

Essex Bus News

**No. 620
DECEMBER
2015**



Essex Bus Enthusiasts Group
www.essexbus.org.uk

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STOP PRESS.

As hinted on the outer back cover, today 5 Dec, saw the re-entry into passenger service of Southend Corporation 263 after 53 years (it was withdrawn from bus use in June 1962) following a fabulous restoration by Ensign Bus. It is a 1944 Daimler CWA6, new to LT as D27 and rebodied by Massey in 1954 for Southend Corporation. Seen here in Gravesend.

Richard Delahoy.



above: The ten 'green' Volvo's based at Colchester are starting to receive vinyls promoting their environmental credentials. 66807 was one of the first to be done, and is seen here at Greenstead Library on route 64 on 23 November 2015.

Russell Young.

Front Cover Pictures.

A double line-up as an early Christmas treat! Top: Stevenson of Essex introduces a new fleet and new livery in Witham, see notes and rear view on EBN620p28.

John G. Lidstone.

Bottom: Arriva introduces a new fleet in Southend, see article and further pictures EBN620pp18&19.

Richard Delahoy.

Essex Bus News 620

December 2015

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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.

Welcome to new member:

Trevor Yeldham, Braintree - 1095

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.

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Reports and observations

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

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

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

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

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

SOUTH ESSEX MEETINGS by Richard Delahoy.

The last meeting of 2015 will be at Wickford Cricket Club, off Swan Lane, 5 minutes walk from Wickford Railway Station and 5 minutes drive from A130 and A127. In Wickford Town centre, turn right into Swan Lane (pub on corner) and in 100 yards turn right into private road signed Wickford Tennis Club. Free car parking in front and a cash bar is available. Doors open at 1930 for an informal chat and usually an impromptu slide show with main show from 2000 to 2145/2200 hrs. Members and guests welcome, £1.50 towards room hire, please.

Wednesday 16 December Xmas Social and 20 years ago slide show.

MID-ESSEX MEETINGS; New Year, New Venue by Maurice Austin. 2016 meetings will be held at the 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. We have booked the main hall and use of the kitchen for non-alcoholic refreshments. For those who must have, there are plenty of excellent pubs and eating establishments nearby. Members and guests welcome. £2.00 donation towards cost of room hire, please.

Thursday 28 January, 25 February 24 March Julian Elliot, Network Manager, First Essex and Alvin Parker, Deputy General Manager, First Essex, Alan Osborne, "It's All About Today!" and tba.

If members like the venue, we will book for the remainder of the year. The format will be more or less the same as now; we will attempt to get a few "new" presenters (not an easy task!) but we will not ignore old favourites!

NORTH ESSEX MEETINGS by Dave Arnold. Venue: 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. £1.50 donation towards room hire, please. Slides/digital photos are preferred, but prints can also be shown. Members and guests welcome.

Friday 8 January . Dave Arnold. 24/24 Lucky Dip.
Friday 12 February. Owen Woodliffe. Home and Away.
Friday 11 March. tba.
Friday 8 April. AGM followed by Alan Osborne.
Other 2016 dates. **13 May, 10 June, 8 July, 12 August, 9 September, 14 October, 11 November, 9 December.**

A Blast From The Past.



Please don't try to use this service to get to the new Chelmsford meetings!

Bristol CityLine
Leyland Lynx
F602RTC on loan to Thamesway seen at Central Bus Station Southend operating service 11 to Chelmsford during 1992.

Paul Harvey.

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

EVENTS

Dates for your **2016** diary:

Saturday 9 January

Transport Fair, Chiswick Town Hall

Sunday 24 January

Vintage running day for last day of Hemel Hempstead Bus Station.

Saturday 2 April

South East Bus Festival at Detling

Sunday 10 July

Basildon Bus Rally at Barleylands, Billericay.

www.basildonbusrally.com

Information is published in good faith and members are strongly advised to check details with the organisers, as the Group can accept no liability if events are cancelled or or altered.



"I am not sure how well the attached photo will reproduce, but I thought it was interesting with the High Lighthouse in the background; Kings Coaches KC15 ABC was waiting to work a private hire from Harwich on a dull 6 November."

Robert Appleton.

The picture quality looks fine to the Editor at this stage of the process! It is clear that many of my photographic contributors have had a torrid month with the continuous gloomy days giving poor light and vicious shadows on those occasions the sun has popped out! Photographers have worked hard on our behalf and I have chosen those I think will reproduce well as well as being of interest and topical. I hope you like this month's selection. "Underground News" magazine has produced a very technical article about photographic quality, which I can email to anyone interested. The most important conclusion for us is that pictures taken on mobile phones can be of excellent quality but they have to be sent via email or Dropbox. Mobile phone transmission can ruin an otherwise good picture! **Editor.**

Paul Dipper, 1958 – 2015

Richard Delahoy.

Last month we briefly recorded the untimely passing of Paul Dipper. Although he only joined EBEG relatively recently, he was a life-long bus enthusiast and well known locally for many years. I am grateful to various people (especially Terry Wiffen and John Burch) for helping to piece together the following short tribute.

Paul had studied at Aston University and joined Southend Transport as a Traffic Clerk, probably in summer 1979, when I first came to know him. We are not certain but he may also have worked there for a sandwich year during his studies. Working under the legendary Traffic Superintendent Derek Giles, he learnt a lot about the practicalities of running a successful bus operation.

In 1985 Paul moved on to work for Traveldata (Thames Travel Limited) as assistant to John Burch in the clearing-house business set up by Peter Newman and Leon Daniel at 60 St James's Street, SW1. Traveldata was designed to find work for the post de-regulation independent sector coach operators who had spare capacity in London. It wasn't long before the office took on the additional role of controlling the London Pride and Culture Bus sightseeing operations. Paul became Traffic Manager and was instrumental in utilising the dead runs between the Purfleet depot and London for commuter services from the Thurrock and Harold Hill areas. The combined Ensign Bus, London Pride and Culture Bus brands were formed into the new Ensign Bus Services Limited entity. These were the early days of de-regulation and Ensign's close relationship with Southend Transport gave rise to many interesting collaborations utilising the huge Southend coach fleet.



When the London tendering regime provided opportunities in East London, Paul helped to construct Ensign's successful bids first for the 145 and then the 62 services. Next came the significant wins as part of the Havering network and thereafter the company became a significant player in the London tendered market. But it wasn't just in the London market that Paul became involved. The West Essex borderlands provided useful territory to create a network of commercial services, especially with the arrival of the vast Lakeside shopping centre and retail parks. Paul held these services very close to his heart and worked hard to develop them. Then when Stagecoach acquired East Midland and decided to dispose of the Fronrunner Buses (South East), Ensign took over their Havering operations and a route out to Paul's native Brentwood. This gave him the opportunity to develop some Essex tendered operations in an area he knew well.

Ensign decided to dispose of their local bus operations and it eventually passed to T.T.Tsui's Hong Kong based operation using the dormant Frontrunner Buses (SE) entity. Paul moved with this operation to the newly set up Dagenham Dock base. The Ensign Citybus brand was initially used, but soon the Capital Citybus name was adopted and Paul continued in his role as architect of the scheduling element of the tenders, but also with general planning and developing of the existing network. In particular railway replacement services became a major part of the work undertaken and bids in Hertfordshire and Kent were also formulated.

When T.T.Tsui disposed of Capital Citybus to a management buy-out team lead by Leon Daniels, Paul remained loyal and progressed to the role of Planning and Development Manager overseeing a well-oiled team that had become very successful in the London market, first establishing the Northumberland Park base and then a base at Hackney.

Paul continued to be based at the Dagenham Dock base after the First Group take over in July 1998. First Group decided to consolidate operations around the border territory and most of Paul's beloved commercial network passed back to the re-invigorated Ensign Bus in 1999. A new base at Lea Interchange replaced the Hackney base and Paul moved there ahead of the eventual closure of the Dagenham Dock depot but not before he organised and hosted an EBEG visit there in July 2007.

With the sale of First's London operations to Tower Transit in 2014, Paul was TUPE'd across and continued to work for Tower Transit as Planning & Development Manager, assisting with various bids including their successful bid in Singapore. He completed 30 years of service in the London bus market during the summer and was presented with a framed photo of a specially decorated Enviro 400 DN33651 complete with "Paul Dipper 30" blind display and commemorative notices on the side advert panels.

Paul had been fighting cancer since earlier this year and had thought he was winning the battle. Unfortunately he passed away from associated complications on 28 October 28. At his funeral on 16 November 16, attended by a large gathering of industry figures and former colleagues, Ensign's ex Southend Astromega 245 - one of Paul's all-time favourite vehicles - was named in his honour by Leon Daniels as seen in the picture below by Dean Sullivan, with Ian Dann's shot showing the plaque under the cab window of the coach.

Paul was hugely respected in the bus industry and it's noteworthy how many tributes on Facebook and elsewhere use the term "gentleman". I cannot help but agree. He will be sadly missed.



Pictures by **Richard Delahoy** (previous page) and **Dean Sullivan** (above)

Service Changes by Paul Harvey.

Airport Bus Express Ltd

14 Nov 15	A20	D	London Victoria to Stansted Airport: new express coach service.
	A21	D	London Victoria to Stansted Airport via Stratford: new coach service.



Coach services to Stansted seem to be undergoing significant changes, just as news comes through that the airport has achieved 50 million passengers in 2015. Comfort Delgro subsidiary Braddell (Stansted Citylink) has taken delivery of 10 new Mercedes Tourismo's for their 767 service to London (Kings Cross) as reported last month. BG65 UXB passes the William Morris Arts and Crafts Museum in Forest Road, Walthamstow on 12 November.

Owen Woodliffe.

Beestons

4 Jan 16	971	Sch	Hadleigh to Colchester: revised timetable.
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Easybus

14 Nov 15	EB2	D	London Old Street Station to Stansted Airport: service withdrawn.
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Ensign Bus

2 Nov 15	44	D	Lakeside to Grays: revised timetable and route to operate via Lakeside Tesco on Mon to Fri (updated information).
	X80	M-S	Chafford Hundred to Bluewater: revised timetable and route to operate via Lakeside Tesco on Mon to Fri (updated information).
16 Nov 15	22X	M-S	Lakeside to Purfleet: new late night journey from Lakeside at 2335 until 30 December 15.
	73A	M-S	Lakeside to Tilbury: new late night journey from Lakeside at 0045 until 30 December 15.
12 Dec 15	28	Sch	Tilbury to Hathaway Academy School: school service withdrawn.
14 Dec 15	12	M-F	Aveley Village to Lakeside: revised timetable to connect with C2C train services.
	22/A	D	Aveley to Grays/Tilbury: minor Mon to Fri timetable revisions.
	25	Sch	Lakeside to Stifford Clays: afternoon journey to terminate at Purfleet instead of Lakeside.
	33	M-S	Grays to Lakeside: revised timetable to connect with C2C train services.
	44	D	Grays to Lakeside: minor timetable revisions.
	66	M-S	Lakeside to Chadwell St Mary: minor timetable revisions during morning peak.
	73/A	D	Lakeside to Tilbury: additional journeys introduced during peak hours.
	99	M-S	Tilbury Ferry Circular: revised timetable to connect with C2C train service.
	X80	M-S	Chafford Hundred to Bluewater: revised timetable all journeys to operate 5 mins later to connect with C2C train service.

First			
6 Dec 15	SP&R	M-S	Sandon Park & Ride: revision to operating pattern during the Xmas & New Year period plus operating three Sundays before Xmas.
	CVP&R	M-S	Chelmer Valley Park & Ride: revision to operating pattern during the Xmas & New Year period plus operating three Sundays before Xmas.

Go Ahead (Chambers & Hedingham)

26 Nov 15	17	Sch	West Bergholt to Stanway School: minor revision to timetable.
7 Dec 15	88B	M-S	Colchester to Little Tey: minor timetable revisions.
17 Dec 15	137	D	Clacton to Shopping Village: additional evening service on 17 Dec 15 only for late night shopping. Service will also operate on Boxing Day & New Years Day to a Sunday t'table.
24 Dec 15	111	M-F	Sudbury to Braintree: extra journey to operate at 1510 from Sudbury on 24 Dec 15 only.
4 Jan 16	88	M-S	Colchester to Halstead: the 0810 journey from Colchester will operate 10 mins later at 0820.
	89/A	M-S	Great Yeldham to Braintree: the 0838 journey from Great Yeldham will operate 7 mins later at 0845.



picture above: Further to EBN618p21 and the note above, Volvo B7TL/Plaxton President 574 has received Hedingham vinyls/fleetname. 574 on 20 November in Jackson Road, Clacton on service 137 Clacton - Factory Outlet - Morrisons - Clacton Circular. **Robert Appleton.**

Lodge & Sons

23 Nov 15	319	Sch	High Roding to Bishop Stortford: revision to timetable.
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National Express

16 Nov 15	737	D	Oxford to Stansted Airport: revision to route and timetable for morning peak hour journeys (updated information).
4 Jan 16	737	D	Oxford to Stansted Airport: revision to route and timetable.

Service Changes, concluded; by Paul Harvey.

NIBS			
4 Jan 16	41	Sch	Shotgate to Brentwood: revised timetable and route, morning journey to terminate at Hutton.
	43	Sch	Billericay to Wickford: new school service.
	44	Sch	Shotgate to Billericay: revised timetable and route.
	45	Sch	Shotgate to Billericay: revised timetable and route, service will terminate at Basildon.
	50	Sch	Shotgate to Ingatestone: revised timetable.
11 Jan 16	481	Sch	West Horndon to Hutton: revision to timetable.
Olympian Coaches			
28 Dec 15	OC5	Sch	Watham Abbey to Debden Park School: school service withdrawn.
Panther Travel			
21 Dec 15	77/A	M-F	Colchester to Aingers Green/St Oysth Beach: new contract service replacing New Horizon Travel.



After 5 years and 19 days, New Horizon route 77 will be withdrawn. This picture was taken in a very cold Great Bentley on 4 December 2010, three days after the route's introduction, featuring the then regular performer on the route, ex Stagecoach London Dennis Trident V124 MEV. **Russell Young.**

Stansted Transport (Terravision)			
11 Oct 15	A52	D	Stansted Airport to Stratford: airport terminal now the Mid Term Car Park instead of Coach Station.

Stephensons of Essex

4 Jan 16	52	Sch	Wimbish to Newport: service not available to general public.
11 Jan 16	620	Sch	Silver End to Chelmsford: school service withdrawn.
	621	Sch	Braintree to Chelmsford: revised route not serving Black Notley or Bocking.
	623	Sch	Witham to Chelmsford: service extended to/from Silver End.

Terravision Transport Ltd

11 Oct 15	A50/A51	D	London Victoria/Finsbury Square to Stansted Airport: airport terminal now Mid Term Car Park instead of Coach Station.
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(acknowledgements to LOTS, Essex, Hertfordshire & Suffolk County Councils, Omnibus Society (Essex Branch), Richard Delahoy & Harlowride).

ST OSYTH BEACH - AINGERS GREEN - COLCHESTER						77/A
Monday - Friday						
	77A	77	77	77	77	77
Colchester, Norman Way Schools					1552	
Colchester, Tufnell Way	0840	1110	1255	1530		1740
Colchester, Mainline Rail Station	0846	1116	1301	1536		1746
Colchester, Head Street					1608	
Colchester, High Street	0850	1122	1307	1542*	1612	1752
Colchester, Stanwell Street arr	0855	1125	1310		1617	1757
Colchester, Stanwell Street dep	0856	1128	1315		1620	1802
Hythe, Tesco Store	0906	1138	1325		1630	1812
Greenstead, Longridge, Owls Retreat	0913					
Burnt Heath	0917					
Great Bromley, School	0925					
Great Bromley, Hare Green	0928					
Great Bromley, Balls Green, Snooty Fox	0931					
Elmstead Market, Budgens		1143	1330		1635	1817
Frating, Kings Arms	0934	1147	1334		1639	1821
Great Bentley, Sturick Lane	0939	1152	1339		1644	1826
Great Bentley, Rail Station	0942	1155	1342		1647	1829
Aingers Green, Plough Road	0946	1159	1346		1651	1833
Chisbon Heath, Clay Lane	0951		1351			
St Osyth, Kings Arms	0955		1355			
St Osyth Beach	1004		1404			
* Time at Crouch Street, operates via Balkeene Hill						
	77	77	77	77	77A	77
St Osyth Beach			1006		1406	
St Osyth, Kings Arms			1015		1415	
Chisbon Heath, Clay Lane			1019		1419	
Aingers Green, Plough Road	0725	1024	1204	1424	1654	
Great Bentley, Rail Station	0729	1028	1208	1428	1658	
Great Bentley, Sturick Lane	0732	1031	1211	1431	1701	
Frating, Kings Arms	0737	1036	1216	1436	1706	
Elmstead Market, Budgens	0741	1040	1220		1710	
Great Bromley, Balls Green, Snooty Fox				1439		
Great Bromley, Hare Green				1442		
Great Bromley, School				1445		
Burnt Heath				1453		
Greenstead, Longridge, Owls Retreat				1457		
Hythe, Tesco Store	0746		1045	1225	1504	1715
Colchester Osborne Street	0757		1055	1235	1514	1725
Colchester, Head Street		0823	1058	1238	1517	1728
Colchester, Mainline Rail Station		0828	1103	1243	1522	1733
Colchester, Tufnell Way		0834	1109	1249	1528	1739
Colchester, Norman Way Schools	0811					

Further to his pic of the New Horizon Trident and Paul's report above, it now appears that the service will keep going in a slightly revised form (two journeys extended to St Osyth Beach) and be operated by Panther Travel under contract to ECC with effect from 21 Dec 15.

Russell Young.

Membership renewals. Richard Delahoy

Thanks to all those members who've renewed already – over 200 by the end of November. But if you are one of the minority that hasn't yet, this will be your LAST copy of EBN. We hope you have enjoyed the last year's magazines and that you will want to renew – we've frozen the price for the second year running. It's not too late to renew, either use the slip enclosed with the October EBN, or if that is not to hand:

- post a cheque for £21 payable to EBEG to 272 Shoebury Road, Southend on Sea, SS1 3TT; or
- remit £21.90 by PayPal to admin@signal-training.com, ref EBEG subs (the extra 90p is towards the fee that PayPal deduct).

Issuing reminders to late payers takes time we could use better for other Group work! If however you do not plan to renew, it would help if you could let us know, preferably with a brief note why.

Thanks!



Somerset based **Dave Grimm** (the "Hairy Busman"!) writes:

"Nice to see the pic of Colchester 4 in EBN619. This is one of a set of shots that show the highly sophisticated cab of the aforementioned vehicle. I'm told the problem preservationists have these days is finding drivers that can drive these vehicles who are still able to climb into the cab!"

Also see Terry Challis's letter on EBN620p30.

Publicity News by Ian Ransom.

First

leaflet for 'wrap up warm and have a great day out with First Bus on service 9", including a voucher for a free journey, this was distributed with local papers in Chelmsford, which seems strange!
leaflets all dated 1.11.15 are 61/A/62/A;
65; 66/A; 67/A/B/E; 75/A; 88/A
and Harwich area booklet

Essex County Council

leaflets for 83/A dated 13.4.15

Ensign

88/A/B dated 1.11.15

leaflet for X80 dated 13.4.15

Arriva Essex (Southend) [From MA]

1 "the One" issue 10 from 9 August 2015

4, 4A issue 10 from 9 August 2015

5 issue 10 from 9 August 2015

7,8 issue 16 from 9 August 2015

9 issue 12 from 9 August 2015

29 issue 4 from 9 August 2015.

STOP PRESS

From Owen Woodliffe.

EOS New timetable for 66/66a
w.e.f 17.11.2015

Stansted Citylink. timetable for
767.



extract from Arriva Press Release

ARRIVA EXTENDS SIZE OF THE FAMILY FOR ITS DAY TICKETS DURING DECEMBER

Arriva is adding extra value to its Southend-area Family Day Ticket for the whole month of December.

The ticket costing £7.50 allows great-value unlimited travel on all Arriva services in the Southend, Rayleigh, Rochford, Castle Point and Basildon area for the day for up to two adults and up to **two** children under the age of sixteen travelling together.

However, throughout December the number of children allowed will be increased to **four**, making the ticket even better value and ideal for Christmas shopping trips at the weekends and for days out during the Christmas school holidays.

Arriva Marketing Manager Richard Lewis said "Our Family Day Tickets are already very popular and as a Christmas treat we are making them available to larger family groups.

Picture left, cover of leaflet, [base colour a gorgeous red!] setting out the holiday services, early run ins on Christmas Eve and New Year's Eve.

First Essex



Left: Website "leaflets" for Basildon, Chelmsford, Colchester and Southend areas. Bottom; Website Christmas Promotion!



New Vehicles

63328	SK65 PXJ	SA9DSRXXX15141210	Wt AM396	B41F	11/15
63329	SK65 PXL	SA9DSRXXX15141211	Wt AM397	B41F	11/15
63330	SK65 PXM	SA9DSRXXX15141212	Wt AM398	B41F	11/15
63331	SK65 PXN	SA9DSRXXX15141213	Wt AM399	B41F	11/15
63332	SK65 PXO	SA9DSRXXX15141214	Wt AM400	B41F	11/15
63333	SK65 PXP	SA9DSRXXX15141215	Wt AM401	B41F	11/15
63334	SK65 PXR	SA9DSRXXX15141216	Wt AM504	B41F	11/15
63338	SM65 EEW	SA9DSRXXX15141242	Wt AM590	B41F	11/15
63339	SM65 EEX	SA9DSRXXX15141243	Wt AM591	B41F	11/15
63340	SM65 EEY	SA9DSRXXX15141244	Wt AM	B41F	11/15
63341	SM65 EEZ	SA9DSRXXX15141245	Wt AM	B41F	11/15

Body numbers for 63340/1 are not yet available.

StreetLite DF Max 11.5m Micro-Hybrid. These have Euro 6 Daimler engines. The earlier StreetLites have Euro 5 Cummins isbe engines. Free Wi Fi is fitted. Of the 41 e Leather seats, two are side facing across the offside wheel arch, six are side facing tip ups, five are low back at the rear and the remaining 28 have high backs. Like the previous 36 StreetLites delivered last year and earlier this, these buses have small "First Essex" names plus f symbol above the entrance door, but only small "First" names (i.e. no "Essex") and f on the offside above the driver's cab, they have depot stickers on both sides, but were delivered without main fleet names, and they have an advert frame on the nearside but not on the offside. 63328-32 were seen at Heysham Docks on 7 November, 63338-9 were seen there on 21st and 63336/7/40 were seen there on 28th. (Details for 63336/7 are not yet available and will be included next month.) 63341 was seen in Belfast on 24th. Early sightings in service were (all November): 63328 on route 88 on 12th and 64/A the next day; 63329 on 65 on 11th and 61 on 13th; 63330 on 67/A on 14th; 63331 on 63 on 19th and on Tuesday & Friday only 83A the next day; 63332 on 175 & 88/C on 13th and 63 the next day; 63333 on 64/A on 20th and again the next day; 63334 on 64A & 71C on 19th; 63338 on 63 on 25th and on 103 the next day.



An offside pic of one of the new Colchester allocated Streetlites, on the newly extended 61 service to Highwoods Tesco. 63330 in Severalls Lane, Highwoods on 2 December 2015. **Russell Young.**

Allocation Changes

FEC=First Eastern Counties; FG=to/from another First Group company (both involving change of legal ownership)

The following traditional depot codes are used in EBN, although no longer by the company:

BN-Basildon; BE-Braintree; CF-Chelmsford; CN-Clacton; CR-Colchester; HH-Hadleigh

>>>cont. next page>>>

Period 8 (25 October - 21 November)

32480 CR-CF, 32483 CR-CF, 32484 CR-CF, 32485 CR-CF, 32651 CR-CF, 32652 CR-CF, 32654 CR-CF, 32810 BE-BN, 33001 BN-CR, 33002 BN-CR, 33044 BE-CR, 33078 BE-CR, 33080 BE-CR, 33086 BE-CR, 33087 BE-CR, 33088 BE-CR, 33184 BE-CR, 33186 BE-CR, 33190 BE-CR, 33195 BE-CR, 33196 BE-CR, 34305 CF(out of service)-YTC, 42489 BE-HH, 42930 BE-CF, 42931 BE-CF, 42932 BE-CF, 42936 BE-CF, 43483 BE-CN(out of service), 43485 BE-CN(out of service), 43679 BE(out of service)-CN(out of service), 43855 CN-FG, 43856 CN-FG, 43857 CN-FG, 47657 CR-BN, 47658 CR-BN, 53128 CN(out of service)-CF, 62139 CR-CN(out of service), 62195 BE-CN(out of service), 62197 BE-CR-CN(out of service), 63328 New-CR, 63329 New-CR, 63330 New-CR, 63331 New-CR, 63332 New-CR, 65556 CN(out of service)-sold, 65573 CR(out of service)-BE(out of service)-sold, 65589 CR-ITM, 65651 CN(out of service)-sold, 66168 CR-FEC, 66169 CR-FEC

ITM: Ipswich Transport Museum. YTC: Yeldham Transport Collection

These transfers mark the end of BE as a depot in its own right. It has been reported that 62139, 62195 and 62197 are to be converted into Driver Training Vehicles. 62139 was seen at CR on 10 November with its seats removed (therefore the photo in EBN619 of it during its short period of service at Colchester is quite rare). Both it and 62197 were then noted at CN on 12 November. 62197 had also worked briefly at CR before the new StreetLites arrived, it was seen on route 70 on 6 November. Colchester's two short StreetLites have been replaced by the new longer versions.



One of the new StreetLites at Colchester taken at Colchester Bus Station, rear view of 63328 on route 65 (19 November). **Adam Kelleher.**

Disposals

Note: official company disposal information was not available for November.

November 2015

65573 removed from BE w/e 7 November for scrap (assumed to Alpha Recovery)

65556 & 65651 also assumed to Alpha Recovery for scrap

43855, 43856 & 43857 assumed to First Kernow (ex Jersey short Darts from First Eastern Counties have also gone to Cornwall, where their narrow width is useful. 42555, 42556 & 42561 were acquired by First Essex to replace these (see EBN618). For the time being the fourth ex Jersey First Essex Dart, 43854, remains in service.)

34305 has been donated to the Yeldham Transport Collection, where it joins ex First Essex 42439 and 43721 (plus privately owned 46152 and 46802). It was driven there on 21 November.

65589 has been donated to the Ipswich Transport Museum and becomes the first low floor bus there. It was on display at the museum's 50th Anniversary event on 15 November. It was then due to go on long-term lease to the Ipswich Bus Preservation Group as custodians on ITM's behalf. It was new to First Eastern Counties in October 1999 but spent its last year of service with First Essex at Colchester (acquired October 2014). 66168 & 66169 have returned to First Eastern Counties.

Repaints

To Urban livery.

CN42556, seen on route 10 on 20 November

HH42488 returned to Hadleigh from repainting on 12 November and was on route 26 the next day. On the day it returned, HH42489 left HH for CN for repaint. 42488 has been fitted with all round LED blinds (at HH).

CF53125, seen on 351 on 27 November, CF53131, seen at Chelmsford on 14 November, CF53139, seen on route 14 on 30 November.

All the above have small "First Essex" names with f symbol above entrance door and driver's cab, depot stickers both sides and main "Essex" fleet names on lower panels both sides.

CN65669, seen on route 7 on 4 November, 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. This repaint and that of 42556 means that once again all Clacton based vehicles are in Urban livery (see EBN618).

Nine months after the Colchester hybrid livery was introduced (see EBN611), the 10 vehicles so treated have finally begun receiving side and super rear vinyls to advertise their green credentials. (Nearside and offside advert frames have been removed from those vehicles that had them.) 66798, 66800, 66804, 66807, 66810 and 66828 have been seen with these in November. (As of 26 November 66801 & 66816 had not received them, 66803 & 66809 not seen.) The vinyls are similar to those on 67901-4 and 69901-19, but include the line "a greener Colchester" on the lower side panels, rather than "a greener Essex". They retain their main Essex fleet names on the cove panels.

Updating EBN 612, CR65686 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 on both sides.



66800, one of the hybrid liveried Volvos at Colchester which have had vinyls applied to advertise their green credentials, taken at Colchester Bus Station on 26 November.

Adam Kelleher.

Other Vehicle News and Workings

General

Amongst the photos from Remembrance Sunday events included in the Essex Chronicle dated 12 November was one taken at Westway of staff holding poppies in front of a Wrightbus StreetDeck. The vehicle had a pink front and had "Remembrance Sunday" on the front blind, but unfortunately the photo did not include the fleet number or registration. It is not known why it was at Westway. CF43801 has had a front LED destination screen fitted (but not side or rear), replacing its flip dot (done early September 2015). CF42933 has recently had its super rear advert for Essex Fire Service (original version) removed. Like BN69906 and BN69916 (see EBN619), BN69902 has had its super rear advert for Essex Fire Service (later version) removed and so now has no vinyls on the rear. CF32652 has had its super rear advert for East of England Co-Op Funeral Service replaced by one for CT-1, but conversely, CR32654, which carried the CT-1 super rear, has had its removed! CR66801 & CR66810 have had their seats re-upholstered with e Leather (possibly done around the time they repainted, September and December last year respectively).

Olympian

As noted above, First Essex's last Olympian, 34305, has now been withdrawn. It lasted in service nearly 18 months longer than the penultimate Olympian, 34014 (see EBN603). It had been new in June 1994 to Yorkshire Rider and was acquired by First Eastern National in September 1998. It was First Essex's last step entrance bus (excluding the BMC school buses). EBN619 reported that the last recorded sighting of it in use was on King Edward Grammar School work on 7 October, but member Colin Sigston has advised that he saw it on the morning of Sunday 11 October passing under Duke Street railway bridge, possibly (though not confirmed) having worked on rail replacement.

R & S registered Darts 43480 was on 42 (13 & 19 November), on 72 (14th), on 73 / 351 (25th and 4 December) and on 42A (27th). 43731 was on 72 (10th, 12th, 18th, 20th, 23rd-27th inclusive and 30th) and on 54 / 56 (13th). Further to EBN 619, there have been no reports of 43483, 43485 or 43679 in service at Clacton.

Colchester's ex First Eastern Counties Volvo B7TL / ALX400s

AU53 registered 32475-8/80-5 were acquired from First Eastern Counties in July 2011 and allocated to Colchester. (32479 stayed with FEC and is currently in Eastern Counties privatisation livery at Ipswich.) All except 32485 gained red based branding for routes 61 & 62. 32480-5 have moved to Chelmsford in the last two months, with 32475-8 remaining at Colchester. 32480/1/3/4 have had the route 61/62 branding removed, although 32481 (only) has retained the red base. 32482 had been repainted into Urban livery (without branding) in August this year. AU05 registered 32651/2/4 were acquired from FEC in October & November 2013, all in Urban livery. These have also recently moved from Colchester to Chelmsford. Although officially now allocated to CF, the transferred Volvos are normally parked at Braintree outstation for operation of route 70 and evening and Sunday ECC 352, although they move between CF and BE as required for service and maintenance. Free Wi Fi is being made available on these vehicles (32654 now has a large vinyl advertising this in its second nearside window). 32482 has had its Colchester depot stickers removed. At lunchtime on 23 November, an unidentified vehicle from these batches was seen on route 351, this was thought to be a duplicate operating. Apart from this, there have been no reports of any of these Volvos working on any routes other than 70 & 352 since their transfer.

Route 70

As well as the Volvo / ALX400s operated principally from Braintree outstation, some journeys on route 70 are also worked from CF direct and CR. It is not proposed to list observations of these every month, but to give an indication of the variety during the first month of operation since Braintree ceased to have full depot status, the following were noted in November: CR33002 & CR65683 (2nd, additional to those listed in EBN 619); CR32475, CR33184 & CF43847 (3rd); CR33190 (4th); CR33086 & CF66837 (5th); CR32475, CR33087, CR33002, CR62197 & CF66837 (6th); CR66807 (7th); CR33184 & CF66817 (9th); CR33078, CR33086 & CR65679 (10th); CR33087 (11th); CR65684 (12th); CR32478, CR33045, CR33087, CR33184, CF42936, CR65675 & CF66837 (13th) - of these, 33045 worked the school day 1620 short from Colchester to Braintree, earlier in the day it had been seen blinded for route 71, but if it had been in service on that route then presumably it was on the school day only 0733 short from Kelvedon to Colchester as it would not have got under Duke Street bridge in Chelmsford; CR33184 & CF66797 (14th); CF66796, CF66837 & CR69433 (16th); CR66803 & CF66814 (17th); CR32475, CF42485 & CR65677 (18th); CR32478 (19th); CR33196 (20th); CR32477 (21st); CR33196 (23rd); CR32475, CR32477 & CR65030 (26th); CR32477, CR32478, CR33087 & CF65028 (27th) and finally a new StreetLite, CR63333 (28th).

Colchester and Clacton A recent introduction, first noted on 13 November, is for buses terminating in Colchester to have their blind displays switched to "Setting Down Only" as they reach the end of their route. Those Tridents transferred from Braintree that had depot stickers have had them removed but Colchester ones have not been applied. They have had their LED blinds re-programmed for Colchester depot; on the side blinds these only show route number in the centre rather than route number and destination as previously. (Note: CR vehicles either show just the number in the centre of the side blind or show scrolling via points alongside the route number; as an example of the latter, 66801, seen on 19 November, showed 13 via points when on route 65.) Double deckers seen on routes 103/4 during November (all CR): 33195 (5th); 32478 (12th); 33086, 33186, 33190 & 33195 (13th). The Tridents mark a return of this type to these routes, they previously operated when the 103/4 were worked from Harwich. New StreetLite 63332 was on the routes on 16th. There has been an increase in school children using service 30A, Harwich to Manningtree, and a 37 seat Dart is no longer large enough. Therefore CN30902 has been in use on the route during November (seen on 2nd-3rd, 5th-7th, 11th & 13th) showing the destination "Schools Contract 30A". However, local Harwich route 2 is no longer suitable for double deck operation due to low overhanging trees on part of the route, so the interworking between routes 30A and 2 has ceased. As an example of the new arrangements, on 7 November 30902 ran dead from Clacton to Harwich, worked the 0730 to Manningtree High School, dead back to Harwich. At Harwich, CN42937 arrived dead from Clacton, drivers changed over, 42937 worked 0900 2 Harwich circular and 30902 returned dead to Clacton. In the afternoon of 11 November CN42918 worked 1400 2, Harwich to Parkeston short, dead back to Harwich, 1440 Harwich to Clacton 3. CN42923 worked 1340 Clacton to Harwich 3, layover in Harwich, 1605 Harwich to Parkeston 2, dead to Clacton. 30902 dead from Clacton, 1515 Manningtree High School to Harwich 30A, dead back to Clacton. 30902 was back on route 76 on 27 November. 30807 was seen on this route on 18th, 19th & 24th. The third CN double decker, 30903, remains out of use. Services 3/4 are normally 37 seat Dart operated; exceptions seen in November have been CN65665 on 4 (5th) and CN65666 on 4 (11th). Services 5/A are also normally operated by Darts; one exception on 12 November was CN44598. Sightings on services 10/11/12 in November (all CN): 42561, 42922, 42923 & 43854 (13th); 42927, 42928, 42937 & 44598 (18th, unusually no short Darts plus an Enviro 200); 42555, 42556, 42561 & 43854 (20th, the first sighting of 42556 in service); 42555, 42556, 42918 & 43854 (27th, the last ex Jersey Dart still in service).

- 1 Nov CR53008 on driver shuttles with a piece of paper with a handwritten "Not In Service" stuck to the nearside of the blind
- 2 Early sightings of ex BE Tridents in Colchester: 33080 on 61; 33086 on 88; 33186 & 33190 on 75 (additional to those listed in EBN619)
- 3 CN42555 on 2 (a 31 seat vehicle, the usual type on the route is 37 seat Darts), CR47657 on 103/4
- 9 CR65677 on 71, but displaying the now defunct 71A route number
- 12 CR66169 on 71
- 13 CR32476 on 61 showing old destination of North Station with paper clarification in windscreen for its recent extension to Highwoods Tesco, CR65685 on 71
- 14 CR33080 on 121, two different length StreetLites on 66A, CR47657 & new CR63329
- 16 CR32478 on 67/A, CR33195 on 66A
- 26 CR33196 on 15, CR65566 on driver shuttles displaying "Staff Shuttle Bus" on blind, CR65672 on 71C, CR66816 on 71
- 27 CR33080 on 15, CR63328 on 2, CR63331 on 1A
- 1 Dec CR63329 on 71C



42556 showing the First Essex and ESSEX fleetnames, in contrast to the photo of 42555 shown in EBN619p16 Taken in Pier Avenue, Clacton on 20 Nov. **Robert Appleton.**

Chelmsford (including Braintree Outstation)

A new Park & Ride service, between the Chelmer Village site and Broomfield Hospital, commenced on 30 November on a one-year trial basis. 69434 (which was at Colchester) was seen on the Sandon service on 4 December (and had also been noted on P&R in Chelmsford on 2nd, but actual route it was on not seen).

To complete the sightings of new route 72 in its first week (concluded from EBN619): 42484, 42933, 44537 and 44540 (all CF) on 7 November.

- 31 Oct CF65030 on 71A on last day of use of this route number
- 8 Nov CF32481, CF32651, CF44540, CF44547 & CF66812 on 352
- 10 CF53125 on 46
- 13 CF42930 on 14/15/A (and again on 20th), CF43848 on 46
- 15 CF44549 on 352
- 19 CF53138 on 45, CF66837 on 71X
- 22 The 2011 Braintree depot was still being used (see EBN619); noted in the yard were 32480-3 and 32651. 32654 was on 352. CF44543 also on 352, CF44548 on 21 and CF44538 parked at Braintree Bus Park.
- 24 CF65031 parked in BE yard
- 25 CF42934 on 71 (a recent transfer from BN, Period 9) and on 51 the next day, CF53136 on 71
- 26 CF42931 on 71X
- 27 CF44900 on 73 (Chelmsford to Maldon - this route had passed to Stephenson's as a commercial service on 1 September but was regained by First as an ECC contract from 16 November after Stephenson's withdrew their commercial operation), CF66811 seen late evening at BE outstation, presumably having worked on route 21
- 4 Dec CF43846 on 71

Basildon and Hadleigh

Non-Hybrids seen on route 100 (all BN): 47651 (13 November), 47653 & 66822 (14th), 42934 (20th), 41543 (26th) and 41542 (27th)

19 Nov BN33194 on 561

20 A Volvo hybrid was very unusual on Tuesday, Friday & Saturday only route 256.

21 BN47658 on 256 (a very recent transfer, two days earlier this bus had been on route 66 in Colchester)

23 BN47657 on 9 (also a recent transfer from CR)

27 BN47658 on 9



The occasional 26D is Southend-Hadleigh 26 on D-iversion. Pic at Southend Travel Centre on the early evening of 27 November.

John G. Lidstone.

Greater Anglia Rail Replacement

Colchester to Chelmsford: CR32476 on 14 November. On 15th, CF32654 and CR33195 were seen at Witham on rail replacement, likely also on Colchester to Chelmsford.

Managing Director

In EBN613 it was reported that First Essex Managing Director Adrian Jones had been appointed to the newly created role of First UK Bus Operations Director and that Alex Jones, Operations Director at First Essex, had been appointed FE Interim Managing Director. It has not subsequently been reported in EBN that Alex Jones has since been appointed to the Managing Director's post on a permanent basis so the Group would like to pass on its congratulations to him.

Sources: own observations, and with thanks to M Allen, R Appleton, S Barham, C Barker, D Bateman, D Bell, W Bell, G Bessey, T Clark, L Cornwall, J Cush, B Dickson, R Huggins, M King, A Liddle, J Lidstone, J Long, P McAlinney, J Mulley, J Podgorski, I Ransom, J Salmon, C Sigston, K Smith, C Stewart, G Toon, J Waite, R West, the Essex yahoo! group, Essex Buses Google group, Bus Lists on the Web, Flickr, First Essex and Terminus.

Reports relating to First Group may be sent by e-mail to adamxxx4@yahoo.co.uk or by conventional post.

Many thanks to all those who do so.

Peter Mansbridge with thanks to Richard Delahoy, Keith Sadler and HarlowRide.

Full details of the ex Fastrack Volvo B7RLEs / Wright at Southend courtesy of Richard Delahoy:

5 buses in MAX Livery, route branded for the 5 and with local scenes on the rear:

3816 GNO7AVC Old Leigh
3820 GNO7AVG Basildon sign on A127
3821 GNO7AWJ Southend Pier
3823 GNO7AVL Hadleigh Castle
3824 GNO7AVM Pitsea Market

2 buses in Arriva standard livery for general use within the fleet:

3815 GNO7AVB
3822 GNO7AVK

All are Volvo B7RLE, Wrights B41F. The 5 MAX have e-leather seats and wi-fi. The 2 standard buses will have moquette seats not e-leather. Seating in the forward part of the bus is 2+1. MAX 3823 entered service on Sat 28 November ahead of the others. Only 3823 was reported in service on the official launch day Monday 30 November.

DAF SB220 / Plaxton 3912 (T912 KKM) was withdrawn mid November. 3913 (T913 KKM) was withdrawn on 30 November with the remaining 2 (3914/6) are expected to be withdrawn upon entry into service of the rest of the ex fastrack Volvo B7RLEs. Dart SLF 3289 (T289 JKM) is also due for imminent withdrawal. The loan Optare Solo (see EBN 617) had left Southend by the end of November. Not previously reported is that Dart SLF 3280 (T280 JKM) was withdrawn on 1 October but remains in store at Southend.

At Colchester, Dart SLF / Caetano 3411 (HX51LRO) was withdrawn on 24 November, replaced by DAF / Wright Cadet 3527 (LF02PMY) ex Guildford. Dart SLF 3191 (P191 LKJ) was withdrawn on 17 Nov and has gone to storage at Southend.

At Harlow, Dart SLF 3147 (SN54 HXD) has received Arriva livery, replacing the Network Colchester TGM livery complete with Colchester route 1 branding that it has carried for years.



3014 on one of its last journeys, seen here at Southend Victoria on 27 November 2015.

**John G.
Lidstone.**



Top picture:
These are the
people who made
the Maxi
“launch”/viewing
event happen!
Glen Shuttleworth,
Head of Operations
(South East),
Richard Lewis,
Marketing Manager
and EBEG member
and Tracey Williams,
Manager, Southend
depot.

Richard Delahoy.

Lower picture:
Taken in the mis-
named “Short
Street” depot; the
full fleet of five
named Maxi’s.

Picture by
Richard Delahoy.



Eastern National at Harwich: Part Nine:

Village Link and Volvo Olympians by Robert Appleton.

1998 was a year of stability, but the beginning of 1999 saw a lot of changes at Harwich. Essex County Council had received funds from the Government's Rural Transport Grant, and following consultation, a number of new rural services named Village Link commenced on 4 January 1999. Clacton depot gained Village Link service 2 Clacton - Mistley, and Harwich depot gained Village Link services 3 and 4 Harwich - Clacton. The frequency was hourly in peak hours, every two hours daytime off peak. The common section of route was Harwich - Dovercourt - Little Oakley - Great Oakley - Beaumont cum Moze - Thorpe le Soken - Little Clacton, then service 3 in the peak hours went in to Clacton via Meadowview Estate, and service 4 in the off peak went in to Clacton via the Clacton Factory Outlet/Shopping Village.

On 4 January 1999, Mercedes 709D/Plaxton Beaver 2681/2682 (P681/682 HPU) worked Village Link services 3 and 4. Harwich local services 20A/20B to Parkeston and 22A/22B to Long Meadows Estate had reduced back to a half hourly service, requiring two minibuses, on 4 January 1999 these were 2656 (L656 MEV) and 2669 (M669 VIN). The double-deck allocation was updated with the arrival of four Volvo Olympians with Northern Counties Palatine I H47/29F bodies from First Calderline, part of Yorkshire Rider, which had also been a Badgerline company. The four were 4308/4310/4311/4314 (L308/310/311/314 PWR). They looked very smart in the yellow/green livery with red First and Eastern National fleet names. Their gleaming paintwork was unspoilt by adverts.

Refurbished Bristol VRT 3072 (KOO 790V) had already moved to Colchester, replaced by Leyland Olympian/ECW 4021 (C421 HJN). The four Volvo Olympians replaced the four Leyland Olympian/ECW 4007/4008/4019/4021 (C407/408/419/421 HJN) to Chelmsford. It was sad to say goodbye to 4007/4008. They had come new to Harwich in 1986, and gave a very reliable and comfortable service on the 103/104 routes, they had each clocked up well in excess of 1 million miles whilst at Harwich.

The March 1999 allocation at Harwich was:

Mercedes 709D/Plaxton Beaver B23F 2655/2656 (L655/656 MEV), 2669 (M669 VIN), 2681/2682 (P681/682 HPU)

Dennis Lance/Northern Counties Paladin B49F 1512/1513 (P512/513 MNO)

Refurbished Bristol VRT/ECW H43/31F 3076 (KOO 794V) 3078 (STW 22W)

Unrefurbished Bristol VRT/ECW H43/31F 3219 (VTH 941T)

Volvo Olympian/Northern Counties Palatine I H47/29F 4308/4310/4311/4314 (L308/310/311/314 PWR)

Minibuses 4 for service (1 on Harwich - Parkeston 20A/20B, 1 on Harwich - Long Meadows 22A/22B, 2 on Harwich - Clacton VillageLink 3&4) 1 spare. Full size buses 8 for service 1 spare.

So travelling on services 103/104 between Mistley and Harwich, and Mistley and Colchester gave me the opportunity to travel on Dennis Lances and Volvo Olympians, and occasionally refurbished Bristol VRT 3076/3078. The Harwich drivers liked the acceleration of the Volvo Olympians, this helped then to keep to time. Also the Volvo Olympian was easier to drive on windy and narrow country roads than the longer Dennis Lances.

Whilst services 103/104 could be worked by five full size buses, Harwich depot had a number of school contracts and school services including:

Harwich - Colchester Norman Way Schools contract, Harwich - Manningtree High School contract,

Harwich - Ramsey school service 103,

Ardleigh - East Bergholt High School service 193,

hence the need for eight full size buses.

During 1999 a First Anglia livery was introduced, the main colour was chrome yellow, with a red skirt for First Eastern Counties, a green skirt for First Eastern National, and a maroon skirt for First Thamesway. Not many Harwich buses gained the Eastern National version of this livery. One that I do recollect was 2683 (P689 HND) Mercedes 709D/Plaxton Beaver B23F. It came to Harwich in 2003 after use at Clacton on Village Link service 2 Clacton - Mistley, Eastern National had lost the contract for Village Link 2 to Heddingham & District.

This livery was short lived, it was soon replaced by the First secondary corporate livery (also referred to as Barbie2) which was First corporate light grey with dark blue skirt, but with a fading magenta band below the lower deck windows, and no willow leaf. The first bus at Harwich in this livery was Leyland Olympian/ECW 4013 (C413 HJN), which had been repainted and overhauled. It was joined at Harwich by sisters 4008/4009 (C408/409 HJN). It was good to see 4008 back at Harwich. It had lost its original dual purpose dark green/yellow livery for Badgerline style yellow/green livery. These three arrivals, and a reduction in school contract work in 2001, reduced the number of full size buses from 8 to 7, Dennis Lances 1512/1513 (P512/513 MNO) moved to Clacton, refurbished Bristol VRT 3076 (KOO 794V) and 3078 (STW 22W) moved to Colchester, and unrefurbished Bristol VRT 3109 (UAR 599W) moved to First Thamesway at Basildon.

During 2001, the Village Link services 3 & 4 Harwich - Clacton had their off peak frequency increased to hourly, with journeys alternating between service 3 via Clacton Meadowview Estate or service 4 via Clacton Factory Shopping Village.

(To be continued).

EBN620p20



top picture: C413HJN at Harwich on 6 October 2001 displaying its First secondary corporate livery (Barbie 2). After the Eastern National dark green/yellow and Badgerline style green/yellow liveries, this livery took some getting used to!

Robert Appleton.



lower picture: P513MNO at Mistley Rigby Avenue on 6 April 1999 on service 104 Harwich to Colchester. On the extreme right is an Eastern Counties Leyland Olympian on service 96 Mistley - Ipswich.

Robert Appleton.

Ensignbus Dealing Stock Movements - November 2015.

Mark Lloyd with thanks to Ross Newman.

Vehicles In

Arriva London	LJ03 MJF / LF52 UPO	Volvo B7TL's
	LJ03 MVZ/LJ04 LDF/LJ04 LDK	DAF DB250's
Centaur Coaches	V322 KGW	Trident
Go-Ahead London	YN03 DFJ/DFA	Scania's
	YV03 RAU/PZG/PZE	
	YN53 RXZ	
Go Ahead NE	W174 SCU	Tridents
	W862 PNL	
Metroline	LK03 NFY/LK53NDP	Darts
NX West Midlands	T415/8 UON	Spectra's
	S404 NVP	
Norfolk CC	PN03 ULL/P/R/U/V/UMA/C /G/H/I/	Tridents

Vehicles Out

Abbey Travel, Erith, Kent	LJ03 MHY/MGX/MJV	Volvo B7TL's
Aintree Coachlines, Liverpool	YV03 PZH	Scania
Arrowbrook Coaches, Chester	V534 GDS	Volvo B10BLE
Beestons Coaches, Hadleigh, Suffolk	YN03 DFJ/PZW	Scania's
Belle Vue, Manchester	PN03 ULP/UMG	Tridents
Carters Coaches, Capel-St-Mary, Suffolk	LX03 BTF	Trident
Crosskeys Coaches, Folkestone	YV03 PZK	Scania
DA Coaches, Coatbridge	NA52 AXF/AXC	Darts
D and E Coaches, Inverness	YJ10 MGO/MGE	Solo's
Dews Coaches, Somersham	LW51 ZLZ	Ex Dublin B7TL 01-D-10189
Express Motors, Caernarfon	T813 CBW	Volvo B10BLE
First Bus Stop, Gravesend	PK02 RDO	Trident
	IIG9 298	Volvo B7TL
Garnetts Coaches,		
Bishop Auckland	LW51 ZNH	Ex Dublin B7TL 01-D-10196
Hardwicks, Barnsley	T811 CBW	Volvo B10BLE
Hulleys, Baslow, Derbys	EK51 XXE	Dart
Nu-Venture, Maidstone	SF04 RHU	Dart
Richards Coaches, Dereham	T742 JPO	Trident
Sanders Coaches, Holt , Norfolk	LJ53 NHV	DAF DB250
Sandwell Travel, Tipton	EK51 XXF/XXG	Darts
Sleafordian Coaches,		
Sleaford, Lincs	YV03 RAX	Scania
Trustybus, Nazeing, Essex	YN53 RXF/G/H/M/P/R/T	Scania's
	KX03 HZN	Dart
	LX04 FXV	Trident
UK Coachways, Bolton	LJ53 BFY/NGO	DAF DB250's

Other Movements

Volvo B7TL LG52 DDL	South East Coachworks, Faversham.
DAF LJ03 MWP	MC Tractors, Ely, for scrap.
MAN's AE09 DHN / AJ58 WBE	Associated Coach Sales, New Zealand.

Mark Lloyd with thanks to David Arnold & Essex Buses Yahoo Group.

Fleet news

577 W518 WGH has been transferred from Chambers fleet to Hedingham fleet and is allocated to HD.

574 W506 WGH is now confirmed as having Hedingham fleetnames, further to EBN618p21.

290 EX02 RYR Dennis Dart/MPD is currently in the paintshop receiving the new livery.

1520 YN06 JYD passed its MOT at TY on Thursday 26 November and has been allocated to CN for service.

Service news

Chambers service 111 will be amended on 24/12/15 only to run from Windham Road Sudbury to Braintree bus park at 1510, brought forward from the usual M-Th 1650 departure.

Chambers are stating a normal service will run on 24/29/30/31 December & 2 January 2016. No service on Public holidays or Sundays.

Hedingham are the same except Service 137 Clacton Common Circular will run a Sunday timetable on Boxing Day and on New Year's Day and of course will run the 87 on Sundays excluding Public Holidays. Refer to their website if in doubt.

On 7/11/15 service 89 suffered a fallen tree and a diversion via Gosfield and Wethersfield Road was in place.



Hedingham Alexander Enviro 200 EU59 AFJ seen during October on Braintree Town Service 34A in the Bus Park.

Paul Harvey.

EBN620p23

Summer 1975.

By Chris Stewart.

Two of us from Brentwood School (both called Chris) were regular visitors to Brentwood depot in 1974/75 during our sixth form lunch breaks and sometimes during school holidays, noting down the daily vehicle output and gradually getting to know the Duty Inspectors Ray, Teddy and George. There was a strict demarcation line beyond which we didn't dare set foot, that being the depot building itself which was the province of the Mechanical Superintendent, but we became accepted and even encouraged within those constraints. In due course we were introduced to a true gentleman by the name of Ken Taylor, a former City Coach Co and Westcliff man who was responsible for the 'local' schedules (there being an equivalent job for the 'Main Road', the 151/251 Wood Green to Southend/Canvey services). We learnt a lot about 'car workings' from Ken (and I've still got handwritten copies of one or two charts). When we were in our final year at School in 1975 it was at his suggestion that we wrote to the Traffic Manager, enquiring if there was any possibility of employment by Eastern National during the summer. Our approach was dealt with by Bob Beaumont, one of the TM's senior assistants, and we were each offered a temporary job to undertake passenger loadings. We didn't then know of Bob's lifelong interest in buses, nor his membership (number 3) of the then ENEG to which we also belonged, but we'll be forever grateful to him for the chance of a summer being paid to ride round the county, often on some of the less usual services.



picture above: Bishops Stortford depot's 1308 (203 MHK) of 1959 waits at Thaxted on 6 August 1975 before returning to its home town. Today, Stephenson's of Essex provide this link with their hourly route 6 (Saffron Walden-Stansted-Bishop's Stortford) in addition to which Viceroy maintain a Thursdays-only 318. **Chris Stewart.**

I recall being told to report at Wickford Station on my first Monday morning to Inspector Jim Holt, who had been seconded to assist Bob out on the road. Having identified me (largely by an R.E.V.Gomm NBC badge on my blazer!) he ran through a set of instructions, gave me a list of routes and journeys to be surveyed together with an NBC Travel Pass. I already had a set of timetables and at some early stage I was given a set of fare tables for the whole company. He might have accompanied me on my first trip – I can't recall, and have long since lost the list – but after that the other Chris and I were pretty much on our own, going to Head Office in New Writtle Street every Friday to collect our week's wages and the following week's duties (as well as chatting to the Schedules department staff and also occasionally looking round the back to see what vehicles were of interest). Chris and I crossed paths from time to time, but worked completely independently.

This was all long before NBC's Market Analysis Project (MAP) and also of course well before electronic ticketing made accurate data collection possible by downloading from the ticket machine. This was pure Setright era, and in essence the job was to record the origin and destination of each passenger's journey on a particular working. Many of these, sadly, were marginal trips and locations which subsequently succumbed to 'rationalisation' but others managed to justify their continued existence. Some were for other reasons - amongst these was the Jubilee Road diversion in Rayleigh of the 22/22A, which had upset some of the residents who didn't want buses passing down their road. EBN620p24

By collating actual information for the three stops involved the Company won the right to retain the revised route, albeit that on more than one occasion buses crossed at the wrong moment thereby preventing a quick hop from one side of the road to the other. Bob was always proud of the fact that he won the day on every such case in which he was involved.

Living near Shenfield Station meant Chelmsford was readily accessible by 351 (mostly Nationals and VRs then), while Brentwood was a short distance away by any local route or 151/251 (all FLF) and the 151 also gave direct connection to Basildon. A few days of morning starts from Colchester meant catching the 0723 (or thereabouts) train – usually loco-hauled, which was a bonus! – whilst Maldon, Bishop's Stortford and Braintree were easily reached once in Chelmsford. I did one round trip from Basildon to London (King's Cross) and back on a lightly-used 400 (on a VR) and I think another on 1606 (BNO 107B, former dual purpose RELH) but the majority of journeys under scrutiny were obviously less urban in nature.

I spent a few days in Basildon; most of this was to assess 'out of town' routes to Langdon Hills and elsewhere, although subsequent expansion of the 'New Town' has since brought some of these closer to the built-up area. One exception I can recall was a lunchtime Basildon Industrial Site trip (a fairly new N-reg VR) and there may well have been others as there were still a lot of odd factory workings.

Much of the time, not surprisingly, I was on Bristol MW or RE saloons although on one occasion I managed to get a Bristol LD5G rather than an MW allocated to a Colchester-Rowhedge trip. The other Chris persuaded someone at Colchester depot to put the unique LDL 2510 (236 LNO) on an East Mersea journey, but not without some adverse reaction from the crew! South Woodham Ferrers 'country town' was just in its infancy, and the 36 from Chelmsford had been extended to a new turning circle at the end of Victoria Road (where the buses-only lane now is) – I did one or more trips there (by Lodekka) to see what the usage was. There were still a few LDs and the FSs to be found at Southend, but the Jubilee Road 22/22A counts involved FLFs almost exclusively – except for one evening peak Southend Transport lowbridge PHI-reg PD3 (which I travelled on for more than the intended distance!). I had an FLF (2729) one Saturday morning from Colchester to Langham and a couple more from Bishop's Stortford (to Henham, and the 'short' afternoon Great Dunmow 70 with member Peter Carr conducting).



picture: On 6 August 1975, Braintree's MW5G 1312 (207 MHK) has reversed in next to Lindsell School after arriving from Braintree (single fare 43p) on the former Hicks route 15. The 315 was a sporadic service on certain days of the week only, and today operates on Thursdays only (a Panther Travel ECC contract). Lindsell is also served by Hedingham 16.

Chris Stewart.

To be continued.

Panther Travel. By Robert Appleton.



Panther Travel had a large private hire job today, transporting 245 pupils plus teachers and helpers from Harwich County Primary School to Colchester's Mercury Theatre for "Aladdin" pantomime.

This needed four vehicles:

DC53 PAN (LK53 KWF) Volvo B12B/Plaxton Panther

BIG 9249 (J114 KCW) Leyland Olympian/Leyland

BIG 4005 (B693 BPU) Leyland Olympian/ECW commuter coach originally Eastern National 4505

D511 PPU Leyland Olympian/ECW commuter coach originally Eastern National 4511.

Thus it was possible to see the two ex Eastern National Leyland Olympian/ECW long wheelbase commuter coaches together.

Photographs taken during layover at Turner Rise, Colchester by **Robert Appleton**.

Thanks to Stephen Barham and Adam Barham for inviting me to Turner Rise, Colchester for this mini photo shoot.



Eastern
National 0846
taken in
Cambridge in 1
February
1971.

Philip Wallis.

Vehicle on Loan

Further to EBN618, Dennis Trident / Alexander ALX400 X263 NNO, new to Stagecoach London, remains on loan from Ensign. It is single door and in the all over blue livery of previous owners Quintin Kynaston Community Academy, including fleet names - it also has a fleet name on the over painted front destination screen. It does not have a ticket machine and so is usually confined to schools work.



Regal have Trident X263 NNO on loan from Ensign and it is usually confined to school routes as it does not have a ticket machine. Still in previous colours, it is on layover outside St Margarets Hospital, Epping.

Owen Woodliffe.

Workings and Observations All dates November 2015

Greater Anglia Rail Replacement

Marks Tey to Sudbury: 209, MX10 DFK (13th); YJ03 PGZ (20th); YJ03 PKK (21st); 802 (22nd)

Colchester to Chelmsford: YJ03 PKK (14th); YJ03 PGZ (15th)

Colchester to Ingatestone: 652 on Ingatestone cross platform shuttle (15th)

Witham to Braintree: 206, 207 & MX10 DFK (14th); 207 (15th)

P 03 at Norwich on 7th

Docklands Light Railway Strike 3-4 November

Further to EBN619, on 4th, P 02 & P 03 worked shorts on TfL route 108, Stratford to North Greenwich only.

Coaches YJ03 PKK unusual on route 391 (27th)

Solos 208 on 1 (10th), 88 (22nd); 209 on 0060* (9th pm); 210 on 3 (10th), 31A (26th & 27th)

Darts 602 on 71C (8th), 0060 (25th, 26th & 27th am), 75 (27th); 611 on 0060 (16th, 17th, 23rd & 24th), 381 (26th); 613 on 381 (26th); 614 on 1 (13th); 615 on 343 (7th), 344 (13th), 0060 (19th); 616 on 3 (13th), very unusual on 565 (23rd); 617 on Braintree Freeport Shuttle (7th & 28th), 618 on 70 (16th), 0060 (27th pm)

Enviro 200s 650 on 3 (14th, 26th & 27th); 651 on 3 (13th); 652 has replaced 651 as the regular bus on route 565, seen many times during the month, on 71C (22nd)

MANs 702 on 52 (13th & 19th), 565 (14th), 211/3 (24th - unusual for a longer bus to operate these routes); 802 on 0060* (am) & Braintree Freeport Shuttle (9th)

Tridents 1302 on 5 (19th - very unusual for a double decker to operate this route); 1401 on 7 (10th & 23rd); 1404 on 7 (16th)

*0060 is a Silver End - New Rickstones Academy contract.

New and acquired

The ADL E200 demonstrator YY15 NJ0 that has been on loan since July has now been acquired and numbered 427; it had used temporary number 205 previously.

The 5 new E200s were delivered at the beginning of December, route branded for the 38/38A Halstead-Braintree-Witham "Three Rivers" service in customary Best Impressions style and should be in service by the time this issue is published. Details are:

471 EU65 EOG 472 EU65 EOH 473 EU65 EOI 474 EU65 EOK 475 EU65 EOL



picture above: Lined up for a pre-service photo shoot at Rochford on 4 December.

John G. Lidstone.

Ex London Dart LN03NLG entered service very briefly in red as planned at Boreham depot, allocated fleet number 9033. This is now being changed to 9003 and it is under conversion as dedicated training bus.

There is no further news yet about the possible use of two ADL hybrid demonstrators.

EOS London.com (Swallow Coaches, Rainham, Essex) by Adam Kelleher

EOS 711 Further to EBN618, Owen Woodliffe has reported that this vehicle is a Toyota BB50R / Caetano C22F, new 2001, previous owner was Wood Norton Hall, registered X4 DSB. Swallow have owned it for several years, but it had apparently been out of use for some time. It has been used on the Forest School and Debden Park School contracts and as a crew shuttle.



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

Acquired Vehicles

YN53 RXF, Scania N94UB / Scania, B37D, new to Metrobus (514) 12/03
YN53 RXG, Scania N94UB / Scania, B37D, new to Metrobus (515) 12/03
YN53 RXH, Scania N94UB / Scania, B37D, new to Metrobus (516) 12/03
YN53 RXM, Scania N94UB / Scania, B37D, new to Metrobus (520) 12/03
YN53 RXP, Scania N94UB / Scania, B37D, new to Metrobus (522) 11/03
YN53 RXR, Scania N94UB / Scania, B37D, new to Metrobus (523) 12/03
YN53 RXT, Scania N94UB / Scania, B37D, new to Metrobus (524) 11/03
YN53 RXU, Scania N94UB / Scania, B37D, new to Metrobus (525) 11/03
YN53 RXZ, Scania N94UB / Scania, B37D, new to Metrobus (530) 12/03
From Go Ahead London, via Ensign, October / November 2015

These join YN53 RXJ reported last month. Like RXJ, when with Metrobus / Go Ahead these were mainly allocated to Transport for London route 358. They have been repainted into fleet livery at Mardens; they were previously all over red. Roofs remain in TfL specified white. They retain dual doors. These are recorded as B32D, presumably the tip ups seats were removed whilst on TfL service. All round LED blinds have been fitted. They have been given fleet letters to match the registrations rather than fleet numbers, these are prefixed by TB followed by a space, e.g. "TB RXF", etc.

LX04 FXV, Trident / ALX400, H45/23D, new to Stagecoach East London (18230) 6/04
From Tower Transit, fleet number TAL 33203, via Ensign, November 2015. (It was seen still operating for Tower Transit on TfL route 23 on 29 October.) It retains overall red livery, front LED blinds have been fitted.
KX03 HZN, Dennis Dart SLF / Caetano, B32D, new to Ealing Community Transport, Acton (101) 4/03
This joins KX03 HZG reported last month. From Ensign, November 2015, repainted at Mardens into fleet livery. LED blinds fitted, dual doors retained.
Updating EBN605, ex National Car Parks (Challenger) & London United Enviro 200 SK07 HLR is in all red, as is ex Metroline Trident / Transbus TP462 (LK03 GJZ), but TP425 (LK03 CGF) was painted into fleet livery when acquired. All received LED blinds.

Vehicle on Loan

LK53 FDP, Transbus Dart SLF / Caetano, B29D, new to First London (DHL 535) 10/03
Renumbered under the Sema system to DMC 41535. Subsequently to Metroline as DC 1557 when Metroline acquired some First London routes and garages. Seen on route 505 on 20 November, all red, no blinds, number in windscreen. This vehicle was on loan from Ensign for about a week whilst the Scania's were being repainted.

Repaints

YX09 FNG had been repainted into fleet livery by October 2015 (ex white livery with light green skirt). EDS 23 (BX58 BEY) had been repainted into fleet livery by November 2015 (ex all white); it retains the name Niamh Brooke.

Services

Trustybus introduced services 419 & 420 on 16 November, competing with Townlink route 20 and part of routes 19 and 21. The 419 operates from Harlow to Epping with the 420 the same but extended from Epping to Ongar. They each run half hourly during the day Monday to Friday, giving a combined frequency between Harlow and Epping of every 15 minutes. On Saturday only the 420 runs, half hourly, during the day, but there are two evening short journeys each way numbered 419. The ex Metrobus Scania's have been acquired primarily for these routes. Sightings on the routes have included TB RXG/H/I, various Darts and Enviro 200s, Solo V679 FEL, DAF / ALX 400 X427 FGP, various TP's and Trident / ALX400 LX04 FXV.

Docklands Light Railway Strike 3 & 4 November 2015

Further to EBN619, three Trustybus double deckers did indeed work as extras at peak hours on TfL route 147 on these days (East Ham to Canning Town or Prince Regent only). Tridents TP425, TP463 and ALX400 bodied LX03 BVW were used on both days.

Depots

The increase in the bus fleet has resulted in the Galleon Travel coach fleet being transferred to a second depot nearby.

With thanks to Ross Newman, Chris Hatley, Owen Woodliffe, LOTS, Flickr and Bus Lists on the Web

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

APT Coaches, Rayleigh

CN54 VOC has been acquired from Princess, West End, Hampshire and is re-registered as APT 42S. This is an Iriza bodied Scania C49FT.

Barker, Roydon

M1 PVC (ex. Y287 LCS, KSU 347, X88 CCH) an Ayets CH73CT has gone from here.

Bone (Tendring Travel), Thorpe-le-Soken

MX10 DJJ, an Iveco M16 minibus is a recent arrival here, previously with Stevens, Bristol.

Galleon 2009, Royden

Recently acquired is KX03 HZG, a Dennis Dart with S. C. Coachbuilders B32D body, previously with Ealing Community, London. It is understood this vehicle has been converted to single door (current seating capacity not known).

Hallums, Southend-on-Sea

Van Hool bodied DAF C51FT, reg. F503 OJE is understood to have gone to Lloyd of Hixon, Staffordshire (Dealers).

Merriday (Fourways), Highwood

N468 EHA, an Alexander bodied Mercedes Benz 811D, B31F has gone from here.

Viceroy, Saffron Walden

Iveco FG03 JDJ, with Indcar C29F bodywork has been re-registered as TUI 9840.



picture above:

Klarners of Colchester Setra S315GT-HD, reg. KL54 KCL (ex, BX54 EDR) on a day trip to the Christmas Fayre at Bury St. Edmunds on 29 November. This vehicle was previously with Bendry, Ilford (acquired by Klarners in November 2011).

Roger A. Smith.

The Letters Page.

Ted Miles from The Emerald Isle.

Well done to the EBN team for all your hard work, very much appreciated. I look forward every month to the excellent magazine.

A few little points of interest about the Tending area in the 1950's:

Route 103, Clacton – Walton via Thorpe, passing points shown – Thorpe-le Soken

Kirby-le-Soken (The only le-Sokens I know of!)

Between Frinton Gates – Kirby Memorial, running time route 103 was 8 minutes; on route 107, 6 minutes. Exactly the same route!

Re route 107, passing points shown on Bristol K's was

Holland-on-Sea

Kirby Cross

On KSWs was

Frinton-on-Sea

Holland-on-Sea

Frinton-on-Sea was never correct, the stop was at Frinton Gates, and 107 never went into Frinton!

Thanks for EBN and some Harwich Notes.

Doug Brown of Hutton (DB from BN).

How dare Alan Tebbit BEM of Truro suggest that I would drive a bus round the block at WG garage and take a better bus! That thought never entered my head, I would not dream of doing such a thing. What I may have done is transfer my passengers to the semi behind saying the bus in front has a defect, i.e. a gearstick in the middle of the floor. I can only assume Alan enjoyed pottering around in those stick boxes for 11 hours as he is of average build; I am 6' 3" tall and after being in the cab for 3 hours, my kneecaps got locked in the 1745 hours position and I needed a mallet to straighten them. I often walked round the depot in the squat position muttering "I drove a bus for 3 hours, stop, start, ding ding". This caused much mirth. I did not like pottering about; I liked to giddy-up which is why I opened up the fuel pumps. Obviously, I could not do this in service; too many eyes around! No, I had to go down to the engine room at destinations at the end of a journey out in the sticks. EN eventually put a lead seal on the pumps and every time I bought a bus into the depot, a fitter would check that the seal was still in-situ.

Re: EBN619p31, TVX were the first FLFs and they all had a 4-speed gearbox. The 5-speeds came later; p33, the LS was known as a tram due to the single fog light in the centre. It had a 5-cylinder Gardener engine midship on its side. They were a mechanics nightmare as to work on the engine was part over the pit and part lifting the floorboards inside the bus.

Tries to save his reputation!

Terry Challis from Blackpool.

Thank you for EBN619. And thank you for the photo of the Colchester Corporation Daimler with the Roberts' body (OHK432).

Roberts' bodies were rare in Essex in the post-war years but it is worth remembering that the City Coach Company had 6 low-bridge Roberts - bodied Daimlers (NVX 171 to 176), which passed to Westcliff and then Eastern National. I well remember a journey on one of these buses from Stratford Broadway to Chelmsford on the 30s. (It was a Brentwood Garage working. An ENOC colleague and I had spent the Saturday afternoon waiting at Brentwood to have a ride on the, then brand new Green Line Routemaster prototype.) As always with Daimlers it was a smooth, effortless ride. There was also a Strachan's bodied Daimler CVD6 in the City fleet (ONQ289) but I never saw this elusive bus. I wonder if there are any photos of it?

There were, of course, also six 'City' Leyland PD1As with Roberts' bodies (NVX302 to 307). Like the Daimlers some of them ended their days with ENOC in the south Essex area. I can remember travelling home from school on a PD1A on the 3 from Leigh Elms Hotel to Hadleigh.

Roberts' bodies always seemed to me to be well-built, very solid bodies.

Roberts' Bodies.

David Grimmert's picture of the cab of Colchester 4 is shown on page 10 and might just explain the differences of opinion!

Alan Tebbit BEM from Truro.

Thank you for your card and kind comments. (A postcard showing a Crich based former London tram! Ed.) I hope the readers enjoy the ramblings of an old busman. (They seem to do so! Ed.) I have been lucky in spending my life doing a job that I love.

We may not have trams in Cornwall although the tram office still stands in Redruth, at the old terminus of the Camborne – Redruth line. It is a private house now, but retains its waiting room windows. We do have a horse bus operating in Truro during the summer!

Trams in Cornwall?

Robert Appleton

[in response to a query from the Editor]

The Point Clear Road closure.

First Essex website shows Mill Street, St Osyth, closed for resurfacing 2 Nov to 11 Nov overnight. So 2150 and 2250 Clacton - Point Clear terminated at St Osyth Red Lion, and return journeys started from there.

I reckon it is about two miles from St Osyth Red Lion to Point Clear, and I cannot see an alternative route, even for cars.

Is this the longest road closure we have seen in Essex in recent years? Ed.



This is Your Editor's Favourite Photo This Month! A happy Driver and a reluctant destination screen!

Versa V1110 4212 (YJ61 CJZ) now has a non-standard scrolling LED indicator display, fitted by Optare I'm told, when there for warranty work. This was the one that had electrical issues early on. The scrolling is so slow, that it shows anything but the destination most of the time. Here it's showing (Sh)oebury and Thorpe (Bay) which are 4 miles behind it, as it's heading out of Southend to Rayleigh! Taken 27 November 2015.

John G. Lidstone.



Target dates for EBN621 (January 2016).

By Saturday 2 January 2016

Reports to Sub-Editors.

By Saturday 9 January 2016

Sub-Editor drafts to Editor.

By Monday 18 January 2016

Dispatch by Printers.

Late Running?

This guy was spotted in Southend on Boxing Day 2014 by **John G. Lidstone**. It's just an excuse for me to wish readers and contributors a very happy Christmas and a Prosperous 2016. And to thank you all for your support.

Back Cover Photos.

Modern and Ancient?

Outer Top

Arrow Taxis AR60 OWS in Witham, Collingwood Road operating the 1302 40 from there to Ebenezer Close on Friday 20 November 2015. Arrow Taxis have, since 2 November, operated this route on behalf of Stephenson's when their 38 was extended to Braintree and Halstead. **Keith Shayshutt.**

Outer Lower

Former Southend Corporation Transport 263 on its first moments in daylight after a spectacular refurbishment - the first appearance of this livery in authentic form since 1967. John thinks Mardens have done a superb job on this on behalf of Ensign. [It is just possible it may be seen on the road before you see this. (Ed.)] **John G. Lidstone.**



Round & About.

Top picture:

Stephensons Scania 506 (YN07 LHD) is unusually working route 247 Dedham - Colchester today, 24 Nov 15, instead of the normal E200 or Dart.

For added interest, 506 is the former ethanol powered Scania demonstrator that worked for Transdev London United and Reading Buses, but was converted to conventional diesel and sold to Stephensons when the trial finished. 506 is pictured in Birchwood Road, Lamb Corner.

Russell Young.



Middle picture:

Maxi 3824 before the "launch" and before application of the rear vinyls. Seen here heading down a certain road in Leigh on 23 November.

John G. Lidstone.



Bottom picture:

Ex-Braintree TransBus Dart SLF/Pointer 42488 (SN53 KJX) entered service this afternoon and here it is on its last trip of the day at Leigh Station, on 13 November, picking up commuters on the penultimate 26 of the day, looking very smart indeed.

John G. Lidstone.



www.essexbus.org.uk