

Essex Bus News

No. 635
March
2017



Essex Bus Enthusiasts Group
www.essexbus.org.uk



fb.me/essexbus

£4

where sold



Top picture:

John G. Lidstone pondered in 1964 if some SC4LKs could have been converted to open-top and, if so, what they'd look like. He put the same trims as on Chelmsford KSW conversions and although he says it himself, he still likes this drawing 39 years later. This was done whilst he was in the 6th form at Westcliff High School. Does any other member have fantasy work suitable for publication in a bus magazine



lower picture On 5 March, TRJ 109 carried passengers again after 30 years following a difficult mechanical restoration by North West Museum of Road Transport at St Helens. Acquired by Colchester Corporation from Salford City Transport in 1971, this Weymann bodied AEC Reliance also operated with Lewington of Cranham and Borderbus of Abridge.

Owen Woodliffe.

Front Cover Picture.

In EBN635p14, Adam reports on the new Park & Ride buses in Chelmsford, here we see 67197, SN66 WKU at the Recruiting Office stop in the City Centre.

Dave Arnold.

EBN635ifc

Essex Bus News 635

March 2017

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Smaller Operators

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Service Changes

Paul Harvey

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

Black & White Photo Sales

Robin Jenkinson, 23 Wheatfields, Rickinghall, DISS IP22 1EN
Using the order form available on-line at:
<http://www.signal-training.com/ebeg/Photo%20order%20form.pdf>.

Welcome to new members

Steven Howard of Canvey Island - 1112
James Gepp of Braintree - 1113

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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EBN635p1

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 23 March EBEG 52nd AGM at 1930 followed by Alex Hornby, CEO of Transdev Blazefield. **Note early start.**

Thursday 27 April John Card. 30 Years with Grey-Green.

Thursday 25 May Richard Delahoy, slide show, 20 years ago.

Thursday 22 June Presentation by Suzy Scott MD, "Here to There".

Other dates for 2017 **Thursdays 27 July, 28 September, 26 October, 23 November, 21 December.**

NORTH ESSEX MEETINGS by Dave Arnold.

Downstairs room at the Friends Meeting House, Church Street, Colchester, just south of "Jumbo" (the water tower) and behind the Mercury Theatre. Town centre bus stops and parking are nearby. Doors open at 1915 for informal chat, and often an impromptu slide show, with the main talk or show from 1945 to 2145. £2.00 donation towards room hire, please.

Slides/digital photos are preferred, but prints can also be shown. Members and guests welcome.

Friday 10 March Gary Sharpe. 'Truck and bus NPSVs'.

No meeting in April

Other dates for 2017 **12 May, 9 June, 14 July, 11 August, 8 September, 13 October, 10 November, 8 December.**

A Blast From The Past!



Eastern National 1930 Leyland National 2 MHJ 726V seen at Braintree Bus Park during 1980 operating town service 321. **Paul Harvey.**

EBN635p2

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

EVENTS

Saturday 1 April	...	South East Bus Festival, Detling.
Sunday 2 April	..	Hemel Hempstead and Tring Running Day.
Sunday 9 April	..	Ipswich Running Day. Ipswich Transport Museum/Colne Estuary Preservation Group.
Sunday 9 April	—	Spring Bus & Coach Gathering. London Bus Museum, Brooklands.
Sunday 16 April	—	Transport Festival, Lincolnshire Road Transport Museum. www.lvvs.org.uk
Sun/Mon 16/17 April	..	Medway Festival of Steam& Transport. Chatham Dockyard.
Friday 21 April	—	OS (PHRG) David Grimmett on East Anglian Coach Pools. 1930hrs at St Augustines Church Hall, Bucklesham Road, Ipswich IP3 8TH
Sun 7 May	-	47 th Ipswich-Felixstowe Run. Depart Christchurch Park at 1130. www.ipswichtransportmuseum.co.uk
Sunday 25 June	...	Basildon Bus Rally at Barleylands, Billericay.
Sat/Sun 8/9 July	-	ECW 30 th Anniversary Weekend. East Anglian Transport Museum, Carlton Colville.

GROUP TOUR

Saturday 27 May Tour of Essex Operators. Fare is £20.

Pick up at Colchester North Station at 0830 and opposite Chelmsford Railway station at 0915, we will be visiting a selection of Essex operators including Dons of Dunmow, Acme Bus Co, Lodge of High Easter and Regal Busways. Return to Chelmsford approx 1730 and Colchester 1830. To book, please send a cheque payable to E.B.E.G together with a S.A.E. to Keith Woods, 34 Normandie Way, Bures, Suffolk, CO8 5BE and state desired pick up point. Hi-Viz tops are required for this trip.

Eastern National Setright tickets

The Group has been given some old EN Setright speed tickets (decimalisation era). These are in sets of about 10 assorted tickets and are available free to members. Just send an SAE to Richard Delahoy, 272 Shoebury Road, Southend on Sea, SS1 3TT.

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.

APTs Big Blue Bus



A sunny in-
action view for
you of APT's
former Dublin
Bus Volvo
Olympian /
Alexander now
disguised
under the
'cherished'
registration
B4 APT and
branded as
'APT's Big
Blue Bus'.
**John G.
Lidstone.**

Silver End Schedule - 13 October 1974. Keith Shayshutt.

Upon clearing out my loft recently I came across a Silver End (SE) Mon-Fri bus graph dated 13 October 1974, kept from my days working in the ENOC Schedules Office. This had remained 'lost' for over 40 years! This date is significant in that it was the re-opening date of the depot, the buses having moved from Kelvedon (KN) on the day before. Kelvedon depot had been taken over by National Travel South East. It is a fascinating snapshot of the time.

I reproduce below the individual bus workings but the highlights that I would draw out as are follows:

The PVR was 14, of which 6 were crew and the remaining 8 were OMO.

The vehicle allocation at the time would have been:

- 4 x FLF : 2751, 2788, 2821, 2852
- 2 x Guy : 2018, 2019
- 2 x MW : 1336, 1340
- 4 x RE : 1511, 1516, 1534, 1536
- 1 x LN : 1727
- 2 x VR : 3037, 3039

The two remaining Guys were still working hard, one being out all day, 0728 to 2238, on service 335.

Silver End worked two out of the three all day buses on service 335, Braintree to Maldon and almost the entire operation on service 53, Chelmsford to Colchester.

All meal breaks were taken at Silver End depot which necessitated a shuttle bus between Witham and Silver End in order to relieve drivers on service 53. Why weren't they taken at Witham? But those were the Agreements back then.

There were some interesting workings on services 50, 71, 72, 73 & 105, maintaining a tenuous connection back to Moore's of Kelvedon days.

There was a private contract which I can't remember. Can any member recall the details please? It operated from Witham FCA to Braintree SO at 0600 & 1215, returning at 0720. I assume that another depot, possibly BE?, provided the second return trip. What is 'FCA' at Witham and 'SO' at Braintree?

There were 10 crew duties plus one piece of morning unallocated overtime and 14 OMO duties plus one piece of afternoon unallocated overtime.

The depot lasted until 8 August 1988 when its remaining work was divided amongst Braintree, Colchester and Chelmsford depots.

1 crew 70 FLF	0540 d-WMFCA / 0600 cont WMFCA-BE / d-SO / 0720 cont SO-WMFCA / 0810 d-TS / 0820 337 TS-HE / 0832 337 HE-PHE / 0846 337 PHE-Ec / 0904 338 Ec-AW / 0920 338 AW-SE. 1315 337 SE-PHE / 1346 337 PHE-Ec / 1404 338 Ec-AW / 1420 338 AW-SE / 1505 337 SE-PHE / d-TS / 1550 337 TS-FRd / d-WM / 1610 335 WM-BE / 1655 335 BE-WKB / 1754 335 WKB-FRd / 1825 337 FRd-AW / 1845 338 AW-SE [1913].
2 crew 70 FLF	0640 d-TE / 0713 335 TE-WMStn / d-SE / 0803 335 SE-WMSS / d-RRd / 0840 337 RRd-WMSS / 0850 337 WMSS-FRd / d-SE. 0937 335 SE-MN / 1136 335 MN-BE / 1317 335 BE-MN / 1436 335 MN-BE / d-SIE / 1612 335 SIE-MN / 1736 335 MN-BE / 1910 335 BE-WKB / 2009 335 WKB-WMStn / 2033 WMStn-WKB / 2059 335 WKB-BE / 2217 336 BE-WM / 2306 335 WM-SE [2328].
3 crew 70 FLF	0613 338 SE-AW / 0645 338 AW-FRd / 0707 53 FRd-CR / 0800 53 CR-TS / d-SE. 0955 337 SE-WM / d-FRd / 1028 337 FRd-PHE / 1046 337 PHE-Ec / 1104 338 Ec-AW / 1120 338 AW-SE / 1155 d-WMFCA / 1200 cont WMFCA-BE / d-KN / 1310 71 KN-CL / 1325 71 CL-KN / d-SE. 1500 d-CPS / 1535 72 CPS-CR / 1605 53 dup CR-CF / 1745 53A CF-SE [1843].

Eds note:

Keith did provide a picture of the car graph but it could not be reproduced effectively.

He has kindly agreed to email a copy of the graph to any member who would like it. He will reply to all who contact him, his email address is keith.shayshutt1@gmail.com

4 crew 70 FLF	0705 d-CL / 0733 71 CL-TK / 0805 73 TK-CR / d-SE. 1155 53a SE-CF / 1315 53A CF-SE / 1415 337 SE-PHE / 1146 337 PHE-Ec / 1504 338 Ec-AW / 1520 338 AW-FRd / d-PHE / 1550 337 PHE-WMSS / 1603 53 WMSS-KN / d-CF / 1655 50 CF-TG / 1735 50 TG-HP / d-SE [1800].
5 crew 67 Guy	0635 335 SE-MN / 0730 336 MN-BE / 0847 335 BE-SE / 0905 337 SE-PHE / 0946 337 PHE-Ec / 1004 338 Ec-AW / 1020 337 AW-SE. 1125 339 SE-PRd / 1202 339 PRd-FRd / 1215 339 FRd-PRd / 1232 338 PRd-FRd / 1245 339 FRd-PRd / 1302 339 PRd-FRd / d-SE. 1500 d-GT Sch / 1530 335 GT Sch-WMSS / 1555 337 WMSS-TS / d-CF NWS / 1630 staff bus CF NWS-CF / 1645 53 CF-TE / 1744 71 TE-CL / 1824 71 CL-TE / d-KN / 1857 71 KN-CL / 1910 71 CL-KN / d-SE [1943].
6 crew 67 Guy	0728 339 SE-PRd / d-FRd / 0802 337 FRd-HE / 0820 334 HE-BE / 0917 335 BE-MN / 1036 335 MN-BE / 1217 335 BE-MN / 1336 335 MN-BE / 1517 335 BE-MN / 1706 336 MN-BE / 1822 335 BE-MN / 1936 335 MN-BE / 2117 335 BE-HE / 2212 335 HE-SE. [2238].
10 OMO 70 VR	0610 d-CL / 0638 53 CL-CF / 0745 53 CF-CR / 0905 53 CR-CF / 1045 53 CF-CR / 1205 53 CR-CF / 1345 53 CF-CR / 1505 53 CR-CF / 1620 53 dup CF-CR / 1740 73 CR-TK / d-SE [1850].
11 OMO 70 VR	0648 53A SE-HP / 0723 53 HP-WM Crompton Wks / d-WM / 0748 53 WM-CR / 0835 53 CR-CF / 1015 53A CF-SE / 1115 337 SE-PHE / 1146 337 PHE-Ec / 1204 338 Ec-AW / 1220 338 AW-SE / 1255 53A SE-CF / 1415 53A CF-SE / d-TS / 1525 337 TS-TS / d-CF / 1615 53 CF-CR / 1735 53 CR-CF / 1915 53 CF-CR / 2135 53 CR-CF / 2300 53A CF-SE [2353].
12 OMO 49 LN	0623 53 SE-CR / 0730 53 CR-CF / 0915 53A CF-SE. 1055 53A SE-CF / 1215 53A CF-SE. 1355 53A SE-CF / 1515 53 CF-CR / 1635 53 CR-CF / 1815 53 CF-CR / 1935 53 CR-CF / 2115 53 CF-CR / 2233 105 CR-TE / d-SE [2338].
13 OMO 53 RE	0700 d-TE / 0731 53 TE-CF / 0845 53 CF-CR / 1005 53 CR-CF / 1145 53 CF-CR / 1305 53 CR-CF / 1445 53 CF-CR / 1605 53 CR-CF / 1727 53A CF-SE [1820].
14 OMO 53 RE	0557 53 SE-CR / 0655 53 CR-CF / 0815 53 CF-CR / 0935 53 CR-CF / 1115 53A CF-SE / 1215 337 SE-PHE / 1246 337 PHE-Ec / 1304 338 Ec-AW / 1320 338 AW-SE. 1535 d-TS / 1550 337 TS-HE / d-WM / 1610 337 WM-AW / d-CF / 1645 53 CF-Ec / 1729 338 Ec-AW / 1745 338 AW-SE [1813].
15 OMO 53 RE	0635 d-KN / 0658 71 KN-CL / 0713 71 CL-KN / d-WM / 0744 335 WM-WMStn / d-KN / 0816 53 KN-HE / 0840 337 HE-TS / d-FRd / 0907 337 FRd-PHE / 0926 337 PHE-SE / 1003 d-WM / 1017 d-SE / 1032 d-WM / 1049 d-SE / 1135 d-WM / 1149 d-SE. 1303 d-WM / 1317 d-SE / 1333 d-WM / 1349 d-SE / 1403 d-WM / 1417 d-SE / 1433 d-WM / 1449 d-SE / 1520 d-HE / 1540 337 HE-WMSS / 1555 337 WMSS-TS / 1608 337 TS-PHE / 1623 337 PHE-PR / 1635 53 WM Crittalls-CL / 1706 71 CL-KN / 1729 71 KN-CL / 1744 71 CL-TE / 1824 71 TE-CL / 1818 71 CL-KN / d-SE [1920].
16 OMO 45 MW	0658 339 SE-PRd / d-HP / 0746 50 HP-TG / 0758 50 TG-CF / 0945 53 CF-CR / 1105 53 CR-CF / 1245 53 CF-CR / 1405 53 CR-CF / 1545 53 CF-CR / 1735 72 CR-EE / d-SE [1833].
17 OMO 45 MW	0745 d-KN / 0808 71 KN-TE / 0820 71 TE-EC / 0855 71 EC-KN / d-SE / 0941 335 SE-BE / 1017 335 BE-SE / 1047 d-WM / 1103 d-SE. 1303 d-FRd / 1315 339 FRd-PRd / 1332 338 PRd-FRd / 1345 339 FRd-PRd / 1402 339 PRd-SE. 1505 d-KN / 1530 71 KN-EC / 1555 71 EC-KN / 1618 d-PRd / 1635 339 PRd-FRd / 1653 337 FRd-PHE / 1710 338 PHE-SE. 1833 d-WM / 1849 d-SE / 1933 d-WM / 1949 d-SE [2000].

Destination Codes:

AW - Allectus Way
Ec - Ebenezer Close
FRd - Forest Road
PHE - Powershall End
WMSS - Witham Secondary School
HE - Howbridge Estate
TS - Templars School
PRd - Perry Road, Pannell Products
WMStn - Witham Station
WMFCA - Witham?
CPS - Copford, Primary School

SE - Silver End
BE - Braintree
CR - Colchester
CF - Chelmsford
MN - Maldon
KN - Kelvedon
EC - Earls Colne
CL - Coggeshall
EE - Easthorpe
TE - Tiptree
d - dead

SIE - Braintree, Springfield Ind Estate
CF NWS - Chelmsford, New Writtle Street
HP - Hatfield Peverel
RRd - Rickstones Road
SO - Braintree?
GT Sch - Great Totham, School
WKB - Wickham Bishops
TK - Tolleshunt Knights
TG - Terling
WM - Witham, Town Centre

Service Revisions by Paul Harvey.

Arriva Kent Thameside

25 March 17 1 D Rayleigh to Shoeburyness: revision to timetable.



Arriva Kent Thameside (Southend) Alexander Dennis Enviro400 MMC loadings get better and better. Here, 6510 (SN66 WJF) takes on an RT-type lean as its heavy full-seated loading - justifying amply the decision to invest in double-deckers for route 1 - causes it to 'dig in' on the bend at Hadleigh, Victoria House Corner on Wednesday 8 March.

John G. Lidstone.

CT Plus

25 Feb 17 397 D Debden to Walthamstow: new service.

First Essex

2 April 17	54/56	D	Beaulieu Park to North Melbourne: revised timetable.
	55	M-F	Chelmsford to Beaulieu Park: minor timetable and route changes in the Beaulieu Park area.
	57/A	D	Chelmsford Westway to Beaulieu Park Circular: new service.
	61	D	Highwoods to Wivenhoe: revised routing in the Wivenhoe area.
	62/A	D	Colchester to Wivenhoe: revised timetable and extended to Brightlingsea. Sunday service renumbered 62B.
	65	D	Stanway to Highwoods: revised Sunday timetable.
16 April 17	71	M-S	Chelmsford to Colchester: minor timetable revisions.
	71B	M-F	Chelmsford to Chelmer Village: revised timetable during the Mon to Fri morning peak period.
	200/X	M-S	Basildon to Grays: revision to timetable.
	826	Sch	Billericay to Upminster: revised school timetable.



This rather atmospheric picture of First Essex Volvo B7TL 32484, AU53 HKB on service 70 to Colchester was taken from the Deli in Little Waltham on 3 March. **John Salmon.**

Go Ahead London

13 March 17	667	Sch	Ilford to Chigwell School: revised timetable.
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Ipswich Buses

20 Feb 17	92	M-S	Ipswich to Manningtree: route and timetable change due to road closure Ranelagh Road Railway Junction Ipswich.
	93/94	M-S	Ipswich to Colchester: route and timetable change due to road closure Ranelagh Road Railway Junction Ipswich.

Service Revisions, continued.

Paul Harvey.

London Vintage Bus Hire

1 April 17	339	SSu	Epping Station to Shenfield: new special service.
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Regal Busways

1 May 17	391	M-F	Bumbles Green to Harlow: service withdrawn.
24 July 17	7	M-F	Epping to Chelmsford: service withdrawn.



picture: Revisions to school services last year at Saffron Walden now requires Regal to use a large vehicle to cope with loadings on route 322. This then works onto Harlow routes not ideally suited to 12 metre vehicles. Group member Chris Hatley pauses with Optare PO3 at Matching Green on route 47 to Ongar on 2 March. **Owen Woodliffe.**

Stephensons of Essex

2 April 17	806	Sch	Stambridge to Rochford: revision to timetable.
	807-13	Sch	Foulness/Gt Wakering to Rochford: revision to timetable.

Caption Error EBN634irc. Alex Cranfield has written to say “I realised when I looked at my photograph in Essex Bus News No. 634 February 2017 that I had typed the wrong fleet number for the bus I photographed. It should be **6259** (FD02FKO) and not 6256. I apologise for the error although I did say it was 6259 I had photographed in my send email. Well, Alex is right, he was half wrong but your Ed. Should have been more careful and takes the responsibility. Many thanks Alex.

Swallow Coaches/Vigar Travel (EOS)

8 March 17	87	M-S	Harlow to Epping: revised timetable.
3 April 17	66	M-S	Waltham Cross Circular: revised timetable to include regular 30 min evening peak service .
	86	M-S	Harlow to Waltham Cross: revised Mon to Fri timetable and withdrawn on Saturdays.
	86A	Sat	Harlow to Waltham Cross: new service operating via StapleTye, Bumbles Green, Upshire & Waltham Abbey every 2 hours.

Trusty Bus

25 March 17	351	M-S	Hertford to Bishop Stortford: two schoolday extra journeys withdrawn.
10 April 17	424	M-S	Harlow to Hertford: revision to timetable.



Probably the last photo taken of Trustybus Volvo/Wright WNZ 1103 before it became 'meat in the bus sandwich' just 24 hours later on 18 February described on EBN634p10. **Owen Woodliffe.**

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

Publicity News by Ian Ransom.

Arriva Colchester	timetable booklets for 1/1A	...	...	dated 30.10.16
	2/8	-	-	dated 30.10.16

First Essex	timetable booklets for 65 (includes 61 Highwoods to Town Centre) }	
	67/A/D/68	}
	Clacton Area Booklet	}all dated 8.1.17

Buses in Brentwood; A Brief History by Chris Stewart.

BUSES IN BRENTWOOD

A brief history



Chris Stewart

**The Omnibus Society
London Historical Research Group**

in association with Provincial Historical Research Group

The Omnibus Society Presidential Weekend for 2016 was held in Brentwood, and I was asked if I would put together a brief history of local bus operations in my home town for the benefit of those attending. I was fortunately able to draw on my own collated research and, as it turned out, the OS (London Historical Research Group) decided to publish the results as a 32 page A5 book.

Copies cost £4.75 from www.omnibus-society/publications or send a cheque for £6 (incl. P&P) made payable to 'Omnibus Society (LHR Group)' to the LHRG Distribution Officer, Curry Farm, Halstead Lane, Knockholt, Sevenoaks TN14 7EP.

Condensing nearly a century of bus and coach services in one of the 'interface' towns where London Transport met the 'rest of the world' inevitably means that this is a mere canter through the colourful contributions of (amongst others) London General, National O & TC, Hillman's, City, LT (red and green), Green Line, Eastern National, Grey-Green, Thamesway, Clintona, First, Ensign and NIBS, not forgetting of course the unexpected involvement of East Midland 30 years ago. With 20 illustrations (colour and monochrome, including a map) I hope it will nevertheless help both visitors and locals gain a good overview of the complex story which began in 1920 with two buses in the yard of the erstwhile 'Yorkshire Grey' public house. I must acknowledge the most helpful involvement of Adam Kelleher and Alan Osborne in checking my draft, as well as EBEG for allowing use of several Group photographs.



Price: £ 4.75

ISBN: 978-1-909091-15-3

EBEG Facebook, Richard Delahoy

Spreading the word

As announced a couple of months ago, the Group now has a Facebook page, @essexbus. As well as mentioning Group news, we run a regular Friday feature, *From The Archives*. Each week we cover a different part of the county, looking at various operators, with photos, memorabilia, etc. This is a great way to introduce EBEG to more people, by sharing the posts into other special interest groups. For example, a recent Friday offering featured a nice shot of an FLF leaving Southend's EN depot back in 1971. By sharing it to some other Facebook groups, we reached over 9,000 people! So how can you help? Obviously we'd like you to "follow" our page so that you see these regular features. But if you also belong to any specialist groups on Facebook, either closed or secret groups, please consider sharing posts with those groups. One of our archive posts featured a Hedingham & District bus, KHW641, in Halstead High Street in the mid-1960s (pictured below). It would be great if that was shared on the group dedicated to Hedingham Omnibuses, and the Halstead Now & Then group, for example. As webmaster I can't do this as I don't belong to those groups, but if you belong to any and can share our posts, please do so – they can generate a fantastic discussion as well as introducing EBEG to a wider audience.

From Our Archives: 10 February.

This week's offering presents a bus from a small but growing 1960s independent operator - Donald MacGregor's Hedingham & District. Little did we know then how it was to grow!

The photo, another from the Bob Beaumont collection, shows Hedingham L22, KHW641, a Bristol L6B with ECW body that had been new to the Bristol Omnibus company. The picture is undated but is probably mid 1960's. The bus was acquired by Hedingham in November 1960 and lasted with them until May 1967.

Do you recognise the location? It's the southern end of Halstead High Street. Behind the bus is the Bull Inn, still extant today. Out of shot to the left would have been the railway station yard.

We'll leave others to comment on the van behind the bus (and the EN Bristol MW behind that).

Oh and yes, the livery? Blue and ivory - it was to be some time before the more familiar red & cream livery was adopted.



National Travel and The “Eastlander” **Robin Jenkinson.**

When the National Bus Company was formed and the Eastern National coach section was joined with Samuelsons, Tillings and Timpsons to form National Travel – South East in 1974, there were many vehicles needing repainting and lettering.

The former Moores garage at Kelvedon was handed over to National by Eastern National and I, as a self-employed signwriter and coachpainter, was given much work, not only on the coaches which mostly had transfers, but also on signs at different places. I started part-time driving and was taught the 183 route which went from Ipswich to the famous Cheltenham coach station via Harlow, Luton and Oxford, a former Black & White Coachways route named by them the “Eastlander”. I thoroughly enjoyed driving this route.

At Cheltenham, express services from all over the country connected. The departure times were the same for all routes and no coaches were allowed to leave until all the incoming coaches had arrived. When the famous Bell rang there was a mad rush!

Sometimes I did the daytime run from Ipswich getting there in time to have a short break and then return at 1430 hours. No “tachos” in those days. I mostly did the Friday evening run leaving Colchester at 1700 hours and arriving at Cheltenham at 2320. Then I would stay the night and the next morning do the 1130 hours return journey. This was slightly different, returning via Ware and Braintree destination Clacton.

Generally, we had Bedfords on the “Eastlander”, some with Plaxton bodies, some with Willowbrook 007 “Spacecar” bodies. Presumably we had Bedfords rather than the more powerful Bristols and Leylands because of the lack of high-speed motorway driving on this route.

On one occasion, I was incredibly lucky. I was allocated a new Bedford/Plaxton VYH 501H but just out of Chelmsford it lost all its water and seized up! I walked to the nearest house and phoned up the depot who bought out 11 DLY, a Bristol MW coach. I set off again and arrived at Aylesbury where the bus-station was under a multi-storey car park, was supported inside by massive pillars in the middle, buses circled round these coming to the stop on the other side. Unfortunately, in my anxiety to catch up I forgot that I had been warned that the bus station floor was extremely slippery when it rained and I slid sideways across the bus station right between two pillars! It took a lot of shunting backwards and forwards to extract DLY. It was so embarrassing!

Later, I had another unfortunate experience at Aylesbury. One Saturday, I pulled up there for an official toilet stop and slipped off to use the facilities as did several passengers. On return I carefully counted the number of passengers and tickets which agreed and I set off. The next time I had work to do at Kelvedon, I was told I had left a young girl at Aylesbury resulting in them having to hire a taxi to bring her all the way to Essex! I insisted I had carefully checked the number of passengers against the number of tickets and upon investigation it was found that while I was in the toilet a passenger had boarded and failed to hand me their ticket, which made my count invalid, so I was not to blame.

Many years later I moved to Co. Durham and driving through a village called Quarrington Hill there was “NDY”, a coach-dealer; in his yard, up for sale was my old friend VYH 501M. When National Travel SE ceased operation in 1978 it had gone to Cumberland Bus Co. who later sold it when it presumably ended up with small local operators.



Picture When Robin nearly had a disaster with 11 DLY, it was in white National livery. In its earlier days, as Eastern National 390, it had a particularly attractive livery as this rear end shot shows! **Bill Cansick/EBEG collection.**

EBN635p13

New Vehicles

67189	SN66 WKK	SFDDPCBR9GGY25911	AD G265/1	B41F	02/17
67190	SN66 WKL	SFDDPCBR9GGY25912	AD G265/2	B41F	02/17
67191	SN66 WKM	SFDDPCBR9GGY25913	AD G265/3	B41F	02/17
67192	SN66 WKO	SFDDPCBR9GGY25920	AD G265/4	B41F	02/17
67193	SN66 WKP	SFDDPCBR9GGY25921	AD G265/5	B41F	02/17
67194	SN66 WKR	SFDDPCBR9GGY25922	AD G265/6	B41F	02/17
67195	SN66 WKS	SFDDPCBR9GGY25923	AD G265/7	B41F	02/17
67196	SN66 WKT	SFDDPCBR9GGY25924	AD G265/8	B41F	02/17
67197	SN66 WKU	SFDDPCBR9GGY25925	AD G265/9	B41F	02/17



picture New Enviro 200 MMC 67193 on Park & Ride at Sandon on 16 February 2017. Behind, 69514 represents the old order. Eleven days later 69514 was driven to Doncaster and has since been repainted into Urban livery with Doncaster fleet names. **Adam Kelleher.**

Alexander Dennis Enviro 20D / Enviro 200 MMC (Major Model Change) approx. 11.5m (these are fractionally longer than 67160-71, due to having 6 cylinder Cummins engines). Chassis numbers prefixed by AD E20D. 67190/1 were delivered on 6 February, one was seen on driver familiarisation on 7th. 67190/1/3 featured in a photo shoot at Westway on 9th. 67191/2 were the first to enter service on 10th. 67190/3/4/5 were all in service on 14th, 67197 on 16th, 67189 on 18th and the last one, 67196, on 20th. 69513/4 seem to have been the last Volvos in service on Park & Ride, both seen on 16th, 69513 on 18th and the last report, 69514 on 21st. (69513/4 then moved to Doncaster on 27th, see Disposals below.)

The Enviros have TV style screens at the front and next stop announcements, although, in the first week of service at least, neither of these were in use. They also have temperature controlled air conditioning. They are in black livery, with "Park and Ride" on front and back and on both lower and cove side panels. They carry a white flash at the rear of the cove panels with "Chelmer Valley Park & Ride - City Centre - Sandon Park & Ride" lettering and a "from First" fleet name at the front of the cove panels. Fleet numbers are in a non-standard font. They have white LED blinds, a first for First Essex.

Body Numbers for 44659-62 are AD G220/1 to AD G220/4.

Acquired Vehicle

62191 X685 ADK Vo B10BLE YV3R4A519Y1006678 Wright D64 B43F 09/00 First Manchester 685
From First South West at Taunton. It had previously worked for First Aberdeen. In two tone green with cream band Buses of Somerset livery.
To be converted to a driver trainer. This was collected from Taunton on 8 March after 44076/7 had been driven there (see Disposals below).
First Essex already operates 62195/7 (X689/92 ADK) as trainers.



picture 62191 (X685 ADK) on arrival with crossed-out front registration and trade plates, with 'Anywhere to Anywhere' blind marketing bargain fares.

John G. Lidstone.

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; FG=to/from another First Group company

Period 11 (22 January - 18 February)

23019 CF(out of service)-FG, 43360 CR(Sh)-CR(out of service), 43801 CF-Disposal, 67189 New-CF, 67190 New-CF, 67191 New-CF, 67192 New-CF, 67193 New-CF, 67194 New-CF, 67195 New-CF, 67196 New-CF, 67197 New-CF, 69517 CF-HH
Driver shuttle 43360 is out of use following accident damage.

Disposals

January 2017	23019 to First Somerset & Avon, Bridgewater; 43801 to Alpha Recovery
February 2017	69512, 69513, 69514 to First South Yorkshire at Doncaster, driven from Chelmsford on 27th. 69514 was seen on 9 March repainted into Urban livery with main Doncaster fleet names on the cove panels.
March 2017	44076, 44077 to First South West at Taunton, driven from Hadleigh on 8th.

Repaints

CR32068, seen on route 17 on 23 February

CF66830, seen on route 71 on 25 February

CF66837, seen on route 31B on 21 February

To Urban livery with small "First Essex" names with f symbol above entrance door and driver's cab, depot stickers both sides and main "Essex" fleet names on lower panels (32068) or cove panels (66830/7) both sides.

New Branding

69515 (a Period 12 transfer from Chelmsford) entered service on routes 22 and 28 from Hadleigh on 8 March. It retains all black livery, with all Park & Ride branding removed and new branding added for these two interworked routes. This consists of black writing on silver background for places served on the 28 towards the front of the cove panels each side and black writing on white background for places served on the 22 at the rear of the cove panels each side. Similar Route 28 and Route 22 details in the same colours are also on the rear window (Route 28 top, Route 22 below). In the rear side windows are a large 22(8) with the first number silver and the second number white, with silver added so that it reads as a 2 in just white but as an 8 when white and silver are read together. The large silver "First f" fleet names at the front of the cove panels each side have been replaced with large "f First Essex" also in silver. The white fleet numbers have been replaced with silver ones. A nearside only depot sticker in black on silver is also carried, plus the "Please let buses pull out" sign on the rear is also black on silver. Silver f symbols have been applied either side of the front destination screen. 69516, another Period 12 CF-HH transfer, also entered service on these routes on the same day but devoid of any branding.



The first First Hadleigh ex-Chelmsford Park & Ride Volvo B7RLE/Wright Eclipse Urban 2 into service, with new route branding for services 22/28, was 69515 (BJ11 ECN), seen here at Tarpots on its first afternoon in service following application by an outside contractor of the route branding.

John G. Lidstone.

Other Vehicle News and Workings

Colchester and Clacton

Double deckers seen operating on routes 103/4 (all CR, all February): 32475 (2nd & 15th), 33080 (2nd & 15th), 32478 (7th, 14th & 16th), 32087 (8th, 16th, 20th & 28th), 32641 (8th, 9th, 21st & 24th), 33196 (10th & 16th), 33195 (16th), 33078 (22nd), 33190 (22nd), 32631 (23rd), 33086 (24th) plus 32475 & 32478 on 1 March and 32641 & 32478 on 2nd. Also, one StreetLite seen, 63332 on 2 February. Clacton's Enviro 200s reported on routes other than their normal 7/8 during February: 44597 on 5/A (3rd & 18th), 4 (11th), 10/11/12 (25th); 44598 on 5/A (24th); 44599 on 10/11/12 (25th), in all cases in place of usual Darts.

Further to the notes in EBN634 about older Clacton Scania's operating the 74 & 76, with newer ones working local routes, during February the following have been noted (65690-2 are 03 registered, the others are 51): 65690 on 74, 65691/2 on 76 (17th); 65669 & 65675 on 74, 65666 & 65668 on 76, 65692 on 17/18 (24th); 65691 & 65692 on 7/8 (25th) plus 65669 & 65675 on 74, 65668 & 65691 on 76, 65690 & 65692 on 7/8 on 3 March.

1 February	CR32641 on 65
3	CF66837 on 70 (a CR working, still on loan, but back at CF and repainted by 21st, see above)
14	CR32087 on 64A, CR32641 on 67D
15	CR33087 on driver shuttles
21	Green CR66801 on 70
27	CN42557 on 76
28	Green CR66828 on 70



First Essex 32478 (AU53 HJO) climbing Maldon Hill on 22 February

Ken Coldwell.

Other Vehicle News and Workings (cont).

Chelmsford (including Braintree Outstation)

(All vehicles listed below allocated to CF.)

53136 has had all round LED blinds fitted, replacing flip dots. Between the afternoon of 3 and morning of 4 March, 67171, which is in X30 livery but had been unbranded, received full X30 branding and fleet names.

32856 & 32864 were still at Braintree outstation on 3 March.

29 January 42932 at Braintree outstation

6 February 53112 on 71

7 53134 on 71, 53129 on 72

16 44662 on 71B

17 44660 on 70

18 65030 on 70

20 DS66179 on training in Feering

22 44662 on 40 (normally Solo operated), DS62139 on training in Stanway, 65028 on 70

24 44661 on 45, 67171 (X30 livery but at the time still unbranded) on 31B

26 44662 on 42, 66795 on 33, 66829 on 352

27 66797 & 66837 on 70

1 March 43802 on 71, 69421 on X30

3rd 66814 & 66817 at BE outstation

5th 44659 on 56



First Essex Volvo/Wright (PL05 UBR) in Maldon High Street on service 31X to Burnham on 22 February.

Ken Coldwell.

Basildon and Hadleigh

5 February BN41541 on 9

16th BN47655 and BN47656 on 100

26th BN41525 on 251, BN69918 on X10

Sources: own observations, and with thanks to S Austin, R Appleton, S Barham, D Bell, T Clark, D Flatman, D Lund Conlon, J Lidstone, J Podgorski, I Rivett, P Robinson, J Salmon, K Smith, R West, First Essex, Essex Buses Google group, Bus Lists on the Web and Terminus.

EBN635p18

Ambus (Amber Coaches' bus operations) by Adam Kelleher.

NIBS Ltd acquired the whole shareholding of Amber Coaches Ltd, which is now registered at Bruce Grove, Wickford, on 16 February. For the time being at least, Amber remains as a separate company.

On 2 March, the Panther-liveried Dart, SIL 6719, was in the workshop at Shotgate. NIBS Dart NK55 KBU has been on loan to Amber, seen on route 11 on 28 February and 269 on 2 & 3 March.



picture As described above, NIBS Dart NK55 KBU on Ambus route 269 in Brentwood High Street on 3 March 2017.

Adam Kelleher.

With thanks to Chris Stewart.

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

Repaint

759 to fleet livery, seen on 17 February.

Workings

YR10 AZO was on TfL route 108 on Underground strike day, 9 January.

With thanks to John Card and Michael Wadman

Richard Delahoy.

Demonstrators on loan

RE66 KKY - a 16 seater Mercedes-Benz CityBus 45 with EVM bodywork was used from 15 to 17 February. It then spent a few days with Arrow Taxis at Maldon, also on demonstration.

It was followed by a City 45 minibus built in-house by Mercedes-Benz, BV66 GYJ, in an orange/red livery – this bus was on the Evobus stand at the Euro Bus Expo show last November. It seats 13 on fixed seats plus 4 tip-ups and is to full PSVAR specification with a wheelchair space. It arrived on 22 February and is due to stay until about 22 March.

Both are being trialled on route D4, Bradwell-Southminster-Bradwell. (The Dengie network will be subject to a re-tendering exercise by Essex CC later in 2017). See picture on inner rear cover.

Disposals

ex Dublin Olympian 827 (N827 FKK) has been acquired by the Southend Homeless Street Hub for conversion into a mobile shelter for rough sleepers. There are pictures of the handover on our Facebook page www.facebook.com/essexbus/. Olympians 809/10 (M409/10 RVU) have gone to Galloway Travel Group, and the last remaining ON, 808 (M408 RVU) has been reinstated for contract work at Haverhill.

Unusual workings on the London Tube strike day, Monday 9 January, Scania deckers 504/5, 607/8 were used to operate extras on route 8, Bow Church to Holborn.



picture

Stephensons Optare Solo 323 (EU07 FVN) unusually working the Fossetts Park service 61 in early February.

John G. Lidstone.

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

At **Southend**, 3 of the Enviro 400s, 6500/11/16, have been on loan to Maidstone since the end of Feb. Their place at Southend has been taken by DAF DB250s / East Lancs 6255/8/60 (FD02 UKK/N/S) ex Maidstone. The allocation of DAF / East Lancs 'deckers' at Southend therefore temporarily stands at 6. It is understood that they have only been used on the 29 so far (the route has an all-day pvr of 6 plus a 7th on school trips). Single decks have appeared on the 1 in lieu of the loaned Enviro 400s.

Orange Optare Solo SR YJ64 DWD (photographed on inside front cover last month), loan vehicle to cover whilst Optare did warranty work on Versas left about 20 Feb having been first used on 2 Feb.

Previously unreported is the withdrawal of DAF SB120 / Wright 3503/5/8 (KE51 PUF/J/U) during autumn 2016 following the delivery of the Enviro 400 'deckers'.

Dennis Tridents 5436/9 (W436/9 KXX) new to Southend in the summer of 2000 are now on the scrap line at Short Street.

Dart SLF 3329 (X521 GGO) has transferred from **Colchester** to Maidstone.

Volvo B7RLE / Wright 3817 (GN07 AVD) has transferred from **Harlow to Colchester** as a replacement.



picture With 3820/1/3 away at Gillingham, MAX B7RLEs are less in number at Southend, so here's 3816 (GN07 AVC), now with former (much-missed) route 5 branding now very neatly and tidily removed.

John G. Lidstone.

hedingham and chambers

Mark Lloyd with thanks to Essex-buses yahoo group & John Podgorski.

Allocations

259 EU56 FLP CN to HD
712 T812 RFG CNu to CN (out of workshop into service 1/2/17 still in Anglian livery)

Modifications

723 W823 NNJ Red Hedingham fleet names on Konect livery
1513 YN55 PZU Has rear super advert for the Co-op.

The Scania Omnidekkas at CN for the 87 service are having Wi-Fi fitted and those treated so far have Wi-Fi vinyls adjacent to the destination equipment on the nearside. Also fitted to all fleet members on nearside dash panel appear to be blue wheelchair disabled access stickers. Some Dart/SLF have had their hard to read front dash fleet numbers replaced by larger white style, making them more identifiable from a distance.

Services

22 February – Service 92 disrupted by Layer Breton Road closure at Abberton Reservoir due to the discovery of an unexploded World War II bomb.

April will see the commencing of competition to the 87 Brightlingsea – Colchester service by First, with them extending the 62 service to Brightlingsea from Wivenhoe.

General

The serious accident during the afternoon of 8 February where a MAN articulated lorry fell off the B1389 Colemans Bridge onto the A12 below caused disruption for Hedingham 91 service and various school routes. The wreckage of the lorry, due to the UPS battery load catching fire and needing constant water application, was not removed until the 9 February. The road fully re-opened on 10 February.

Service 91 turned short at Kelvedon. Honeywood Schoolbus 1 did not serve Silver End and Witham (am) on the 9 February. The service was split either side of the closure (pm). Other Hedingham school routes especially Plume school were disrupted severely by the traffic in the local area trying to find ways of diverting around the A12S closure.

510 Suffered a broken engine piston and awaits repair at HD.

Olympians still on HO premises HD 67/70/74, KN 72/83/95 and CN 73/75/84/90/93.



"I know Norfolks were not an Essex operator, but this is Colchester bus station. Sister vehicle to the H&D Loline featured in EBN634p32, taken in June 1972."

**David
Grimmett.**

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

Route & Fleet Update

Now that the immediate future of Trustybus has been assured following the Public Inquiry on 16 January (see EBN634) it is an opportune time to review and update the routes and fleet.

Routes

PVR in brackets

- 5 Harlow Bus Station - Little Parndon / Pinnacles (M-S peaks only service) (2)
 - 351 Bishops Stortford - Hertford Bus Station (2)
 - 410/A Harlow Bus Station - Waltham Cross (6)
 - 418/418B Loughton Station - Harlow, Princess Alexandra Hospital (3) (418B are evening and Sunday ECC services and do not serve the hospital, starting and terminating at Harlow Bus Station)
 - 419 Epping Station - Harlow Bus Station (via North Weald) (5)
 - 420 Ongar - Harlow Bus Station (5)
 - 424 Hertford Bus Station - Harlow Bus Station (1)
 - 505 Chingford Station - Harlow Bus Station (Saturdays only)
 - 242 Welwyn Garden City Bus Station - Waltham Cross Bus Station (Sundays only)
- Total PVR 24. (The weekend only routes don't count towards the PVR.)

Vehicles

Please see EBNs 625 and 629 for details of vehicles no longer in service. Further to these, the following have also not been seen in use for some time or are now untaxed (dates are last sightings in service): Dart / Pointer KP54 BYY before February 2016; Dart / Alexander Y239 FJN February 2016 / Y243 FJN June 2016; Mercedes Vario / Beaver KV51 KZF April 2016 on schools work; Solo UNZ 8067 probably not PSVAR compliant and was being used as a crew shuttle, January 2016; Dart / Caetano HV52 WTJ and KM51 BFO October 2016; Trident / ALX400 LX04 FXJ/L/P/V September 2016; Scania N94UB / East Lancs YU02 GHG October 2016 / GHJ December 2016 / GHK November 2016 / GH0 December 2016 / YR52 VFJ December 2016 / VFN January 2017. There have been no reports of any of these vehicles being sold (but which doesn't mean some haven't been), but for now it is assumed that they are no longer part of the operational fleet. In addition, as reported in EBN634, Volvo B10BLE WNZ 1103 may not be repaired following its accident on 18 January. Further, Scania N94UB / East Lancs YR52 VFL was on loan to Barkerbus during February (seen at their depot on 21st) although it had returned by early March; this bus was last reported in service with Trustybus on 9 February.

In EBN622 it was reported that Scania N94UB / East Lancs YU02 GHH was one of a number of this type acquired from Go Ahead London. However, this vehicle has never been seen in service with Trustybus, and so it is assumed the report of its acquisition was incorrect, there has been a fault with it or that it was acquired only for spares.

This therefore leaves the following vehicles in service:

Transbus Trident / ALX 400	PSU 316
Dennis Dart SLF / Caetano KX03 HZN*	
Scania N94UB / Scania YN53 RXF* / G* / H* / J* / M* / O / P* / R* / T* / U* / V / Y* / Z*	
Scania N94UB / East Lancs	NNZ 7336*, HXZ 9926*
Volvo B10BLE / Wright	WNZ 1094 / 1102 / 1127 / 1196 / 1480 / 1490 / 1589 / 1604 / 2166 / 2249 / 2353 / 2410
Volvo B7RLE / Wrightbus YK53 GXI*	

Total 30 to cover a PVR of 24.

(YN53 RXU is currently off road following the 18 January RTC, see EBN634.)

* In Trustybus livery. Others are all red.

Vehicle on Loan

A dark blue Mercedes Citaro K demonstrator, BT66 TZE, was on loan for approximately two weeks from the end of February. It was seen on route 418 on 1 March and on route 410 the next day.

With thanks to John Card, Owen Woodliffe, LOTS and Flickr.



Ensignbus Dealing Stock Movements February 2017.

Mark Lloyd with thanks to Ross Newman.

Vehicles In

Go-Ahead London	PJ52 LVW/LVZ	Volvo B7TL's
	PJ52 LWO/WPX/Z/WRC/G	
	LG02 KGP/Y/Z	
	LG02 KHf/K/L	
	LF52 ZST/ZRX/ ZSD/ZRJ/ZPV/Y/ZTG	
	LX53 AYM/O/W/Y/BDY/BBZ/BAA	
	LX05 FCF/FBD/E/FAU/FBA/B	
London United	PG04 WHW/Z/WJA	Volvo B7TL's
Metrobus	SN03 WKY/WKU/WLF/WLL/	Darts
	WLH/WMT/MMV	
Metroline	LK03 GKL	Volvo B7TL's
	LK03 GKP	
Stagecoach Manchester	KK07 BLU	DAF SB120's
	LL07 BLU	

Vehicles Out

Bear Buses, Feltham, Middx		
	SN03 WMT	Dart
Fourways Coaches, Chelmsford		
	PG04 WHM / WHD	Volvo B7TL's
Redline, Aylesbury	YX09 FMC / FMD	Enviro 200's
Red Route Buses, Northfleet		
	PJ52 LWH / LWU	Volvo B7TL's
Seaford and District	S658 JSE	Volvo B10M
	GX53 MWG / MWU	Darts
	PF52 WPX	Volvo B7TL

Stantons Coaches, Stoke-on-Trent

LF52 ZRD

Volvo B7TL

Thornes Independent, Selby

PG04 WHL Volvo B7TL

AC Williams, Grantham, Lincs

LX53 AYW Volvo B7TL

York Pullman

BX04 BKL Volvo B7TL

Other Movements

January 2017 notes - LG02 FDF should have read:

LG02 FBF – MC Tractors, Ely for scrap.

Volvo B7TL LF52 ZNN PP Aphrodites Wave Tours, Cyprus.

Volvo B7TL LG02 KGP London Bus Museum.

Dart LN51 DWU John's School of Motoring,
Edmonton.

Volvo B7TL LF52 ZRC Meritrule, Kingswood.

Dart LN51 DWM West Midlands Ambulance Service,
Brierly Hill, West Midlands.

Volvo B7TL PF52 WPZ C Moore Motor Engineering,
Corringham, Essex.

Volvo B7TL LG02 KHf RGI Ltd, Coventry.

LX03 OTA Fast Point Plus, Sofia, Bulgaria.

A large clear out of various casualties has seen the following
vehicles go to MC Tractors for scrap:

Tridents LG52 XYM V801 EBR SN53 KJO / KHU / KHx /
KHf / KHf

LY02 OAZ

V157 / 177 MEV

W187 SCU

W806 / 861 PNL

Fleetline MRJ 241W.

DAF SB120 LF52 TKA

Regal Busways by Adam Kelleher.

Acquired Vehicles

YN06 RVP, Mercedes Benz 0814D / Plaxton, C29F, new to OFJ Connections, Staines (191) 7/06.

YN56 FGJ, Scania / Irizar Century, C49Ft, new to Lucketts, Fareham (4941) 9/06.

YN06 RVP was acquired from Hallmark and was repainted from overall white to overall blue at Mardens in December 2016. It has Regal Explorer fleet names plus a large compass design at the rear both sides. It was seen on Route 31A on 3 February and Friday only 344 on 3 March. It doesn't have a destination screen, route number (no destination) was on a card in the windscreen. YN56 FGJ was acquired from Lucketts and is all over white. It was seen on Greater Anglia rail replacement between Ingatestone and Newbury Park on 18 February.

With thanks to Dale Bell, John Podgorski, Bus Lists on the Web and Flickr.



Essex County Council are re-tendering a significant number of contracts this year that expire at the end of August, including the infrequent service 52, from West Hanningfield (Temple Grove caravan site) through Chelmsford, Lt Waltham and Gt Waltham to Pleshey, where MAN/Wrights 801 (RG09BUS) was caught by **Richard Delahoy** on 20 February as it reversed at the Back Lane terminus there. A less suitable bus, given its size and the roads the route traverses, would be hard to find! At the time of writing, it is not known who will operate the 52 from September or indeed whether, when bids are evaluated, the route will succeed in meeting the County's limit of a £5 maximum subsidy per passenger journey. The Regal MAN was on the 3 later in the day and a Solo on 52.

Just A Minute! Snippet from David Grimmatt.

While trawling through the ENOC minute books held at the Kithead Trust I came across a meeting on 28 February 1966 - *Minute 2310 – serious shortage of operating staff 523 drivers and 608 conductors had left the company while 294 drivers and 610 conductors joined in 1965.*

Some of us will remember the dire days of the late 60s / early 70s when staff shortages were chronic, but I hadn't realised things started as early as 1965, mind you as was still at school spotting FLFs on the 301 instead of concentrating on teacher!

Panther Travel by Ian Ransom.

Optare Excel BIG 9861, which had been used as a store, after a period out of use, was re-registered to it's original V203 ENU and sold to Peak District Optare Excel Preservation Group, Matlock in January.



picture Panther Travel AB02 PAN, on 20/2/17, vehicle about to work service 118.

Stephen Barham.

All EBEG Members Are Invited:

Omnibus Society PHRG presentation in Ipswich 21 April 2017

East Anglian coach pools

PHRG Journal Editor, and EBEG member, David Grimmert is preparing a publication to celebrate the 50th anniversary of the starting of the Essex Coast Express coach pool. This was soon followed by the formation of the East Anglian Express before they were merged, covering most coach services between London and the East Anglian coastal towns.

Everyone is invited to a presentation on the Pools in Ipswich on Friday 21 April commencing 1930 - this is not just for PHRG members, all are welcome and David hopes this might be a two-way presentation as he is still after material for his book, particularly covering the late 1970s.

If you feel you would like to come along, you will be most welcome but – as anyone who has organised any sort of meeting knows – it is nice to have some idea of numbers so, if you are thinking of coming could you drop a David a message at david.grimmert@omnibus-society.org or telephone 01643 821883. You are not committing yourself to anything.

The venue is: St Augustine's Church Hall, Bucklesham Road, Ipswich IP3 8TH (quite close to the Transport Museum).

EBN635p26

Carters Heritage Buses.

Robert Appleton.



Carters Heritage Buses service 193 Ardleigh – East Bergholt High School is registered as a local bus service, so a DDA compliant double-decker is required from 1 Jan 2017. So, they acquired W553 RSG Dennis Trident/Plaxton President in 2016, and it has been upgraded to be DDA compliant. W553 RSG was new to Lothian Buses, but acquired from Reading Buses. It was photographed at Ardleigh (Church) on 2 February 2017. The bright livery makes W553 RSG stand out!

Welcome to New Photographer.



Driver **Wayne Bell** took this photo of his bus, 69433, at the Hazel Avenue, Shrub End terminus of Route 64 on 4 March 2017. EBN635p27

Smaller Operators by Roger A. Smith with thanks to the PSV Circle.

News Item

Travelstyle, the Chesterfield based coach holiday and short break operator is now part of National Holidays (owned by Shearings) and is no longer offering departures from Essex.

Barker, Roydon

J430 FWA, a Plaxton B25F bodied Mercedes Benz 709D and L111 PVW, an EOS E180Z, C49FT have both gone from here, whilst T680 LHN, a Crest C24F bodied Mercedes Benz 614D is here from Dolphin, Norwich, Norfolk.

Don, Great Dunmow

YN16 WUP, a Scania K410EB6 with Iriza C53FT body, acquired in October last year, ex. City Circle, Hayes, Greater London has been re-registered as DH18 DON.

Falconrise (Roman Cars), Colchester

Former King's Bova MHD 131 has been re-registered as V24 ROM from KC08 ABC.

Farrington (South East Coaches), Wickford

This operator, previously of South Woodham Ferrers now gives its address as 43, Fletcher Drive, Wickford SS12 9EJ. Meanwhile, YN09 HZC, a Mercedes Benz 515CDI has been re-registered as OIG 2895.

Flagfinders, Braintree

Recently acquired is ex. London United East Lancs bodied Volvo, reg. PG04 WHF. This was originally H47/22D but is now single door (F).

Ford, Althorne

This operator has recently acquired S807 BWC, a Dennis Trident with Alexander H51/26F body, formerly with Yorkshire Traction.

Lodge, High Easter

Bedford/Duple OB C29F, of 1948 vintage, has been acquired for the heritage fleet, ex. Payne, Thundersley whilst former Yellow Bus, Bournemouth East Lancs bodied Dennis Tridents (H45/29F) T271 BPR, T272 BPR, T275 BPR, T276 BPR and T278 BRX have recently arrived here.

Mortlock (Keane Travel), Muckingford

East Lancs bodied Volvo B7TL (H45/20D) reg. PN02 XCM ex. Go-Ahead, Plymouth, Devon, is a recent arrival here.

New Horizon, Frating

A pair of ex. London General Volvo B7TLs with Wright bodies BX04 AZU and BX04 AZV are now here. Originally, H43/23D, these are now single door (F) revised seating capacity not known.

Thornes of Rayleigh, Benfleet

CAZ 7446 (ex. S555 YM) a Van Hool C49FT bodied Scania K124IB is here from Towlers, Emneth, Norfolk whilst T69 FBN, a Volvo B10M with Salvador Caetano C49FT body has gone to McGlone, Toomebridge, Northern Ireland.

Ward's, Alresford, see EBN635p30.

Pictures on EBN635p29.

Upper On 11 February, your Sub-Editor and the "missus" went on a Mystery Weekend with Diamond Holidays. This is the coach we travelled on, a Volvo C49FT, reg. VL05 operated by Sunbeam of Hevingham, Norfolk, taken in Oxford. **Roger A. Smith.**

Lower A trio of Setras at Witham on Rail Replacement duties. Local to Essex are AL06 DGE, a Setra S415GT-HD C49FT of Lodges, High Easter and EX51 KZD, a Setra S315 C48FT of Kirbys, Rayleigh (originally with Crusader, Clacton-on-Sea). **Roger A. Smith.**

The Roger A. Smith Travel Page. See EBN635p28 for captions.



Whoops!

In Brian Ashley's "Several Mysteries Revealed" on EBN634p17, your Editor missed a "not" out of the penultimate sentence. Please do NOT get disheartened if your submission does not appear for a while! It probably will in the fullness of time! Meanwhile, thank you to everyone who sends photos, articles or "snippets". They are all much appreciated.

Wards of Alresford (report by Robert Appleton of Kirby Cross), also see note on Letters page from Sue Burden.

On 6 February Ward's suffered an arson attack which destroyed two double-deckers. Robert thinks they were X651/656 LLX Volvo B7TL/Plaxton President, because I have not seen them on Ward's school contracts at Manningtree High School since 6 February. Before that date one or both were seen every school day.

On 22 February and 1 March Ward's were using Panther Travel BIG 9248 (G296 UYK) Leyland Olympian/Leyland. to work one of Ward's closed school contracts from Manningtree High school to Bradfield & Horsley Cross (therefore a DDA compliant double-decker is not required).

Panther Travel acquired G296 UYK from Lodge's, High Easter, it is still in Lodge's livery.



Upper picture:

On 8 February Ward's were using N632 JNO Volvo Olympian/Alexander. Seen here at Manningtree High School in Colchester Road, Lawford on 8 February.

Robert Appleton.



Lower picture:

BIG 9248 turning from Long Road in to Colchester Road Lawford, running empty to Manningtree High School.

Robert Appleton.

The Letters Page.

Charles Phillips from Stock.

Further to Richard Delahoy's article on fuel rationing during the Suez Crisis. From the point of view of Eastern National, it happened at the worst possible time. Two of their prestige routes - 30 Chelmsford to Bow and 251 Southend to Wood Green faced a new threat in the form of electric trains. The competition on route 30 had started on 11 June 1956 when some electric trains on the Liverpool Street to Shenfield service were extended to Chelmsford even though the off-peak electric service was hourly. Worst though was the competition on route 251 when the line from Shenfield to Southend (Victoria) was electrified on 31 December 1956 and an hourly off-peak steam service from Southend (Victoria) to Liverpool Street was replaced by a thrice hourly electric service.

An Impact of Fuel Rationing.

Robin Jenkinson from Diss.

More on the X80.

Re. the picture of 2608 on the X80 in EBN632p31. I looked through the EBEG negatives for anything on the X80 and similar routes and discovered that the view of 2608 is an EBEG negative but, unfortunately, there are no details whatsoever!

Re. the mention of National SE open-topper PFN 879. One day, I was signwriting in their workshop when someone from the traffic department came around trying to find someone with a conductor's badge because there was an emergency and they were going to have to turn out PFN, so it is quite feasible that it was replacing a broken down coach when Andrew Colebourne saw it.

Eds note: Just a little reminder of the Group black and white print service (see p1, this issue). Robin has had a few orders recently but is always happy to have more! He uses an "old-fashioned" printer to produce proper postcard prints printed in the traditional way, not modern digital prints, so these are usually of a much higher quality than those reproduced in EBN.

David Grimmatt from Minehead.

50 Years Ago - Fuel Rationing.

Just a couple of snippets reported in The Omnibus Magazine at the time;

Colchester Corporation Reduced M – Th evening and Su pm frequencies from 17 December 1956.

Full services were resumed on 8 April 1957 and normal fares on 21 April 1957. The 4d yellow-green ticket introduced on 6 January 1957 being withdrawn.

Southend and District Fares were reduced to the pre-fuel rationing level on 24 April 1957.

Incidentally, I hold a full set of OMs so if ever I can be of assistance just ask.

Eds note, this last note was probably not intended for publication but gives me the opportunity to remind members that David, amongst all his other "hats", edits the Omnibus Society Provincial History Research Group journal which is an invaluable source of fascinating information on bus services outside of London. A highly recommended read.

Terry Challis from Blackpool.

Alternative Facts on Westcliff.

I am grateful to Brian Ashley for his piece in EBN634 about Westcliff on Sea Motor Services. If my memory serves me right, the first new double-deckers delivered to Westcliff in the green livery were the KSWs FJN160/161. Perhaps he knows whether they preceded the two LSs FJN162/163?

About the Suez Crisis of 1956/7; I believe the ENOC Engineering Department suggested to the Traffic Department that they make more use of the Bedford/Beadle light weight saloons which, with their Gardner 4LK engines, would save fuel. Whether his happened and what the drivers thought about it I cannot say; however, I do not think that these vehicles were very popular with the drivers.

Sue Burden from Colchester

Disaster at Wards & Homeless Shelters.

2 of Ward's double deckers were destroyed in a fire, almost certainly arson, on the night of Monday 6 February. Graham reckons these were former Dublin Olympians.

A man in Colchester wants to set up a "Bus Shelter" for the town's homeless. This would be a double decker that homeless people could sleep aboard, including those with dogs (which are forbidden in most hostels). The bus shelter users would be occupied with voluntary work in the daytime, which would mean less begging in town. There is a Facebook page "Bus Shelter Colchester." In the early 90s, when there was a lot of homelessness, Eastern National buses parked in the yard outside the depot walls became unofficial "bus shelters" as somewhere dry for homeless people to sleep!

Eds note, this also happened at the former Duke Street depot in Chelmsford.

This project started on the Isle of Wight, using a double decker from York, presumably ex First. Ipswich Bus Shelter has former Stephenson's H547 VAT. Southend now have a former Stephenson's Dublin Olympian. There is another project in Basildon. Each bus has berths for up to 16 homeless people, a kitchen, and a coal fire. Each berth has a PO Box number so each homeless person has a postal address.



SJN 635 for EBN635

SCT had two Albion Aberdonians with SIN registration numbers. In this view, 201 (SJN 635) was pictured outside the Anne Boleyn public house, Rochford on 29 September 1964. Every photograph tells a story as the driver, Eddie Burton, lodged a complaint that I was spying on him which of course was not correct. No worries once he received an explanation!

Paul Bateson.

Annual General Meeting – a Reminder.

Thursday 23 March at 1930 hours, note early start.

Followed by talk by **Alex Hornsby, C.E.O. of Transdev**. See page 2 for details

Target Dates for EBN636 (April 2017).

By	Saturday	1 April 2017	Reports to Sub-Editors.
By	Saturday	8 April 2017	Sub-Editor drafts to Editor.
By	Monday	18 April 2017	Dispatch by Printers.

Back Cover Photos.

Outer Top

In the Stephensons' fleet numbering system, 9xx denotes high capacity 90 seaters, currently all long wheelbase Scania N94s with East Lancs bodies. 907 (YN54 AFJ) is one of two such buses ex Reading Buses. There are also five ex Nottingham City Transport. **Richard Delahoy** caught it on Parkway in Chelmsford near to its school pick-ups on the long run out into the Dengie on 20 February. First 33507 follows, on route 561 to Basildon.

Outer Lower

Arrow Taxi's at Maldon are using this Mercedes-Benz Sprinter 516 CDI - EVM Demonstrator RF66 KKY on their Dengie Dart 99 service this week - this was used by Stephensons of Essex last week on their D4 service seen here outside the Arrow Office in Station Road Maldon Tuesday 21.02.2017.

Dave Arnold.

EBN635p32



It's Mini-Bus Season!

top picture:

As reported on EBN635p20, Stephensons are trialling this MB City 45 demonstrator on the Dengie D4 and associated routes, seen here in Station Road, Burnham-on-Crouch on 2 March.

Dave Arnold.



centre picture:

Your Editor has been told by a "third party" that the seats are not too comfortable. Judge for yourself! Taken Saturday 25 February.

Richard Delahoy.



lower picture:

Essex Community Link Mercedes Sprinter E016 OFB on Broomfield Hospital/Chelmer Valley P&R. This service operates at a memorable 23 minute frequency and replaced the full-sized single deckers previously operated every half hour by First Essex.

John Salmon.



www.essexbus.org.uk



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