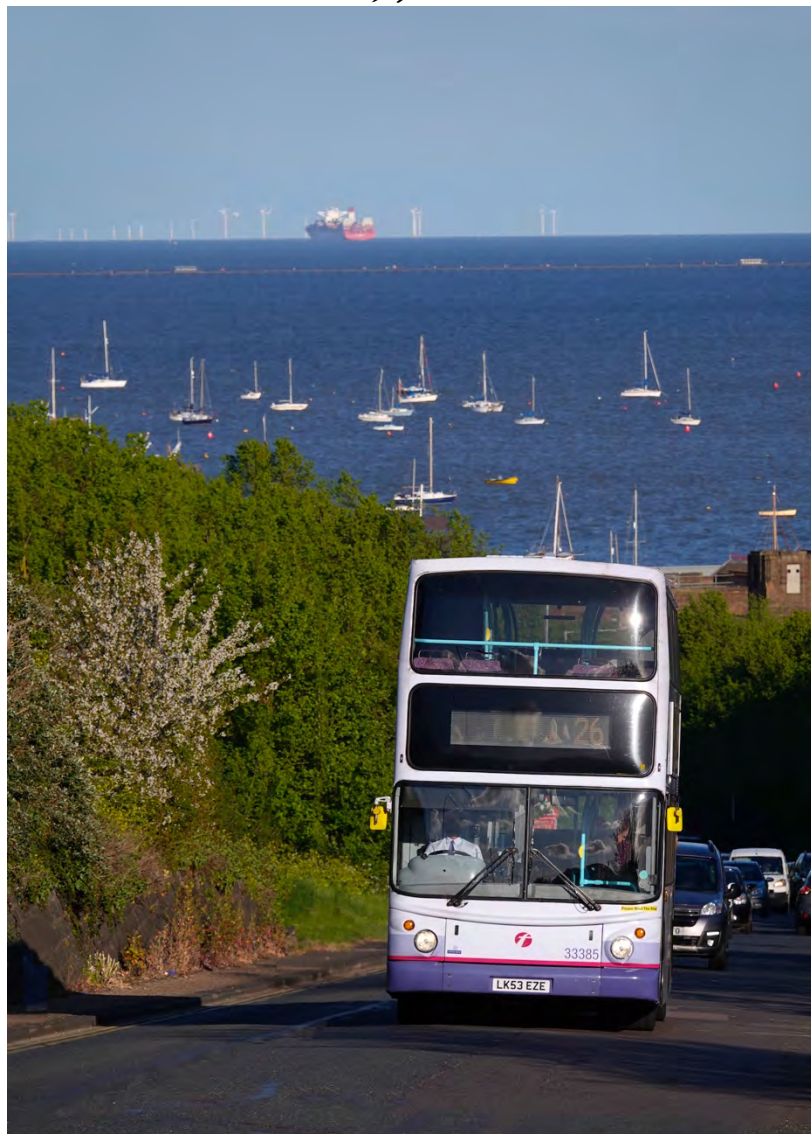


Essex Bus News

No. 662; June 2019



Essex Bus Enthusiasts Group

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Upper picture As Ken says "a couple off piste - but as it's Chambers....."

Chambers 804, YN55 PZF, Scania Omnidiekk/East Lancs still in Anglianbus colours laying over at Sudbury Bus Station before the next 753 service to Colchester on 29 May 2019.

Ken Coldwell.



Lower picture

Chambers 872, RN09 EMK, Scania N230UD/Optare Olympus about to leave Sudbury Bus Station on 29 May on service 236 to Clare. This service has been recently taken over from Beestons and connects with The Big Green Bus at Clare for onward journeys to Haverhill.

Ken Coldwell.

Front Cover Picture.

First Essex service 26 was downgraded at the end of April, losing all but one single journey of double-deck operation and no longer being a positional route for service 20 and others. On the penultimate evening peak, light traffic enabled this view of TransBus Trident 33385 (LK53 EZE) with Thames Estuary backdrop in Belton Way West, Leigh.

John G. Lidstone.

EBN62 inner front cover

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Send SAE with your requirements*

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<http://www.signal-training.com/ebeg/Photo%20order%20form.pdf>
See important announcement on EBN662p5

Welcome to new Member
Peter Horrex, Enfield – 1143

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 £22. New members may join from any month, but subscriptions will always run to December, from whichever month the member chooses.

Those joining from February to December inclusive will pay a pro-rata subscription calculated at £2.00 per month. For example, a member joining in March would pay 10 x £2.00, i.e. £20.00. Contact Richard Delahoy, address below.

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.

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.

Thursday 27 June

Julian Elliott, Network Manager and Sheena Karim, Marketing Manager, First Essex, First Essex Update [Review of operations and fleet].

Thursday 25 July

David Moth, Bristol VRTs in service throughout Britain 1990 – 2005.

Other 2019 dates:

26 September, 24 October (Alan Osborne), 28 November (Philip Kirk), 12 December (Richard Delahoy, 20 years ago).

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 14 June

Dave Arnold. A Summer Surprise!

Other 2019 dates: 12 July, 9 August, 13 September, 11 October, 8 November, 13 December.

A Blast From The Past – 30 years ago.

Paul Harvey.



Eastern National 3501 Open Top Bristol VRT ECW NPU 974M seen at Shoeburyness East Beach operating seafront service 67 during the summer of 1989. The vehicle was based at Hadleigh depot for the season.

Paul Harvey.

EBN662p2

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

EVENTS

Sunday 16 June

Canvey Transport & Heritage Trail, celebrating 40 years of the Museum.

The four museums on Canvey are holding a co-ordinated open day, linked by a free bus service provided by the Canvey Island Bus The Bus Museum will **NOT** be open, the event will be at Waterside Farm. The others are the Bay Museum, Dutch Cottage Museum and the St Katherines Heritage Centre.

Further details are be on the Bus Museum's Facebook page and at <http://www.canveyisland.org>.

Sunday 23 June

Bromley Pageant of Motoring.

Sunday 23 June

On the Buses. LT Museum, Brooklands.

Sunday 7 July

Vintage Bus Rally, North Norfolk Railway at Holt Stn.

Saturday 20 July

Open day at Metroline Potters Bar Garage

Sunday 21 July

Alton Bus Rally and Running Day.

Saturday 27 July

Essex Bus Rally, Barleylands, Billericay. *** note changed date *****Group stall at this event*****

Saturday 10 August

Bedford Depot Open Day

Sunday 11 August

Rock Around the 1950's. Ipswich Transport Museum 11-16.00.

Sunday 11 August

Canvey Transport Spectacular. Waterside Farm, Canvey

Sunday 18 August

East Anglia Transport Museum, Carlton Colville. 999Day.

Sunday 18 August

Key Publishing Buses 2019 Festival, Heritage Motor Centre, Gaydon

Sunday 25 August

Transport Day, Colne Valley Railway, Castle Hedingham

Sunday 8 Sept

Lodges Bedford Coach Day linked to EOR's 'London's 60's Scene' event.

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.

GROUP TRIP

Thursday 4 July

Evening visit to the home of VNO 859 [former Eastern National 1407, Bristol KSW], AIN 825 [Bristol K ex-Westcliff], preserved Crossleys and the John Jackson Military Vehicle collection on the Essex/Suffolk border. Trip by preserved bus from Colchester (North) Rail Station and return. **1900** from the station forecourt, return for **2100**. No charge for the ride or museum but light refreshments will be available at a reasonable price. No formal bookings necessary but an indication of interest to Maurice Austin on 01245 492328 or maurice.austin@phonecoop.coop would be appreciated.

This trip has been arranged by Ian Sharpe and Nigel Turner and facilitated by Tony Melia, John Jackson and Gary Sharpe. Our thanks to all.



Owen apologises for errors on EBN660p21, spotted by Don Harrison. CT Plus took over TfL route 20 on 23 March and garage code is AW. A surprise of a single deck on route 20 occurred on 30 May when Enviro 200 YX66 WGG appeared, 1233 is seen here at Loughton Station. **Owen Woodliffe.**

EBN662p3

Mill Green and Mill Beach!

Chris Stewart.



Following Don Harrison's query in EBN661, former Group Chairman Chris Stewart has kindly provided the above **EBEG photo** of now-preserved MW 1356 (MOO 177) at The Viper, Mill Green. Originally numbered 10B, then 30B and finally (from 1968 until withdrawal in May 1970) the 40A, the service ran Fridays and Saturdays only providing a service from Mill Green to Ingatestone and Chelmsford. Thamesway Village Link service 21 briefly revived a connection between the former terminus at The Viper and Chelmsford between 1999 and 2001.

I don't think anyone was confused by your Editor's mention of Mill Beach in the same article but, just in case, Mill Green is just north of Fryerning, near Ingatestone and Mill Beach is just to the east of Heybridge Basin on the Goldhanger Road.

Both are popular spots for visitors and had interesting bus services. Both also had great pubs but the one at Mill Beach is currently being "refurbished"!

Please do see Robin Jenkinson's letter on p31 of this issue.



Extract from recent Campaign for Better Transport publication.

"I" being the CBT Chief Executive, not your editor!

Earlier today I was proud to address the National Federation of Women's Institutes' (NFWI) Annual Meeting in Bournemouth on the importance of local buses. The delegates voted to support a resolution calling for the Government and local authorities to address the decline in local bus services.

We are delighted that the WI, with its history of powerful and effective campaigning, has decided to focus on buses. This campaign will see WI members raising awareness of the importance of local buses, particularly in rural areas, and promoting them as a sustainable form of transport. We look forward to campaigning together for good bus services for every community.

EBN662p4

EBEG Black & White Photo Sales service – important notice.

For many years we have offered a service whereby we print photos to order from our extensive collection of b/w negatives. With declining orders, this service will be ceasing with effect from 31 October, 2019. We will then be passing our complete negative collection over to The Bus Archive to give them a secure long-term future, with The Bus Archive scanning them and offering prints for sale in due course, but there is likely to be a very extended interval before sales recommence via that route.

Therefore, if you want to order from us, please do so by the beginning of October 2019, to allow us to fulfil outstanding orders. Lists of the negatives available can be viewed on-line at www.signal-training.com/ebeg/Photos.htm and printed from there, along with details of how to order. If you do not have internet access, you can request lists from Richard Delahoy (address on page 1), please indicate the operators you are interested in and include a couple of first-class stamps to cover postage/printing.

Three lists have been added recently, 38), Westcliff M/S; 39), Very early buses incl. National, Clarkson, EN, Southend & District, Edwards Hall, Shobury & District MS; and 40), EN miscellany.

It is also highly appropriate for us to take this opportunity to record our grateful thanks to Robin Jenkinson for managing the photo service in recent years, and before him Lyn Watson and Peter Snell (both now sadly deceased).

This Month's Puzzle

Alan B Cross.

It is a pity that black & white photography is on the wane, it is such an evocative medium. One of Robin Jenkinson's collection is shown on p31 of this issue. Meanwhile, that great doyen of London bus photography and EBEG member Alan B. Cross has sent your editor a copy from his collection. He is not sure of the date, somewhere between 1960 and 1964 and is not certain of the location but suspects it is in the Stratford Broadway area (from the route numbers on the bus stop). So, its over to you dear reader! And is the suited young man one of our current members?



Alan B. Cross collection.
EBN662p5

Duck, or Grouse!

Another Recollection of Alan Tebbit BEM.

A posting recently on a Facebook site showed an Eastern National Bristol VR no. 3111, in National Holidays' overall advert livery, emerging from the railway over-arch in Duke Street, Chelmsford. The post prompted many comments about how close the bus had come to colliding with the stonework. I have driven under there on thousands of occasions, and must admit to showing some contempt for the dangers of it. We Chelmsford based drivers knew exactly the line that we could take, the central seam of the tarmac surface kept in line with the steering column, would ensure safe passage. At the northern (bus station) end, it was essential to follow this simple rule, but from the middle of the arch, it was possible to head towards the kerb, and when exiting the arch, the rear nearside wheel could brush the kerb, without the roof brushing the stonework. I must admit to flattening the roof vents on VR 3002 on the day after the road had been resurfaced. I recall one day, when I was conducting on a Bristol K, with driver Owen Elliot. We were heading for the bus station, when we encountered driver Roy Livermore, our first Caribbean driver heading the other way. I can still see his gleaming smile as we passed safely, actually under the arch, accompanied by a sharp intake of breath from the upper deck passengers.

Chelmsford drivers were made aware of two unwritten rules regarding the arch. One was that buses approaching from the north would give way to those coming the other way. This was not a safety concern, more one of courtesy. The crew heading into the station could be at the finish of their duty, or hoping for a quick cuppa, and it would be unfair to delay them. The second rule was that no bus should turn right towards the arch, even on "dead" journeys, but instead operate via the forecourt, and gain Duke Street from Fairfield Road, giving it a straight run at the bridge, and a clear view of buses, or other high vehicles approaching from the other side. This rule was relaxed when the revamped bus station was opened in 1974, with most services departing from the bays inside the depot. That right turn was the cause of a few accidents in the ensuing years.



Picture Keeping to the line Alan mentions, Silver End's Series 2 VR 3037 (PWC 512M) nevertheless shows the narrow margin for error under Duke Street bridge. The brickwork bears testament to those who got it wrong! An unidentified Leyland National gives way, having just turned out of Viaduct Road after leaving the covered part of the bus station whilst another VR loads at the station stop beyond. As was common at the time, the 'Eastern' part of the fleetname on both the LN and 3037 has suffered from bus wash chemicals - but not the 'National' wording. **Chris Stewart collection**, from an acquired slide.

When I was still young enough to be at primary school, I remember my dad, a driver at CF depot, coming home to relate a sad tale. A driver from a company down south, possibly Thames Valley, Hants & Dorset, or Wilts & Dorset, had collected a brand new highbridge Bristol K or KSW from Eastern Coach Works. Arriving at Chelmsford about lunchtime, he decided to sample the busmens' canteen. The easiest way would be to follow a local bus labelled up Chelmsford. All went well until the ENOC lowbridge decker dived through the arch. The new bus didn't make it, and severely damaged its' roof. It returned to Lowestoft once it had been made safe.

I was only four years old when Hicks Brothers of Braintree were brought under BTC control, and started to use Eastern Nationals' station, so I never saw them turning in to Park Road, to serve their own station. I have great admiration for those Hicks' drivers who made the tight turn, between the arch, and the Railway Tavern. The top deck must have been right up against the stonework of the arch, to get enough of a swing. On leaving, the same situation occurred, with the rear nearside close to the arch, and the front offside dome at least twenty feet out towards the underside of the arch. For new drivers it must have been nerve racking. Luckily, the maximum dimensions at that time were 27 feet long, by 7 feet 6 inches wide.

I have already told in my piece about my time as vehicle output, of the Southend driver who hit the arch with an ex-Alexander VR, and how I travelled with him to Southend, to retrieve the spare bus that I had loaned him. In my time at CF the arch was also struck by a VR driven by my pal, Dave Hensman, again by not lining up on turning right under the bridge. My favourite though was driver, later inspector, Ian Gray. Talk about a poor workman blaming his tools. He claimed that he was properly lined up, but his VR was so powerful (!) that it did a "wheelie", and the front wheels lifted, raising the bus above bridge height. He was lucky not to injure the herd of pigs flying under the arch.

My first encounter with Robin Orbell, when the NBC appointed him as General Manager, was when he bounded into the paying in room at CF. He introduced himself and asked if there were any operational problems at the depot. I told him that the rail bridge was a bit of a pain. He replied with arrogant confidence that he would solve that by going 100% single deck omo. 40 years on, and First are still running 'deckers, but they have been diverted away from the bridge.

A car transporter full of redundant GPO vans became wedged under there one day, which severely disrupted services, and many carnival floats were too high to negotiate it. Once a flat-bed truck, loaded with wooden crates ventured through. The top crates struck the bridge, ropes snapped, and the crates tumbled. They contained chickens on their way to slaughter. Most were recaptured, but I knew of one that found sanctuary in a hen house in our back garden. Then there was the day that my wife picked me up from work in our Mini 1000. I drove off along Duke Street, keeping that seam in line with the steering column, and wondering why a pantechnicon was bearing down on me, with flashing headlights. Whoops!

Coincidentally, your Editor received some pictures from Alan Moore which showed the current bridge alignment and clearance of just 12ft 6in, compared with the 13ft 6in shown in the shot from Chris Stewart. Alan's current view is shown at EBN662p13 but he was reminded of his first record of the bridge which is shown below.



Service Revisions

by Paul Harvey.

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

Highlights and Lowlights of the Period.

§	LCB licence revoked	§	Ensign's new X1 serving Southend Airport
§	Trustybus 7/A complicated by bridge works		
§	Long term roadworks in Chelmsford and Thurrock		
§	Late night park & Ride in Colchester		

7 May 19

22	Aveley to Grays (D)	EnsignBus
25	Purfleet to Stifford Clays (Sch)	EnsignBus
44	Lakeside to Grays (D)	EnsignBus
66A	Lakeside to Chadwell St Mary (M-F)	EnsignBus

Above services London Road closed to Westbound traffic between West Thurrock Way & Motherwell Way until 27 September 19 for gas works. Towards Grays (eastbound) all services operate normal route. Towards Lakeside or Purfleet buses divert via diversion routes.

420/A	Harlow to Ongar/North Weald (D)	Trustybus –
	service pattern retained but all journeys have timing adjustments with running times to improve reliability.	



Trustybus are reported to be replacing the single deck ex-Metrobus Scania OmniCity with a dozen of the double deck version. YP59 OET, formerly London United SP158, still in full London livery with roundel but with an electronic display is at Epping Station on 4 June.

Owen Woodliffe.

13 May 19

7/A Bishop Stortford to Stansted Airport (M-S) Trustybus – revised timetable and routings due to a bridge closure. Service 7/A routed via Brick End & Broxted. New routes 7B operates via Herts & Essex Hospital, 7C omits the Hospital, 7D operates via Woodend Green & Hospital and 7E operates between Elsenham & Stansted Road.

26 May 19

13/14	Chelmsford to Wickford (M-S)	First Essex
32	Chelmsford to Ongar (M-S)	First Essex
42/A/B	Galleywood to Broomfield Hospital/Stansted Airport/Braintree (D)	First Essex
46	Chelmsford to Ongar (M-S)	First Essex
351	Chelmsford to Brentwood (D)	First Essex

Above services route revision within Chelmsford to double run along Parkway from Tindal Street to New London Road due to long term road works and closure of bus lane.

100/X Chelmsford to Lakeside (D) First Essex – registration of this service spilt into two separate registrations between Chelmsford & Basildon and Basildon to Lakeside. To the public, there is no change. Additional 100X journey introduced to Palmers College. Change of route within Chelmsford as recorded above.



First Essex 66794, MX05 CBF) at Rail Station, Brentwood Essex on 29 May 2019. 2005 Volvo B7R/Wright Eclipse B43F ex-First Manchester Displaying a rather odd destination 31X Burnham (did eventually leave showing 351Chelmsford).

Robert Downton.

1 June 19

370	Lakeside to Romford (D)	Arriva London North – revision to timetable to improve reliability (updated information).
-----	-------------------------	--

2 June 19

308	Bishop Stortford to Thorley Park (M-S)	Arriva Kent Thameside – revised route service will operate from London Road via Hockerill Street & Dane Street into town with timing adjustments.
CRP&R	Colchester Park & Ride (M-S)	Arriva Kent Thameside – special Sunday service introduced on 2 June & 21 July only in connection with Castle Park Music Events operating from 1430 until midnight.

8 June 19

Jetlink X1	London Victoria to Southend Airport (D)	EnsignBus – new non registered service with one return journey via Lakeside departing London at 0305 and Southend Airport at 2340.
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10 June 19

LCB	Travel Operators Licence revoked from this date therefore services LCB1, LCB2 & ZIP1 should cease from this date.
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17 June 19

- | | | |
|------|-------------------------|------------------------------------|
| 33 | Lakeside to Grays (M-S) | EnsignBus – revision to timetable |
| 44 | Lakeside to Grays (D) | EnsignBus – revision to timetable. |
| 73/A | Lakeside to Tilbury (D) | EnsignBus – revision to timetable. |

22 June 19

- | | | |
|----|-------------------------------|--|
| 68 | Southend to Leigh Station (D) | Go Ahead London – re-introduction of summer open top service along Southend Sea Front hourly frequency uplifted to half hourly during school summer holidays. To correct last month’s entry this was recorded as service 67. |
|----|-------------------------------|--|

25 June 19

- | | | |
|------|-----------------------------|--|
| DaRT | 4 Bradwell to Burnham (M-S) | Essex & Suffolk DaRT CIC – revision to timetable to improve connections with local trains. |
|------|-----------------------------|--|

7 July 19

- | | | |
|-----|---|---|
| 1 | Shoeburyness to Rayleigh Station (D) | Arriva Kent Thameside – revised timetable to reduce off peak frequency to improve reliability. |
| 6 | Southend to Southchurch Garons (D) | Arriva Kent Thameside – section of service to Garon Park withdrawn and reduced frequency on Sundays. |
| 7/8 | Rayleigh Station to Landwick (D) | Arriva Kent Thameside – journeys which terminated at Shoebury Asda are extended to terminate at Shoeburyness, The Renown. |
| 9 | Shoeburyness East Beach to Rayleigh Station (D) | Arriva Kent Thameside – revision to timetable to improve reliability. |
| 29 | Southend to Befairs (D) | Arriva Kent Thameside (D) – revised timetable to improve reliability. Reduced frequency on Sunday service. |



Volvo B7RLE 3826, GN07 AVP is one of 3 former Fast Track vehicles transferred from Arriva Kent Thameside (Colchester) to Southend to replace newer StreetLites. 3826 seen passing St Nicholas Church, Great Waking in early May.

John G. Lidstone.

19 July 19

- | | | | |
|-----|---|--|-----------|
| 381 | North Weald Stn to Epping Stn circular (FSSu) | London Vintage Bus Hire – re-introduction of Summer service. | EBN622p10 |
|-----|---|--|-----------|

Essex County Council Ongoing Bus Service Consultations

Consultation - 08 May 2019

Changes to the use of Concessionary Bus Passes on Essex County Council run Park and Ride services.

Essex County Council is consulting on the use of the older person's bus pass on County Council run Park and Ride services in Essex. We are also consulting on making a reduced charge for people using the disability based bus pass before 9am on the Park and Ride services. This consultation gives you the opportunity to let us know your views about the proposals.

The consultation commences from 08 May and will run **until 31 July 2019**, it is available online at:

www.essex.gov.uk/park-and-ride-fares-consultation

Recent closed consultations

Chelmsford Park & Ride Consultation January 2019

Closed 22 March 2019

Essex County Council is reviewing the ticketing options and fares offered and days of opening for the Chelmsford Park and Ride Services.

OUTCOME The consultation is being assessed.

Consultation on proposals for a review of Essex County Council's supported Evening and Sunday local bus services - Consultation December 2018

Closed 22 March 2019

Essex County Council (ECC) is reviewing the way it supports local bus services which operate on evenings and Sundays and carried out a public consultation. The consultation also included proposals regarding delivering ECC services differently and devolving ECC funded local bus services to communities.

OUTCOME The consultation is being assessed.



Roman Cars Iveco Mini bus has a sign in the windscreen saying Route 47 (73A) Sandford Road Shuttle Bus service. Victoria Road South, Chelmsford 04 June 2019. **Alan Moore.**

The Future of First Essex

First Group issued a statement on 30 May signalling that it is considering partially breaking itself up by seeking a buyer for its Greyhound buses in the United States and selling off its UK buses arm, First Bus. Matthew Gregory, Chief Executive since last November, also indicated that the group's train franchises could be reviewed and its focus would now be on North America, despite the decision to sell Greyhound buses which it bought in 2007. The remaining North America operations are the First Student business - which is the largest provider of student transportation in the area, twice the size of the next largest competitor, with a fleet of 42,500 yellow school buses - and the First Transit private transportation operator. The strategy was announced at a time when activist investor Coast Capital Management, which now owns almost 10% of First Group, wants to remove six of its 11 board directors and install seven of its own. "We've identified that there are very limited hard synergies between our businesses, particularly between the UK and the US and we think now is the time" Mr Gregory told the BBC. "We've put First Bus in a much better position. We've improved the customer offering; we've improved the margins and now is the time for us to look to separate that from the group."

Ironically First Bus, which is now being disposed of, was the origin of First Group when it was formed by a merger of Badgerline and GRT in 1995. Obviously how this will affect the First Essex subsidiary in the long term remains to be seen. A number of Group members work for the company.

Because of this news it has been decided to postpone publication of the final book in the Group's Fleet Record series, Volume 4, originally due out in October this year, as it obviously makes sense to end the series if and when the company is sold.

Acquired Vehicles

Further to EBN661, the seating capacity of 42940, 42941, 42944 & 42945 is B37F. The batch 42940-45 were new to First Devon & Cornwall on behalf of Cornwall County Council for route 41 Troon - Camborne - Redruth - Ponsanooth - Falmouth (branded "Camborne-Falmouth Connection"). The batch was purchased from dealer stock as the buses were required quickly and they have non-standard interiors. They have yellow handrails and Urban 90 seats although the seats were retrimmed with First moquette. Although they have the same number of seats as standard First Bus low floor Darts of the same length, the layout is different. They have seven rather than six pairs of double seats each side, so the wheelchair and buggy areas are smaller. The first pair of double seats on the offside are tip ups, there are also single tip ups in the nearside wheelchair and offside buggy areas (compared to three tip ups each side in these areas on standard versions). They also have gasket rather than bonded glazing. 42940, 42941 & 42945 all entered service on 15 May, on routes 56A/54/56, 31X/351 and 42B/42 respectively. 42944 entered service on 20th, on 73A & 47; this bus still has a small "First Greater Manchester" fleet name above the entrance doors, but none of the four have main fleet names or depot stickers.



EBN661p14 reported that four Alexander Dennis Dart SLF have been received from First Manchester. Here is one of them, 42940 (MX56 HXZ) in service in Duke Street, Chelmsford, on 15 May.
Robert Appleton.

Allocation Changes

BN-Basildon; CF-Chelmsford; CR-Colchester; HH-Hadleigh; FG-First Group cascade (to / from another First company)

Period 2 2019/20 (28 April – 25 May)

20514 CF (out of service)-Disposal, 32476 CR-CR (out of service), 33570 BN-BN (out of service), 41494 CF-BN, 41522 CF-HH, 41543 BN-BN (out of service), 62409 CR (out of service)-CR, 63165 HH-HH (out of service), 63328 CR (out of service)-CR, 63335 CR (out of service)-CR, 66796 CF (out of service)-CF, 66803 BN-CR, 67160 BN-BN (out of service), 67901 CF (out of service)-CF

41494 moved to BN on 15 May, the same day that three of the acquired Darts above entered service at CF. It was on route 5 that day after being on the 54/56 the previous day. It has replaced 41543 at BN. 41522 last operated at CF on routes 54/56 on 14 May and first at HH on 17th on 20 & 27. When acquired in June 2017 it was allocated to HH before moving to CF in January 2018. 62409 had been out of service having a new floor fitted by Panther Travel. It returned to service around 11 May but just over three weeks later it was involved in an RTC on The Strood whilst on route 67 on the morning of 3 June and may now be a write off. 63165 received rear end damage in an RTC with a car whilst on route 28 on 21 April. It is reported that it will return to Wrightbus for repairs / possible fitting of a new rear.

Disposals

41539 to Alpha Recovery May 2019, 41525 to Alpha Recovery 4 June 2019, 41513 to Alpha Recovery 5 June 2019.

Further to EBN661, 65685 was deemed unfit at Norwich and is being scrapped without being used in service by First Eastern Counties. 20514 has had its toilet removed by Panther Travel with its seating capacity being increased.

Repaint

Further to EBN661, repainted 66823 has small "First Essex" names with f symbol above entrance door and driver's cab, depot stickers both sides and main "Essex" fleet names on cove panels both sides.

The Chelmsford paint booth is being adapted for spray in addition to the current hand painting facility.



Pages 6 & 7 of this issue refer to the varying height limits of the Duke Street, Chelmsford railway bridge. Here it is nowadays! Picture taken on a rare rainy day, 04 June 2019, shows the clearance has now been reduced to 12ft 6" quite a difference. First Essex AD Enviro 200, 44544 YX13 AKF.

Alan Moore.

EBN662p13

Other Vehicle News and Workings - Colchester

All vehicles listed below allocated to CR)

Despite being an overall advert for the First Bus App and Contactless Payments, 67779 has received a standard rear advert for Be Confused.com.

Route 62/A/B branded Volvos seen working on other routes during May: 37133 on 61 (13th), 75B (24th); 37134 on 64A (8th & 23rd); 37135 on 75 (15th); 37136 on 17 then 65 afternoon peak (17th); 37139 on 88A (19th), 61 (23rd & 24th).

Other double deckers seen operating on routes 103/4 during May: 32087 (18th), 32478 (24th & 29th), 33088 (7th), 37020 (7th & 13th), 37036 (22nd), 37140 (16th). On many days during May there has been one Enviro 300 working on these routes.

Some sightings of Barbie liveried Scania L94UB / Wrightbus Solars during May: 65677 on 103/4 (3rd & 23rd), 65 (5th & 20th), 67 (17th & 24th), 75B (30th) plus 71 on 1 June; 65679 on 1A (5th), 75 (6th), 71 (8th); 65681 on 98 (7th), 64 (12th), 103 (17th); 65682 on 70 (21st), 1A (26th); 65684 on 75 (12th), 97/8 (15th & 18th), 104 (16th & 24th).

14 May	62407 on 88
16	37017 on 174, 37037 on 17 then 65 afternoon peak service
17	65690 on 62
18	65691 on driver shuttles
19	37140 on 62, 62408 on 75, 67750 on 74A
23	32475, 32481 & 63338 on 62
30	66803 on 61
31	32482 & 33044 on 62
1 June	67737 unusual on 70
3	63335 on 71



A view down to the interchange from Chelmsford railway station platform 2 as First Essex Volvo B7TL, 32640, KP54 AZB leaves on service 70 to Colchester on 4 June 2019.

Alan Moore.

EBN662p14

Other Vehicle News and Working –
Chelmsford

(All vehicles listed below allocated to CF)

X30 liveried 37985 & 37986 have been upgraded to Euro 6 standard.

9 May X30 liveried 67167 on 31X

15 32651 on Park & Ride

29 DS62139 on driver training from Witham to Marks Tey

Above
First Essex
AD Enviro 350H,
67903,
SN13 CHX leaves
the Market bus
station,
Chelmsford on its
way to Broomfield
Hospital on
service 42 on
4 June 2019.
Alan Moore.



below
Same day, same
place, First Essex
AD Enviro 200
MMC, 67170,
YY66 PCF branded
for service X30
but performing on
service 42 to
Braintree.
Alan Moore.



Other Vehicle News and Operations – Basildon & Hadleigh

(All vehicles listed below allocated to BN except where stated)

Bricks have come loose at the boarding point on Stand J at Basildon Bus Station and so this has been closed and routes 100 to Chelmsford and 100X to Billericay have been departing from Stand V, the one closest to the Eastgate Centre.

Further to EBN661, the 26 May split of route 100 was just for registration purposes and buses continue to operate the whole route. However, as with route X30, the destination information has been amended (on some buses) to reflect the split, for example on 5 June, 69905, 69912 and 69915 were all seen on the Lakeside to Basildon section with a destination of "Basildon for" on the top line and "Billericay & Chelmsford" on the second line, although 69913 seen on the same day still had the former Chelmsford plus via points destination. However, no vehicles have yet been reported as showing a split destination on the route from Chelmsford.

Further to EBN661, HH33098 worked on Basildon's school route 561 on the morning of 13 May, but then returned to Hadleigh in the afternoon and was on routes 21 & 20 later in the day.

13 May 47652, 47654, 47657 & 66813 on 100

15 66821 on 100, 69906 on 825

20 X10 liveried 67162 on 100

21 41522 on 22 & 28, 47657 on 16, X10 liveried 67163 unusual on 825, HH69515, 69909 & 69911 on 25

22 41542 on 25

23 69901 on 25

25 33192 on 25

27 69902 on 251 (Bank Holiday Monday)

28 69901 very unusual on 9A

29 47657 on X10, replacing 67164 which broke down in Chelmsford Bus Station, 69914 unusual on 16

4 June 33424 another very unusual vehicle on 9A, 33546 unusual on daytime 9 (incidentally, the regular use of a double decker on an evening 9 journey seems to have ceased)

5 33077, 42519, 47656, HH63167 & HH69519 on 25 (42519 then on to 5), 47653 on 8A, X10 liveried 67163 unusual on 9, 69901 on 825



On transfer from First Potteries, 41521/2 operated from Hadleigh. After transfer months ago, this time on loan from Chelmsford depot is TransBus Dart 41522 (LK03 UEZ) covering for StreetLite 63165 awaiting repairs after being struck by a flying Ford Ka whilst at a bus stop.

John G. Lidstone.

Enviro 200s & 300s The following was published on the Driver & Vehicle Standards Agency website on 10 May:

“1. Overview The Driver and Vehicle Standards Agency (DVSA) has recently identified a number of safety concerns with the suspension of Alexander Dennis Limited (ADL) Enviro200 and Enviro300 buses. Under DVSA’s oversight, ADL is now working urgently towards solving those issues. DVSA expects ADL to implement a number of technical measures and to recall the vehicles shortly. DVSA’s priority is to protect everyone from unsafe drivers and vehicles. So DVSA has recommended that vehicle operators carry out a series of frequent safety inspections to make sure their buses are safe to use.

2. What bus operators need to do. DVSA has written to bus operators with details of inspections to carry out within the next 2 weeks. Operators will then need to continue with weekly inspections until vehicle modifications using parts provided by ADL are put in place. Operators need to report the findings of their inspections to DVSA.”First Essex currently operates 53 Enviro 200s and 12 Enviro 300s.



First Essex Buses 67779 (SN62 AXZ) Alexander Dennis E30D Enviro 300 still in First Midland Bluebird livery, was at Highwoods on 6 December 2018 working on service 61. **Robert Appleton.**

New Ipswich Livery

Vehicles at the Ipswich depot of First Eastern Counties are receiving a new livery of two tone red with an orange dividing stripe and a fleet name of “Ipswich Reds”. The first vehicle to be outshopped in the new livery, seen on 14 May, was Enviro 200 44517 which was new to First Essex at Harwich. Another ex-First Essex Enviro 200, 44519, was seen on 4 June at Simon Morris of Nacton repainted into this livery.

Former Depot

The former Clacton depot is now fully occupied by Anglian Vans and Commercials.

Preserved Vehicles

Following the bad news about preserved former vehicles in the last two EBNs, some better news this month. Firstly, Bluebird 68000 (Q275 LBA), which had been at First Aberdeen after sale by First Essex, has been rescued from Alpha Recovery for preservation by Tyneside Heritage Vehicles. Secondly, as reported by Richard last month, Bristol VR 3129 (XHK 234X) has been purchased by Stephensons / NIBS.

Sources own observations, and with thanks to M Allen, R Appleton, S Barham, D Bell, W Bell, J Bence, P Bennett, T Clark, S Coates, R Delahoy, J Gill, J Margan, W Morrison, J Podgorski, C Stewart, R West, BBC News, Essex Buses Google group and Terminus.

Arriva Southend / Harlow / Colchester.

VDL SB200 / Wright B44F 3779 (KX09 KDU) entered service at **Southend** around 16 May. It had been at Southend for many months for repair (from Stevenage depot). It is not clear if it is a permanent reallocation to Southend but was still there at the end of May.

Further to EBN660, Volvo B7RLE / Wright 3819 (GN07 AVF) has now entered service at **Southend** but was loaned back to **Colchester** depot from 12 – 24 May to cover whilst Colchester vehicles were at Southend's workshops for upgrades to meet Euro VI emission standards. The vehicles upgraded to Euro VI so far are Enviro 200's 4011-20/71/2. The remaining Enviros, 4021/2/73-5 are to be similarly converted in due course, along with the 3 Streetlites.

Withdrawn DAF/East Lancs Lowlander 6258 was removed from **Southend** by Ensign for scrap on 17 May.

At **Harlow**, VDL SB120 / Wright 2525/54, DX55 FXL/YV, reported as new arrivals last month have replaced older DAF SB120 / Wright 3520/1, 4536 which saw service from Harlow during March and April (see EBN659). Volvo B7RLE's now make regular appearances on town service 1 and service 59 to Chelmsford.



Given the reliability of local vehicles, recovery vehicle appearances in Thames Drive, Leigh are exceptionally rare. Here, Ensignbus Volvo FH12, E17 SGN pauses to collect the photographer to be given a demonstration of recovery (Arriva's DAF DB250 6258 for bodywork spares recovery).

John G. Lidstone.



Learn with Arriva!

Upper The Dart is back at Arriva Kent Thameside (Southend), with TransBus Dart/Caetano Nimbus T946, HX04 HTY, the Arriva Values Tour Bus (and driver trainer). With thanks to Arriva Southend. **John G. Lidstone.**

Lower. Two training liveries contrasted at Short Street, with single-door T3530, LF02 PNK, in the current scheme, single-door after provincial PSV use, comparing with T3524, LJ51 DDX, in the previous scheme and still dual-door, having not been used since London service as a passenger bus. **John G. Lidstone.**



Acquired

418 MX59 AVN, ADL E200. ex Ensign fleet 603, being repainted into NIBS' red/yellow. More to follow for the Brentwood area routes being take over from 17 June 17.

Further former Abellio E200s added to the fleet are:

442 YX10 FEH in green/white to Haverhill replacing Dart 404 (EU03 CFY) to reserve

448 YX10 FFG in green/white to Boreham replacing Dart 453 (HV52 WTC) to reserve

449 YX10 FFK in overall white but with NIBS branding to Wickford (fleet addition for Brentwood services)

452 YX10 FFN in red/yellow to Wickford (fleet addition for Brentwood services). This vehicle is fitted with experimental AESYS black/white LED destination displays.

Renumbered

Stephensons Darts

413 EU03 CFX to 403

414 EU03 CFY to 404

416 SN56 AYH to 406

417 EU07 FRN to 407

418 SK07 HLN to 413

419 SK07 HLV to 414

NIBS E200s

Two ex-Uno Buses Optare Solos have been taken into dealer stock, YJ58 PHN, YJ58PHO.

NIBS is to convert to EMV enabled Ticketer ticket machines from mid-June, identical to those already used at Stephensons' Haverhill depot.

The existing ERG ticket machines previously used by NIBS are available for sale at £25 + VAT each to EBEG members, similarly ex-Stephensons Wayfarer 3 machines. If you are interested, please e-mail sales@stephensonsofsex.com for more details.



On loan from Boreham depot to Rochford, Stephensons Enviro200 427 (YY15 NJG) works the evening Foulness Island journey on service 14 at Great Waking Church.

John G. Lidstone.



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

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

Vehicle on Loan / Acquired Vehicle

Further to EBN661, the use of YP59 OEE has been deemed a success and 12 similar ex Transdev double deck Scania's are due to be acquired from Ensignbus, although OEE itself is not one of them. It was last reported in service on 21 May. 10 of the 12 are for use mainly on routes 420/A (Harlow-Epping-North Weald-Ongar, the 420A does not serve Ongar) and will retain dual doors, the other two will be converted to single door and fitted with seat belts for private hire work. They will replace single deck OmniCities in the YN53 RXx batch. The first to arrive was noted in service on 29 May.

YP59 OET, Scania N230UD / Scania OmniCity, H41/22D, new to London United (SP158) 01/10

All red (still with TfL roundel) and dual doors, with an LED display fitted at the front replacing roller blinds. It had been acquired by Ensignbus from Transdev London in April 2019.

Disposal

Solo UNZ 8067, which was originally acquired for a short-term Park & Ride contract, but which hadn't been used in service since 2015 (it was probably not PSVAR compliant) and was last reported in use as a driver shuttle in May 2016, was scrapped by March this year.

Other Vehicle News

Scania OmniCity YN04 GMX, the one in green & white Harrogate Bus Company Connexions livery, has also gained a super rear ad for 88 Vape. Further to EBN659, Dart SN55 HSG has indeed been up-seated (whilst with Yellow Buses) and is now B38F.



Trustybus, Harlow, YP59 OEE at Two Brewers, Ongar, Essex 7 May 2019; 2010 Scania N230UD/Omnicity H63D ex London United SP146.

Robert Downton.

EBN662p21



Mark Lloyd with thanks to Ross Newman.

Ensignbus Dealing Stock Movements - May 2019

Vehicles in

Arriva Southern Counties	GN04 UGF PN52 XBF FD02 UKN / UKT LJ51 DLK	DAFs
East Yorkshire	LK64 UTZ	Merc Sprinter
Galloways Coaches	W231 CDN	Spectra
Hire Your Transport	LX06 DZT	Volvo B7TL
Ipswich Buses	YN56 NVB-G	Scania's
Metroline	LK55 KKF LK56 FHJ LK07 AZD / AZG / AZL	E400s
Nottingham City Transport	YN08 MSY/MTE/MLF/MLJ /MLL/MLV	Scania's
Preston Bus	BX62 FUO / FNV / FOJ / FUJ	Volvo B9TLs
Stagecoach East	YJ56 AOM/P/R/S YJ07 EGE AE55 DKJ	Solos Trident
Stagecoach London	LX58 CFN / CFJ LX09 ABV/ABZ/AFE/FZU /AHF/AEG/ADZ/AHE	Scania's
WMSNT	YJ66 AOA / ANX / ANV / ANU YD63 UZV / UZW / UZX / UZY	Solo's
Mr Tom Small	RML2346	

Picture right

Ensign 150 (LX17 GKL) stands out by virtue of its unusual green/silver livery, as a demonstrator for Ensign's imported BCI BRZ1s. It had been due to be repainted in blue/silver, but such has been the brisk business that it's not be able to be spared to be away. Seen here at Thames Drive in Leigh early in the morning ahead of a school trip pick-up in early May.

Vehicles Out

Arriva Southern Counties	YX61 FZD / FZM / FZN	E200s
Bournemouth Yellow Buses	BX62 FOJ / FNV / FUO / FUJ	Volvo B9TL's
	SN12 AVK	E400
Carters Heritage Buses, Great Bromley, Essex	LK55 KKO	E400
Chalkwell Coaches, Sittingbourne, Kent	LX10 AVC / AUW	E200s
Eco-Travel, Manchester	YJ56 AOS	Solo
Faresaver, Chippenham, Wilts	LW08 MMI	E200's
	LX10 AUR / AUV	
FirstGroup	ACZ 7489 / 92 / 93 / 94 TSU 640	Tridents
Galleon Travel, Roydon, Essex	YP59 OET / OES / OEU	Scania's
Go-Ahead NE	BX55 XLV	Volvo B7TL (converted to half-open-top)
MP Travel, Manchester	MF61 OXF	Scania
Premium Tours, London W4	JSJ 746 / 47 / 48 / 49	ERMs
Stephensons , Rochford, Essex.	PN09 EKT	Scania
York Pullman	LK64 ATZ	Merc Sprinter
Youngs Coaches, Cambridge	LW55 CCO/N Ex Dublin B9TLs (05-D-70014 and 70019)	



John G. Lidstone.

EBN662p22



Ensignbus

omnibus suppliers to the world

Other Movements

Scania YN55 NKD

Drew Wilson Coach Sales.

Scania W301 MKY

Dearnsdale Fruit, Stafford.

Volvo B7TL BX54 DHY

Kimberley Ray, Uxbridge.

Trident LX55 ESN

Wrope Maintenance Ltd, Rochford, Essex.

Scania YN07 EXO

Hall Hunter Partnership, Wokingham.

DAFs

GN04 UGF / PN52 XBF / FD02 UKN / UKT / LJ51 DLK

A Hardwick, Barnsley.

Darts SN03 LEJ / KM51 BEO / KX06 LYT

Solo's YJ56 AOP / GX55 DXP

Trident AE55 DKJ

E400 LK55 KKP

All to Shelton Motors for scrap.

Ensignbus

ENSIGN FLEET – May 2019

Mark Lloyd with thanks to Ross Newman.

603 MX59 AVN E200 MPD sold to Stephenson's of Essex.



Ensignbus crew ferry Ford Transit HN10 THZ was an interesting capture in Thames Drive, Leigh. These are used to convey seats for retrimming in Southend and also, on this occasion, delivering a birthday present to Ensign Director Ross Newman!

John G. Lidstone.



An unusual destination (Ensign's No. 1 Stag Dooooo) is shown by Ensignbus prestige ADL Enviro400 MMC 132 (YX66 WLH) in Thames Drive, Leigh.

John G. Lidstone.



At midnight on the same charter, Ensignbus 132 makes a great sight as it has no less than 50 decorative marker lights in white (roof sides and front dash), yellow (skirt) and red (rear skirt), as seen here at the 'shared space' at Southend Victoria with thanks to James Johnson for pausing for my camera.

John G. Lidstone.

EBN662p23



above

Contrasting with Andrew Mead's picture in EBN661p29, here is another of threesome on (19/05/19) rail replacement duties taken at Southend Victoria on 19 May 2019. They are left to right:- 605 (EX63 UZV), 111 (P058 NPG) and 606 (EX63 UZW). **Phil Huggett.**

below

Ensign is the go-to 'E-rail' company for the whole of London and beyond these days. Here at 0040 on 19 May, a broken rail at Southend meant Ensignbus Volvo B9TL 130 (LX15 GPY) was getting very busy. **John G. Lidstone.**



EBN662p24

A Day Out On The Buses.

John Rugg.

On Tuesday 21 May 2019 the weather forecast was hot and sunny, so I decided to go out for a day on the buses. I went to Basildon and enjoyed First Essex buses for the whole day travelling around south-east Essex as follows:

0913	8/8A	Laindon (Fenton Way) – Basildon (Bus Station) (every 10 minutes)	0936
41524	LK03 UFB	Transbus Dart Caetano B29F	
1000	94	Basildon (Bus Station) – South Woodham Ferrers (Asda) (hourly)	1058
33555	SN58 CGF	AD Trident 2 Enviro H41/30F	
1117	36	South Woodham Ferrers (Asda) – Chelmsford (Bus Station) (1/2-hourly)	1207
1240	X30	Chelmsford (Bus Station) - Southend (Travel Centre) hourly	1337
37986	BJ11 ECY	Volvo B9TL Wrightbus H39/26F	

1340 – 1540 walked to Wetherspoons “The Last Post” (other pubs are available! Ed) for Steak Club lunch as it was a Tuesday and a beer for £8.80, then walked to the Pier and along the seafront at high tide to Kursaal and back to Southend Travel Centre having had an ice-cream on the way!

1549	28	Southend (Travel Centre) – Basildon (Bus Station) (1/4-hourly)	1700
42489	SN53 KJY	Transbus Dart Pointer B37F	
1709	8/8A	Basildon (Bus Station) – Laindon (Fenton Way) (every 10 minutes)	1720
66827	MX05 CFD	Volvo B7RLE Wrightbus B43F	

Got indoors by 1730 after having an enjoyable time thanks to First Essex and, of course, their wonderful drivers.

Not a bus or route used by John on his current day out but from the same depot (Hadleigh) as a couple of his trips! The one double-deck operated M-F journey now is 0646 in Thames Drive, Leigh. On loan from Basildon to Hadleigh, the first ever Enviro400 operation from Hadleigh for a few days, 33573 (SN58 ENR) operated this one special trip, which still 'feeds' service 20. Close sisters to this bus ran here during the Olympic test event in 2011.

John G. Lidstone.



Mark Lloyd

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

Vehicles Transferred

287	HW54 BUE	Dennis Dart	Alexander MPD	B27F	From Konect
458	YN05 HFH	Scania	Omnicity	B36F	From Konect by 15 May
460	YN05 HFF	Scania	Omnicity	B36F	From Konect by 15 May

Vehicles Withdrawn

576	W517 WGH	Volvo B7TL	President	Cannibalised at CN – w/d due to gearbox fault
702	T802 RFG	Trident	E Lancs	Ensign for scrap – parts removed – by 7 May

Significant Allocations

287	Konect to HD	453	Konect to SY 6 June	520	CN to KN	7 May
520	KN to CN 14 May	873	u at CN	During May at CN depot for work		

Fleet News

287 HW54 BUE arrived at Konect the same time as 285/6 arrived at Hedingham last year from Go South Coast – originally Southern Vectis 307 new in December 2004. Initially spotted at Clacton the vehicle moved to HD presumably for use.

458 YN05 HFH and 460 YN05 HFF are also from Konect, Scania N94UB with Omnicity bodies, these were new to Metrobus in April 2005. Originally listed as 49 seaters they have recently been reported as just 36 seaters with high standing capacity. 458 was withdrawn with Konect and only 460 was listed as operational so it remains to be seen which if any reach service and which if any provides spares.

568 W458 WGH transferred from Chambers to CN has had Hedingham fleetnames applied. The Olympus deckers for Chambers continue to arrive slowly. 872 entered service by 20 May. Still no report of 874. Small electrical issues have been gradually resolved in service across the batch.

below 876 PN09 ENF working the 0925 departure from Colchester Bus station on service 754 to Sudbury on 25 May.

Mark Lloyd.



Other News

Chambers unfortunately featured on BBC Look East when upset customers complained about the poor service and poor response to customer complaints. The feature followed a Sudbury student who had to make alternative arrangements to get to college when the scheduled service did not run. Emphasis was placed on the crucial examination attendance and stress it causes to students if the transport provision is unreliable, MD Jeremy Cooper commented that there was an unusually high level of staff sickness which caused the service issues, but it is clear from the website history and the recruitment drive that Chambers are short of drivers. A situation being addressed by recruitment and the borrowing of group staff from elsewhere.

877, PN09 ENO attended the Dereham bus rally on 12 May. Pictured below in the Go Ahead line up during the morning sun.

Mark Lloyd.



A Point Of View

Sue Burden.

Regarding AIN 825's 80th birthday, and the scrapping of Nationals YEV 308 and 307S, I've thought for some while that there ought to be listing and statutory protection for historic vehicles and machines, in much the same way as some historic buildings are listed. I believe that they have such a system in Germany. I have thought of this more since UVT 49X, the last VR built, was stolen for its scrap value and disappeared without trace. As far as I know, as things stand, there is nothing to legally stop someone sending a historic vehicle or machine for scrap.

When it comes to buses, I think any bus built before the War is of national importance, because there are so few left. AIN 825 would be Grade 1 listed! Also of importance are the first bus of its type, the last of its type, one-offs, plus the first and last bus of its type with a particular operator, for example VRs CPU 979G and XHK 234X; JHJ 150V was Eastern National's last Mk 1 National. The YEV Nationals that were scrapped were over 40 years old and so not exactly new. Better to keep an inactive bus that's been kept for preservation in the back of a barn than to scrap it.

I know that bus preservation is not easy, because of costs and storage, and if it's an active bus, diesel and insurance, but if a bus been saved for preservation, preserved should mean preserved.

EBN662p27



Above. The Barleylands Greater Anglia Rail Replacement "hub" for the Wickford-Southend closure on 28 May 2019. **John Podgorski.**
 Below Ipswich 38, YR61 RUU, Scania CN230UD EURO V on 94 just arrived at Colchester's Bus Station on a fine 20 May. **Phillip Huggett.**



Other Operators.

Roger A. Smith.

With thanks to the PSV Circle.

Gardner, Chelmsford

Plaxton C29F bodied Mercedes Benz 0816D, registration CX09 FJE (ex-AR09 ALP), is here from Tarbock Travel, Huyton, Merseyside.

Hardiman (SJH Travel), Canvey Island

SLZ 3505 (ex-N372 EAK), a Volvo B10M-62 with Plaxton C53F body is here from Rayner, Esh Winning, Durham.

Keveney, Wickford

EY08 ZDO (ex-K15 DYS, 08-DL-4298), a Van Hool integral C53FT has gone to Evobus, Coventry.

Peter Godward, Basildon

AC19 PGC and CC19 PGC, a pair of Iriza i6's with C61FT bodywork arrived here brand new in April. Meanwhile, CC62 PGC, an Iriza PB C59F, and CC64 PGC, an Iriza i6 C59FT have gone to the Iriza dealership in Worksop.



Upper picture Trekking Travel, Harlow PJ1 1244 at Two Brewers Car Park, Ongar, Essex 25 April 2019, 1985 Hestair Integral/Duple 425 C57F ex Southdown 1016 (C716 NYJ).

Robert Downton.

Lower picture Dans Luxury Travel Waltham Abbey, Essex, YN07 DUH at Borough Car Park, Ongar, Essex 22 May 2019.

2007 Mercedes 0816D/Plaxton Cheetah C29F
Robert Downton.

EBN662p29

Letters

Don Harrison of Dagenham

Thank you for an excellent magazine!

Further to your "wrong route" article in EBN660p29, I had a similar experience recently. On a 351 journey from Brentwood to Chelmsford, the trainee driver missed the Mountnessing turn-off and had to negotiate the whole roundabout. This produced much hilarity from his two tutors who assured us that we would not be charged extra; it had been done to see whether we were awake and, bizarrely, the driver had decided to miss out Chelmsford all together!! Fortunately, the rest of the ride passed without incident!

Eds note this must be catching! A trip on First Essex 70 to Broomfield Hospital took us right round the roundabout at the hospital approach. There was an immediate "whoorel!" from the passengers but the very pleasant driver had realised his boo-boo before us all. He explained the direct route was his way home and he was indulging in a bit of wishful thinking!

Whoops!

Michael Allen

Service Revisions, EBN661p9.

Mention has been made of the withdrawal of route 75 between Colchester Town Centre and University of Essex but no mention of its replacement by route 75b. on a half hourly frequency Mon - Sat. This new route covers the same roads as previous route 75 except it does a clockwise route from Greenstead Roundabout via Clingoe Hill, Colchester Road and Boundary Road to University (South Courts) the terminal point and then continues along Boundary Road back on to Clingoe Hill and then as outward.

The 75 before withdrawal used to proceed from Greenstead Roundabout along Boundary Road to University (South Courts) and on to Colchester Road returning by using the roundabout at the top of Clingoe Hill. Whilst the section between South Courts and Colchester Road was shown on Travel Line and in the First timetable, for some unknown reason, drivers (at least some) would not allow passengers to remain on board beyond South Courts. If anyone knows the answer to this I would be pleased to hear.

P29 Hedingham services. Reference to closure of the road between Great Tey and Chappel, this affected routes 82/82a not 81 as quoted.

Apparently Hedingham gave instructions (as referred to in EBN) to omit the village of Great Tey because of the roadworks which I find unbelievable as buses could approach the village in the normal way from A120 and then turn right in the centre of the village and proceed to Aldham village and then on to A1124 to Chappel. Buses in the past have used this road to Aldham, so it should not be a problem.

My understanding is that the road was closed between Great Tey and Swan Street.

Paul Harvey, our route recording expert

Replies to Michael.

Simply answer is that the split of service 75 and new service 75B was recorded in April's EBN660. The May EBN661 covers an update for service 75 in relation to the change of route in Maldon.

I suspect Mark reported the facts about the Great Tey diversion as supplied by the operator. There may have been an underlining reason why the previous diversion wasn't followed by the operator. Road closures are a thorn in the side for bus operators, suspect they undertake a risk assessment on the suggested diversion route to identify any key issues. It's not like it was in the old days!

On a completely different side enjoyed the photo of the ENOC Leyland PD on Southend seafront. I can just remember those buses when I was a kid going to the beach at Chalkwell Shelter. Good service in those days between ENOC & SCT every 15 mins with good loadings.

Mark Lloyd, our Hedingham Sub-Editor

More on that Diversion!

Interesting point from Michael Allen, the road he refers to is tight for cars to pass let alone a bus so I don't think it could be considered a viable diversion. I believe at the time the parallel road from Marks Tey to Aldham was also closed due to bridge strengthening just outside Marks Tey so it was an impossible situation. I just published as I felt a walk from Chappel to Great Tey or Little Tey to Great Tey was not feasible although suggested by Hedingham website.

Alan Tebbit BEM, our man in the West

Lloyd Allen and Viceroy's.

I was so pleased to see the picture in EBN661 of my old pal Lloyd Allen, with one of my all-time favourite REs, dual purpose 1610. Lloyd was such a charismatic man, with that typical Caribbean laid back attitude to life. I never saw him without that broad grin, and nothing ever fazed him, truly a sad loss. As for 1610, I have lost count of the Saturdays that I spent racing up to Hemsby (Gt. Yarmouth) on the old X2 (later 082) on the back road via Bury. St. Edmunds. What a flying machine; on the return journey we would dup an Eastern Counties car. On one occasion the ECOC driver gave up trying to keep up with me, and, during our break at BSE, demanded to know "what the **** was under there?". It was popular on the 2300hrs service 152 to Stock. This ran as far as required, then returned "dead". Usually it only ran as far as Galleywood "Eagle", but one night I had a young couple for Stock, most annoying! As the few remaining passengers alighted at the Eagle, I noticed that they were trying to become intimate on the back seat, with the removal of certain garments. I roared off at full power, negotiating the bends at full speed, and inventing a few extra bends where there was no traffic, in order to make their liaison difficult. After a handbrake stop at Stock, the young lady, on alighting, said "Thanks for the ride", in a most aggressive manner. I replied, "I wasn't aware you got one!". Concluded next page/

Continued/

As an extra to my letter regarding the ex-Viceroy service, and "mates-rates" I was returning from Saffron Walden one day, when I picked up an elderly gentleman at Cutlers Green. He was on his way to Thaxted Post Office, to collect his pension, in those days before computerised bank transfers, and asked what the fare was. I advised him that it was 28p, to which he said, "I haven't got 28p but I do have a couple of fresh Bantams' eggs". They were delicious!

Martin Farmer, Chair, AJN 825 Preservation Society

AJN 825 design detail.

Further to Terry Challis' comments re AJN 825 not only is the rear upper-deck emergency window narrower than standard the whole of the rear end is more upright, the roof vents are on the side of the roof instead of on top. The cavity above the rear window is still there although empty of equipment. Pg 116 of the book "ECW a history of the company up to 1946" shows both rear dome and more upright rear end and you can also see the interior of the upper deck with the canvas roof in the closed position and the cavity which the canvas roof went in to.

Robin Jenkinson, Rickinghall Superior

Kings Second Oldest? And Mill Beach.

There has been mention in recent EBNs of Kings Coaches oldest vehicle, so I could not resist sending the photo below which I took in 1960. It is a standard Bedford OB Duple ex Shamrock and Rambler of Bournemouth which I believe was their second vehicle. Coaches have certainly progressed a long way since then!

If anyone should know about Osborne services to Mill Beach, it is me as I used to drive the Tollesbury - Maldon route regularly but I'm dashed if I can remember much about "Mill Beach". Having looked at a 1971 Osbornes timetable, it appears that on my shift timings I would have gone down to Mill Beach three times, but I drove a few years later, about 1974. I will try and find the later timetable that I actually used at the time to see whether that provides any clues. I know I went down to Heybridge Basin as I took a picture of the bus there in 1976.



As described above, Kings Coaches second oldest; in 2014 it was with "Ages Passed" as KEL 94.

Robin Jenkinson.

Robert Appleton, Kirby Cross

Excellent EBEG Fleet Records.

Information about FLF 2836 was obtained from Eastern National Fleet Record Volume 1 1964 -1990 published by EBEG. These fleet record books are excellent, I am always using them.

[extracted from Robert's email about XXX 662 for EBN662].

My World Tour!

Paul Harvey.



The only Essex connections these pictures have is Mark Lloyd's recent article in EBN on the Dragoman and the photographer, our Service Revisions Sub-Editor, **Paul Harvey**. The top vehicle is in Tauranga in New Zealand and the lower in Iceland. Both taken earlier this year.



Target Dates for EBN663 (July 2019).

Before	...	Saturday	6 July 2019	Reports to Sub-Editors.
Before	---	Friday	12 July 2019	Sub-Editor drafts to Editor.
On or before		Monday	22 July 2019	Dispatch by Printers.



XXX 662 for EBN662

upper picture

Eastern Counties FLF426 (LWC 662C) in St Andrews Street, Cambridge on 4 July 1981. This Bristol FLF6G was new to Eastern National in 1965, fleetnumber 2836. In October 1973, 2836 was transferred to Eastern Counties as part of the complex exchange of Bristol VRT from the Scottish Bus Group with Bristol FLF from the National Bus Company. Six Eastern National FLF went to Eastern Counties in exchange for six Bristol VRT from the Scottish Bus Group via Eastern Counties.

The white rectangle to the left of the fleetname on FLF426 was the symbol celebrating the 50th anniversary of Eastern Counties 1931 to 1981.

Robert Appleton.

Centre picture

Eastern National Leyland National 1754 (LIN 662P) on layover on Harwich Station Approach outside Harwich depot on 29 September 1990.

Robert Appleton.

Lodge's Bus Service

Lower picture

Lodge's DAF SB200 F20 DGE pulls away from the Market bus station, Chelmsford on service 18 to Chelmsford on 4 June 2019

Alan Moore.



Essex in Lincoln

Lincoln Vintage Vehicle Society gave their Colchester 4, the 1949 Roberts bodied Daimler CVD6 an airing at the beginning of June and Group member Tom Deakin has sent us some pictures of this work of love in restoring the vehicle. The upper picture shows the magnificent condition she is now in although a few jobs have been identified for the winter!

In addition, Greg Travers from the Sydney Bus Museum also visited the LVVS on Friday 32 May - he last saw ONO 59 in 1969 when he photographed her in Sydney in the Union Jack colours and couldn't believe that he would ever get to travel on her!

Tom took him and his friend Geoff out for a spin. [lower picture]

Tom Deakin.

ONO 59 is a 1949 Bristol K5G Eastern Coach Works L27/28R body Eastern National No. 1327

Built in 1949, this bus has a 'Lowbridge' version of the Tilling Group's standard Eastern Coach Works body.

Tom Deakin.

www.essexbus.org.uk

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EBN662 outer rear cover

