passenger to set foot onboard, as this was the first time the vehicle had EVER been used and I was on "Her Maiden Voyage". Apparently, she was only delivered to Klarners on Tuesday 6 September. It was a very sunny day, so there were reflections, and I only had my mobile 'phone with me, and we were hurrying with the other passengers, so it was difficult to get a really good photo without other people in view. I showed Trevor the one and said that I was going to get in touch with EBEG. He welcomed my enthusiasm.

EBN630p31



This month's puzzle picture! Which First Essex bus is departing which Park & Ride site and, much more difficult, which bus is David in whilst he takes the photograph? **David Grimmett.**

Please remember to renew your subscription as detailed elsewhere in this EBN!

Target Dates for EBN631 (November 2016).

By Saturday 29 October 2016
By Saturday 5 November 2016
By Monday 12 November 2016

Reports to Sub-Editors.
Sub-Editor drafts to Editor.
Dispatch by Printers.

Back Cover Photos.

Outer Top

Andrew was taken by surprise on 23 September seeing the attached Cheshire Connect-liveried Optare Solo operating route 542 in Debden. Buses magazine identified the GHA fleetnumber as 1369 but pictures online show it did carry the SL17 number when with GHA. He took the picture in Oakwood Hill and was also surprised that it had emerged from the industrial park on the left of the picture. However since 5 September 2016 the 542/542A have been curtailed to start/terminate there in order to avoid delays caused by roadworks. See Adam's report on EOS on EBN630p25 for further details.

Andrew Colbourne.

Outer Lower

New Arriva 400MMC 6508 in London Road, Leigh on its first full day in service on 29 September (it did just a 29 dup Westcliff High Schools - Southend Travel Centre the previous day).

John G. Lidstone.

EBN630p32

The Recent History Page!

Top picture

First Essex summer route 75B to Colchester Zoo has now finished for the year. Colchester based Gemini 32628 on the Summer Sunday only 75B (Colchester North Station - Colchester Zoo) service. Seen here departing from Colchester North Station on 11 September 2016.

Russell Young.



Centre picture

Preserved Thamesway Dart K909 CWV operating the Shenfield Station - Shenfield High School free shuttle service in connection with the Mid Essex Model Railway Club model railway exhibition on 17 September 2016. Departing from Shenfield High School.

Russell Young.



Lower picture

Carters L456 JCK coming under the railway bridge, with a container train passing above! Taken in September 2014. This is a "taster" for a forthcoming article on services using Manningtree levelcrossing/bridge.

Robert Appleton.





www.essexbus.org.uk