

Essex Bus News

**No. 646
February
2018**



Essex Bus Enthusiasts Group
www.essexbus.org.uk



fb.me/essexbus

£4

where sold



<< Upper picture
On 22 January 2018, Chambers Dennis Trident 724 W824 NNJ passes the original Chambers premises, still showing details of their previous use. 727 came from Konectbus and was new to Brighton & Hove. It remains in Konectbus livery with Chambers fleetnames. It is on its way from Sudbury to take up its regular duty on the school service from Stanway School to Fordham, transferred from Hedingham last year.

Keith Woods.



lower picture Family firm Fords of Althorne immaculate run-out on 30 January included the 7th low-floor double-decker supplied to Stagecoach, Dennis Trident/Alexander ALX400 looking great in new livery, with very neat wheel trims - 10/10 for excellent presentation! Seen at Althorne heading out from garage for a school journey on 30 January.

John G. Lidstone.

Front Cover Picture.

Green Line for the X30 in Chelmsford?

37985, one of two former First Berkshire Green Line 702 vehicles in Chelmsford, hopefully for the X30, seen in Duke Street, Chelmsford on Friday 26 January, the other one is 37986. No other sightings have been reported!

William Morrison.

EBN646ifc

Essex Bus News 646

February 2018

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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:

Tony Saltwell	Chelmsford 1128.
David Reynolds	Colchester 66 (rejoined).

Essex Bus News is the "house magazine" of the **Essex Bus Enthusiasts Group.**

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

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

Subscriptions 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.

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EBN646p1

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 22 February Glen Shuttleworth Area Managing Director, Herts & Essex, Arriva Southern Counties.

Thursday 22 March AGM at 1930 hours presenter to be advised.

Other dates: **26 April, 24 May (Richard Delahoy, Great British Bus Ride), 28 June, 26 July (Robert Appleton, Gretaer Manchester before & After Deregulation), 27 September, 25 October (Alan Osborne, 30 Years AGO), 22 November (Martin Weyell, slides from John Boylettcollection, part 2) 13 December (Richard Delahoy, 20 years ago).**

NORTH ESSEX MEETINGS by Dave Arnold.

Downstairs room at the Friends Meeting House, Church Street, Colchester, just south of "Jumbo" (the water tower) and behind the Mercury Theatre. Town centre bus stops and parking are nearby. Doors open at 1915 for informal chat, and often an impromptu slide show, with the main talk or show from **1945** to 2145. **£3.00** donation towards room hire, please.

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

Friday 9 March 2018

Alan Osborne

Friday 13 April 2018

Owen Woodliffe

Also for 2018: **11 May, 8 June, 13 July, 10 August, 14 September, 12 October, 9 November, 14 December.**

A Blast From The Past

Paul Harvey.



Eastern National 3066 Bristol VRT ECW U VX 3S at Chelmsford Bus Station awaiting service 313 to Halstead during 1980. The vehicle was allocated to HD depot.

Paul Harvey.

EBN646p2

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

EVENTS

Saturday 17 February

Saturday 17 February

Sunday 18 February

Saturday 3 March

Saturday 24 March

Saturday 7 April

Sat/Sun 12/13 May

Sunday 24 June

Enfield Transport Bazaar, St Pauls Centre, Church St.

Auction of LT Collectables. Croydon Park Hotel, Altyre Rd Croydon.

'Everything Has Doors' Bus Event. Epping-Ongar Railway.

Grey-Green reunion. Knights Templar, Chancery Lane, WC2.

All former staff and friends welcome. Contact Owen Woodliffe for details (page 1).

Twilight Vintage Bus Evening Run. Oxford City from 1800. Oxford Bus Museum.

SE Bus Festival, Kent Showground, Detling.

LT Weekend inc. Bus Rally. Epping-Ongar Railway.

Basildon BusRally. Barleylands, Billericay.

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 altered.

GROUP TOUR

Saturday 28 April

New Tours Organiser, Wayne Bell, is organising a coach trip from Colchester, picking up along the A12 corridor, to **Reading Transport**. Details next EBN.

PHOTOS FOR SALE

Southend Transport: Set of 20 RM, 20 Coaches, 15 Leyland National, 12 Bristol VR.

Eastern National: Sets of 20 of Bristol VR, National, Lynx, Coach/DP

On Sale or Return @15p each plus 60p&p. Limited sets so e-mail for availability first to Sales Officer, pat_woodliffe@hotmail.com

Is This The Future of the Bus in Essex?



Replacement for Regal service 3 Chelmsford to Southend, Southend bound service at the top of Crown Hill, Rayleigh on 5 February 2018.

Philip Mansbridge.

EBN645p3

GBE 846

Chris Stewart

Following on from Richard Delahoy's very interesting update from Poland (EBN645) about former publicity vehicle GBE 846, two photographs from EBEG negatives show it at the start and finish of its life with Eastern National/Tillings. The first (top) is at Central Works, obviously soon after its arrival from Lincolnshire RCC in 1967 and in the company of Brentwood depot's LS5G saloon 1235 (857 ETW). **EBEG collection.**



The second is from late 1972 or early 1973 — it was repainted white at Prittlewell in October 1972, with red and blue 'NATIONAL' lettering and small grey 'TILLINGS' fleetnames underlined in green (in the style initially used on NBC white coaches, before much larger red ones were adopted). The ENEG newsletter for January 1973 says 0846 'is now operated by Tillings on publicity duties', but on further research it had actually been transferred to Tillings Travel (NBC) Ltd in February 1971 (some sources say January 1971), when Tillings re-started operations after a year as a travel agency.

Finally, the March 1973 news sheet says '0846 (GBE 846), the publicity vehicle, was withdrawn in 3.73 despite being repainted recently, its place is to be taken by [RELH/Plaxton] 9436 (PWC 343K) which has been modified for publicity duties'.



Chris photographed 0846 in white in Chelmsford during the early part of 1973, but the lower picture is a much better shot of it, taken at Basildon Bus Station and showing quite clearly the small Tillings fleetname referred to above.

EBEG collection.

Canvey Island Transport Museum both pics by John G. Lidstone.

This 1943 Bristol K5G carries ECWs prototype postwar "Lowbridge" body and joined the Eastern National Preservation Group fleet in 1988 at the museum. JYW 430 is a remarkable survivor.



The Southend Connection by Robin Jenkinson.

Way back in EBN634p33, I was interested to see Richard Delahoy's photo of Southend 323 (7087 HJ) as I think I may have driven this vehicle. It was one of four Lowlanders loaned to Osbornes of Tollesbury for a week in August 1975 when they were short of buses to ferry the troops to and from the Colchester Tattoo. Osbornes very much relied on we part-timers on such occasions.



picture The four Southend Lowlanders lined up on Osbornes forecourt in August 1975; 7089 HJ on the left, 7087 HJ second from left.
Robin Jenkinson.

The following year, I once again drove a Southend Lowlander on loan to Osbornes (this time 7096 HJ) when I was on a school run to Maldon. I believe that Osbornes had some vehicles taken off the road by the ministry and thus had to hire in.

I found the Lowlander cab very cramped and, in fact, I remember knocking my elbow several times when changing gear. They must have been very hard going when used on one-person operation.

However, one good thing about these Lowlanders was that they were fitted with doors. On a previous tattoo, I was driving Osbornes 349 FTB, a Guy Arab half-cab double-decker with rear open platform (ex Lancashire United). After unloading we lined up all the vehicles knowing that when the show finished there would be a big rush of soldiers wanting to get back to their barracks as quickly as possible. I thought that I was lucky being in position to go first. So, when they rushed out I was soon full and off I set. However, the other soldiers spotted this and all rushed to board my bus and kept jumping on as I drove slowly across the field towards the exit. More and more got on but with the open rear platform there was nothing I could do.

Luckily, it was not too far to the barracks but it did include a steep climb up Balkerne Hill into town and, due to my heavy load, I had to grind all the way up in first gear. I do not know how many I had on board but when I finally reached the barracks it seemed to take an awfully long time for them to disentangle themselves and get off! I believe that Gary Sharpe bought this attractive vehicle after Osbornes decided to withdraw it.

My third Southend drive was a completely different type of job. I used to help Peter Newman of Ensign occasionally when he needed vehicles collected that he had bought. Probably the most memorable was one of Midland Reds "homemade" double-deckers (a D7?) which I collected in 1974, a rare drive on a real quality vehicle.

One day, I had a phone call from Peter asking me, not to collect a vehicle, but to drive a double-decker to the Derby on Epsom Downs. Amongst bus enthusiasts, the Derby was legendary when practically every open-topper in the country was hired to go there and used as a sort of temporary grand-stand. As a bus photographer, I was delighted to get the job and happily said "yes".

I had to go to Southend depot early on the day to collect my vehicle. To my great disappointment, I was allocated a covered top Leyland. Although, as I say, most bus enthusiasts knew about the event we had no idea what lively goings on there were! Mostly the buses were hired by large companies, I think mine were stockbrokers, who then invited their most important customers to have a day out on them, and it appeared that money was no object. On my bus, there was a magnificent delicious looking spread of food and I was told to help myself (other than the caviar!). Drink was also plentiful and after the race it was "party-time" and ended up with the people on the open top decks lobbing left over food at each other. Quite a day out!

Unfortunately, I have mislaid the negative that I took at the time and cannot remember what bus I drove. It may have been CJN 444C but I may have the last number wrong. If anyone has any sort of record of which CJNs went to the Derby in 1974, I would be most grateful to know. Even better if they took a photograph and could let me have a copy! I would be delighted!!

Sling Out Your Mouldies!

Maurice Austin.

When your Editor was a lad, he lived in Chessington, a few miles away from Epsom. Derby Day was, indeed, a great occasion often described as the greatest open-top bus rally in the world!

As a traffic control measure, many vehicles were diverted through Chessington. They crawled through the village for several hours after the races. Local people (not just youngsters!) lined up to look at the buses and cars and shouted "sling out your mouldies". Mouldies were loose change and, if you were lucky, ten bob and pound notes. As well as being an entertaining spectacle it could be a profitable one! Unfortunately, a youngster was run over and killed and the whole affair cancelled



Not a Lowlander, nor one of Robin's but a picture given to me by an anonymous member of a Southend Transport vehicle between 1992 and 1998! MUH 281X, a Leyland Olympian ONLXB/1R, new to Rhondda Buses in 3/82 as their 0851, bought by Southend Transport, transferred to Arriva Southend, Arriva East Herts & Essex, Arriva The Shires & Essex and sold to Hardwick (Carlton) for scrap 6/09.

Anon.
EBN646p7

Service Revisions

by Paul Harvey.

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

Highlights/Lowlights of the Period:

More Replacements for Regal services.

Ensign Revises and Tries New Services.

Drastic First Essex Cuts.

20 October 17

DaRT 4 Burnham to Bradwell (M-S) Essex & Suffolk DaRT CIC/Arrow Taxi's – revision to flexible timetable.

2 January 18

441 Takeley to Saffron Walden (Sch) Stephensons of Essex – revised route and timetable, to start at Old Harlow via Sheering, Hatfield Heath, Little Hallingbury & Takeley, then rerouted via Stansted Mountfitchett to Elsenham then as before to Saffron Walden replacing Regal Busways contract service 322 (*correction*).

22 January 18

3 The new contract service by Essex & Suffolk DaRT CIC/Arrow Taxi's between Southend & Chelmsford commenced operation on this date as recorded last month.

F6/6A West Hanningfield to Maldon (TTh) Essex & Suffolk DaRT CIC/Arrow Taxi's – new flexible DRT service replacing Regal Busways. Essex County Council and Traveline record this service as D6 & D6A (*correction*).

24 January 18

20 Walthamstow to Debden (D) Go Ahead London – revision to timetable.

27 January 18

900 Braintree to Braintree Freeport (M-S) Arriva Kent Thameside – new non-registered free service replacing Regal Busways service.



picture Final day of Regals' last service, 26 January 2018; KP02 PVD on service 900 at Braintree Bus Park. **Ian Ransom.**

12 February 18

DaRT 3
F315

North East Braintree DRT (M-S) Essex & Suffolk DaRT CIC/Arrow Taxi's –

Halstead to Sudbury Flexi service revision to timetable, the 0735 from Halstead departs at 0730, the 1930 from Sudbury departs at 1915. The Great Maplestead Church & Pebmarsh stops will be pre-booking only also the last journey each way will operate via the main road unless there is a booking for the villages.

18 February 18

- 3 Clacton to Harwich (D) First Essex –
revised Mon to Sat early morning timetable, with the first journey from Harwich to Clacton withdrawn.
- 4 Jaywick Sands to Clacton Common (M-S) First Essex – New service operating from Jaywick Sands to Clacton Common Shopping Centre via Clacton, Great Clacton and Burrsville every 30 mins Mon to Sat. Will operate a one-way loop via Thorpe Road, Lymington Avenue, Chilburn Road, Telford Road, Stephenson Road, Factory Outlet, Thorpe Road and Redbridge Road. Gorse Lane will no longer be served.
- 4A Jaywick Sands to Bockings Elm (D) First Essex –
new service operating between Jaywick Sands to Bockings Elm every 30 mins Mon to Sat & 60 mins on Sundays. Will operate a one-way loop at Bockings Elm via Constable Avenue, Legerton Drive, St Johns Road, Peter Bruff Avenue and Hampstead Avenue. Jaywick Tudor Estate will no longer be served.
- 5 Basildon to Pitsea (D) First Essex – revised timetable operating every 15 minutes between Basildon & Pitsea with increased morning peak hour service towards Basildon. Service extended from Basildon to Langdon Hills replacing service 15 every 30 minutes Mon to Sat via Basildon Hospital, The Knares, Laindon Shops & Station.
- 6 Clacton to Point Clear (D) First Essex –
new service every 30 mins Mon to Sat daytime and hourly on Sundays via Cloes Lane instead of Great Clacton.
- 10/A/11/12 Jaywick Sands to Telford Road (D) First Essex – services 10/11/12 withdrawn and replaced by new services 4 & 4A. The evening contract service 10A will remain unchanged.
- 15 Langdon Hills to Runwell (M-S) First Essex – service withdrawn.
- 16 Wickford to Runwell St Lukes (D) First Essex –
new service operating every 30 minutes with additional journeys during Mon to Fri peak periods.
- 17/18 Clacton to Point Clear (D) First Essex –
daytime service withdrawn and replaced by new services 4A & 6. The evening contract service 17 & 18 will remain unchanged.



picture Clacton allocated 65668 (SN51 UYA) Scania L94UB/Wright Solar at Sunny Point, Walton-on-the-Naze, on 23 January 2018, the terminus for services 7/8 from Clacton.

Robert Appleton.

EBN646p9

Service Revisions continued.

Paul Harvey.

18 February 2018, continued.

25/A	Basildon to Southend (D) First Essex – revised to operate every 15 minutes as service 25. The Mon to Sat extension to Basildon Hospital withdrawn. Carlton Avenue Westcliff will no longer be serve all journeys instead serving Prittlwell Chase.
27X	Canvey to Benfleet (M-F) First Essex – revised morning peak timetable, buses operating every 12 minutes.
31/B/C/X	Chelmsford to Burnham on Crouch (M-S) First Essex – minor timetable changes with additional journey from Maldon to Chelmsford at 0900 Mon to Fri as service 31X.
32	Chelmsford to Ongar (M-S) First Essex – revised contract timetable, extending the off peak service from Chelmsford to Chignall Estate via Rainsford Road & Thames Avenue.
33	Broomfield Hospital to Southminster (Sun) First Essex – revised Sunday contract timetable to improve reliability.
36	Chelmsford to South Woodham (D) First Essex – revised Sunday contract timetable to improve reliability.
37	Brentwood to Bishop Hall Estate (D) First Essex – revised Mon to Sat route and timetable operating every 20 minutes. Will operate via Ongar Road instead of Doddinghurst Road. No change to Sunday route or timetable.
40	Broomfield Hospital to Great Baddow (M-S) First Essex - revised route and timetable. From Chelmsford will operate via the service 72 route to Boreham Village every 30 minutes. Section of route to Great Baddow withdrawn. No change to the Chelmsford to Broomfield Hospital section.
41	Galleywood to Chignall Estate (D) First Essex – service withdrawn. Contract journeys replaced by service 57, although Essex County Council have issued a consultation on this change, closing date 28 February 18.
42/A/B	Galleywood to Broomfield Hospital/Stansted Airport (D) First Essex – revised timetable with daytime frequency increased to every 10 minutes between Galleywood & Broomfield Hospital. Service extended every 30 minutes to Sat daytimes from Broomfield Hospital to Braintree. All Stansted Airport journeys will operate as service 42A hourly, 42B variant withdrawn.
45	Moulsham Lodge to Writtle (D) First Essex – revised timetable with Mon to Fri daytime frequency every 15 minutes. Mon to Fri morning peak period service to operate every 12 minutes.
51	Galleywood to Channels (D) First Essex – revised route and timetable, operating over the existing route between Channels & Readers Corner then via Gowers Avenue & Plumtree Avenue to Great Baddow then as current service 40 to Maltings Estate.
54/55/56	Beaulieu Park to Morth Melbourne (D) First Essex – revised timetable and change of route for service 54 to additionally include Chignall operating via Trent Road & Avon Road clockwise on journeys to and from North Melbourne. The service 55 journeys withdrawn.
57/A/B/C	Beaulieu to Westway (D) First Essex – revised timetable and route with section between City Centre & Westway withdrawn. Service will be extended to Galleywood via Great Baddow. The route between Anglia Ruskin University and City Centre will operate via New Street & Victoria Road with a double run to bus station. Then operate via Meadgate Avenue, Great Baddow Vineyards, Rothmans Avenue & Readers Corner to Galleywood. The evening contract journeys replacing service 41 will be numbered 57C not operating via Meadgate Estate. Mon to Sat day time service numbered 57, Mon to Sat evening service numbered 57A/C, Sunday daytime numbered 57/A & Sunday evening numbered 57B/C. It is expected that 57C journeys will be renumbered 57 after the closure of Essex County Council's consultation period.
61	Highwoods to Wivenhoe (D) First Essex – minor timetable changes, with some evening journeys extended from Osborne Street to Head Street within Colchester.
62/A/B	Colchester to Brightlingsea (D) First Essex – minor changes to the M-F timetable affecting schoolday journeys.
65	Highwoods to Stanway (D) First Essex – revised Mon to Fri timetable to improve reliability. The peak time journeys that serve the Oyster Business Park section will operate via normal route.
66	Rowhedge to West Bergholt (D) First Essex – revised to operate every 30 minutes with the Rowhedge terminal at Rectory Road to be the second northbound stop after the turning circle.
67/A/B/C/D	Colchester to West Mersea (D) First Essex – the Mon to Sat daytime service will be revised to operate every 30 mins as service 67. One service 67C journey operates at school time. Service withdrawn from Peldon Village. All journeys in West Mersea will operate via East Road, Chapmans Lane & East Mersea Road. No changes to the contract journeys on service 67B & 68.
70	Chelmsford to Colchester via Braintree (D) First Essex – revised t't daytime frequency reduced to every 30 minutes.
71/A/C/X	Chelmsford to Colchester (D) First Essex – revised timetable.
71B	Chelmsford to Chelmer Village (M-F) First Essex – revised timetable operating every 15 minutes during peak periods.
72	Chelmsford to Witham (M-S) First Essex – service withdrawn.

- 74 Clacton to Colchester (D) First Essex – revised timetable, no change to the evening 74B or Sunday service 74A.
- 76 Clacton to Colchester (D) First Essex – revised to operate a more direct route as service 76A between Clacton & Frating via the A133 omitting Weeley with revised timetable. Sunday service 76 remains unchanged.
- 93/94 Ipswich to Colchester (M-S) Ipswich Buses – minor timetable changes to the morning peak hour timetable.
- 94C South Woodham Town Service (Sun) First Essex – revised contract timetable.
- 200/X Basildon to Grays (M-S) First Essex – minor timetable changes to morning peak timetable.
- 351 Chelmsford to Brentwood (D) First Essex – revised timetable to provide a 30-min service all day.
- 561 Basildon to Chelmsford (Sch) First Essex – revised am peak timetable, both journeys operating 10 minutes earlier.



picture As reported in EBN644, 32640 (KP54 AZB) has been repainted into Urban livery, meaning no double-deckers in Barbie livery now. Here is 32640 (KP54 AZB) Volvo B7TL/Wright Eclipse Gemini in St John's Street, Colchester, on 19 January 2018 working service 70 Colchester - Braintree - Chelmsford.

Robert Appleton.

3 March 18

- 12 Aveley The Village to Lakeside (M-F) Ensign Bus – revised to operate between Aveley The Village & Ockendon Station only.
- 21 Warley to Ongar (M-S) Ensign Bus – revision to route and timetable.
- 22 Aveley to Grays (M-S) Ensign Bus – revised route and timetable to operate via Lakeside Tesco's and Retail Park to improve reliability. Introduction of Sunday service.
- 22A Aveley to Tilbury (Sun) Ensign Bus – service withdrawn.
- 33 Lakeside to Grays (M-S) Ensign Bus – revised timetable to improve reliability with additional Mon to Fri peak hour journeys introduced to connect with trains at Chafford Hundred Station.
- 44 Lakeside to Grays (D) Ensign Bus – revised timetable to improve reliability with additional journeys on Mon to Fri mornings & evenings.
- 66/A Chadwell St Mary to Lakeside (M-S) Ensign Bus – revised timetable with route for service 66A revised to operate via London Road to Weston Avenue, then Tesco's to Lakeside. No change to route of service 66. Introduction of Sunday service on service 66 from Tilbury to Lakeside. Service 66A operates only Mon to Fri.

Service Revisions, concluded.

Paul Harvey.

- 73

Lakeside to Tilbury (D) Ensign Bus – revised t'table with increased journey times at peak times to improve reliability.
- 81

Brentwood to Hutton (M-S) Ensign Bus – revision to timetable.
- 83

Lakeside to Chadwell St Mary (M-S) Ensign Bus – revised timetable with increased journey times at peak times to improve reliability.
- 88

Lakeside to Grays (M-S) Ensign Bus – revised timetable and will only operate between Grays & Stifford Clays. At off-peak times on Mon to Fri will operate hourly service.
- 88A

Lakeside to Socketts Heath (M-F) Ensign Bus – new hourly off peak service on a 6-month trial.
- X80

Chafford Hundred Station to Bluewater (M-S) Ensign Bus – revised timetable with the last two journeys from Lakeside on Mon to Fri will commence from Chafford Hundred Station. Introduction of new hourly Sunday service.
- Z1

Lakeside to Tilbury Amazon (D) Ensign Bus – minor timetable changes.

12 March 18

- 44

Lakeside to Grays (D) Ensign Bus – revision to timetable.
- 66/A

Lakeside to Chadwell St Mary (D) Ensign Bus – revision to timetable.

25 March 18

- 73

Tilbury to Lakeside (D) Ensign Bus – revision to timetable

29 May 18

- 32

Aveley to Grays (M-F) Ensign Bus – new service providing two journeys in the morning and evening peak. This service will not serve Lakeside.

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



Boxing Day special X10 service, an early evening shot of BCI FBC6108ZR1 'Ensign Excellence' 142 (LX17 DXC) paused at Thames Drive, Leigh-on-Sea traffic lights handily for John's camera.

John G. Lidstone.

Welcome OnBoard,

We are pleased to introduce your Braintree Village to Freeport Bus service now brought to you by Arriva.



Same great Free 20 minute service, new bus company.

We look forward to serving you, please say hi to your friendly driver.

Running 7 days a week an hour before and after the Freeport Braintree Shopping Village opens and closes.

Brought to you by

**FREEPORT
BRAINTREE**
 **arriva**

Why venture to the city when you have so much shopping in one place



Publicity News

It has been a quiet month for bus publicity but this interesting A5 leaflet popped through my letter box anonymously.

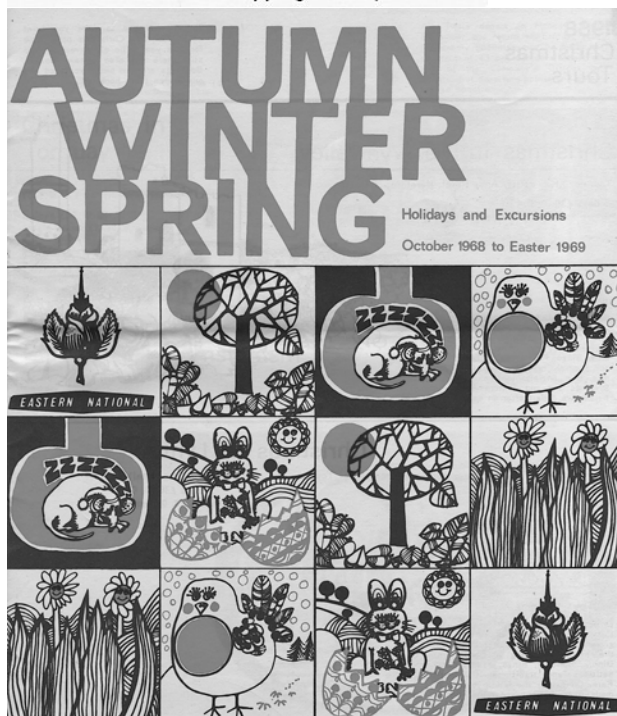
As Sue Burden had sent a relevant email a day or so earlier, I assume it was her!

Many thanks.

Note the new logo referred to elsewhere but with the older one on the bus!

Obviously produced to a tight budget, the leaflet is printed on non-glossy paper, more akin to the offerings of yester-year as demonstrated by the 1968 Eastern National holidays and excursions leaflet illustrated below.

Both are simply but nicely coloured, Arriva's in blue, yellow and black with a touch of red for 20 minutes and 7 days whilst EBN's offering has a grey/brown base with red lettering, robins, breasts, sun, warmth around the dormice and the flower "faces".



**Includes 5 day
Christmas tour to
Amsterdam for
£33 or 3 days in
Wales at Easter
for £10.**

This Month's Brain Teaser. What and where is this?



What is this bus?
Where is it (possibly
Canvey depot?)
and who was it
operated by?

It will certainly look familiar to many of our members and we have indeed given it a fair amount of coverage in these pages over the years.

The registration plate will not be a lot of help to most of you but the fleet number plate may just trigger a thought or two.

It is (or was!)
WNO 475,
photographed in
Holland (that's the
one on mainland
Europe, not the on-
sea location in
Essex.) in October
2002 by **Iain
Stewart**. Chris
Stewart reported that
it wouldn't come out
of its shed for more
comprehensive
photographs owing to
a flat battery!

The Group's excellent Eastern National Fleet Record, Volume 1: 1964 – 1990 by Bob Palmer and comprehensively updated describes the vehicle as:

2379 WNO 475 Bristol KSW5G ECW L27/28R, new in 1953 to Westcliff-on-Sea Motor Services, rebuilt to O33/28R in 3/66, disposed of by Eastern National in 9/80 [corrected].

**A few copies of the Fleet Record are still available from the Publications Sales Officer,
details page 1 of EBN.**

Did You Know?

First Essex drivers are currently going through a 'Journey makers' programme to help them understand customers' views and to enable them to offer excellent customer service. MD Steve Wickers says: "we have seen a significant improvement across our drivers' attitudes since attending the course and this is to continue throughout 2018."



Stephensons' double deckers continue to be seen regularly on rail replacement on both the Greater Anglia and c2c lines. Here Scania N230/Enviro 400 607, EU64CVP, approaches Shenfield station on 28 December, passing two Ensign deckers parked there on standby for the all stations Shenfield-Chadwell Heath then on to Newbury Park service they ran for TfL Rail (Overground).

Richard Delahoy.

Eds note: This is one of many sent following my plea for Stephensons "stock" pictures in last month's EBN. Many thanks to all who responded. They will be used in the fullness of time.

This Month's Homework 1!

Terry Challis of Blackpool had a letter published in a recent "Buses" and I enquired whether the photograph he wrote about was one of his. He replied:

"No, the photo in BUSES is not one of mine. Thinking about it, Beestons are in the wrong Hadleigh: Suffolk not Essex! [I did know that!]. The Austin CXB reminded me of Westleigh Coaches which did mainly private hire work in the Southend, Leigh-on-Sea and Hadleigh areas of South Essex in the 1950s. It was owned by two brothers who both owned a coach. The best known of the two was 'Danny' who drove his Bedford OB/Duple 'Vista' in his shorts at a time when such dress was unusual for work. He was a keen Scout Leader and much of their work was with the Scouts, Church Groups and similar organisations. He would give a cheery wave to all who greeted him.

His brother was a quieter person whose coach was an Austin CXB with, I believe, a locally built Beale body,

I wonder if anyone else has any recollections about Westleigh Coaches.

This Month's Homework 2!

The following has been received from David Grimmert of Minehead.

"Maurice, whilst searching for something in Commercial Motor, I came across this piece from the 8 May 1928 issue.

A return of the number of buses using the Colchester [bus] park has been taken by the chief constable and it shows the daily average departures to be 205 from Mondays to Fridays, 320 on Saturdays and 105 on Sundays. The local council has received 175 applications for licenses from 24 licensees.

Would anybody care to offer a comparison with current service levels?"

Acquired Vehicles

Further to EBN645, 66730 was repainted from Barbie to Urban livery before entering service (more details below), it was first seen in use on route 70 on 15 January; 41494 also has a main Potteries fleet name on nearside cove panels as well as offside; 42968 has moquette seats.



Recently acquired 41494 has just arrived at Chelmsford on a 71 from Colchester on 23 January 2018. As can be seen, it still retains its Potteries fleet names (also on the nearside).

Adam Kelleher.

Allocation Changes

BE-Braintree (outstation of Chelmsford), BN-Basildon; CF-Chelmsford; CN-Clacton; CR-Colchester; HH-Hadleigh; FG-to/from another First Group company

Period 10 (24 December 2017 - 20 January 2018)

41730 CF (out of service)-Disposal, 41521 HH-CF, 41522 HH-CF, 53112 CF-BE (out of service), 53128 CF-BE (out of service), 53130 CF (out of service)-BE (out of service)-Disposal, 53131 CF-BE (out of service), 65683 CR-CR (out of service)

41521 moved to Chelmsford on 11 January with 41522 following the next day. 41521 was on route 45 on 12th.

53112, 53128 & 53131 were all seen parked out of service at Braintree outstation on 6 January. 53130, which was already out of service at Chelmsford, was towed to Braintree on 9th but by 11th it was at Alpha Recovery. 53112, 53128 & 53131 were still at BE on 30th, now also joined by 53126 & 53129. By 4th February these five had been joined by 53114 & 53116.

As reported in EBN643, 65683 was taken out of service in March 2017 with fuel problems and was being cannibalised at Colchester. However, it was repaired, repainted and returned to service, first seen back in use on 12 October. It did not last long back in service though, by 9 January 2018 it was back alongside 65680 and 66809 on the Colchester scrap pile at the rear of the yard after its back axle came adrift from the A frame.

Disposals

To Alpha Recovery for scrap, January 2018: 41730, 53130.

Disposals

To Alpha Recovery for scrap, January 2018: 41730, 53130.

Repaints

BN69914, BN69907 & BN69901 to new Route 100 livery, first seen in service on 12 January, 23 January and 5 February respectively. 69914 & 69907 have "City Country Connections" branding on both sides, although in smaller lettering on the nearside to fit within the advert frame. 69901 has this branding on offside, nearside not yet seen.

The following have all been repainted into Urban livery:

CF66730, seen on route 70 on 15 January

CR62410, seen on route 70 on 22 January

CF66794, seen on route 31X on 26 January

CF66796, seen on route 36 on 26 January

CF66799, seen on route 36 on 2 February.

They all have a small "First Essex" with f symbol above the driver's cab and the doors, main "Essex" fleet names on cove panels both sides and depot stickers both sides (except 66730 does not have an offside depot sticker).

Further to EBN645, CR65687 has a small "First Essex" with f symbol above the driver's cab and the doors, main "Essex" fleet names on cove panels both sides and depot stickers both sides.



Recently acquired Alexander Dennis Dart 42932 (WX05 MVE) in Maldon on 30 January, with grateful thanks to Paul Ashman for slowing so I could capture it, with a stream of traffic heading the opposite way between us.

Rear shot showing off-centre advert frame on the rear causing an unusual fleet number position.

John G. Lidstone.

Other Vehicle News and Workings

Colchester and Clacton

(All vehicles listed below allocated to CR except where stated.)

Double-deckers seen operating on routes 103/4 during January: 32068 (26th), 32628 (23rd), 32641 (8th & 19th), 33044 (3rd), 33087 (15th & 31st), 33195 (16th & 25th), 62 branded 37135 (19th & 22nd), 62 branded 37139 (31st), 37140 (26th), plus 62 branded 37136 on 2 February.

- 9 Jan 74/76 branded CN65690 on 7/8 (and again the next day)
- 10 62 branded 37138 on 88A
- 11 CN42937 on 2, 62407 on 70 then on 104 then back on 70
- 19 32068 on 62
- 22 CN65671 on 3 (instead of usual Dart)
- 23 74/76 branded CN65691 on 17/18
- 30 65674 on early morning 70 (instead of usual StreetLite on this working)
- 31 CN44596 on 10/11/12 instead of 9.3m Dart, 74/76 branded CN65688 on 17/18
- 1 Feb 66803 on early morning 70 (instead of usual StreetLite on this working)
- 2 CN42556 on 3 (instead of usual standard-length Dart), CN44598 on 10/11/12 (instead of usual 9.3m Dart), 63339 & 63341 on 62A, 74/76 branded CN65692 on 17/18
- 9 65028 on 74, a Period 11 transfer from Chelmsford to Clacton



First Essex Buses 37136 (SN57 HCU) Volvo B9TL/Wright Eclipse Gemini, route branded for services 62/62A/62B Colchester - Wivenhoe - Brightlingsea, working 1430 Harwich - Colchester service 103, in Manningtree High Street on 2 February 2018.

Robert Appleton.
EBN646p18

Chelmsford (including Braintree Outstation)		(All vehicles listed below allocated to CF.)	
Urban liveried 69431 has a First with f symbol fleet name on its front dash panel, it had this when acquired from First Eastern Counties in November 2014. Although this is normal on buses in Barbie livery, those in Urban livery usually just have the symbol and not the fleet name. X30 branded Enviros seen on other routes during January: 67165 on 36 (25th), 67168 very unusual on 70 (26th), 67170 on 42 (31st plus 6 February), plus 67171 on 42 on 6 February.			
12 Jan	41494 on 70 (first report of a Caetano bodied Dart on this route), 53209 on 70 (first report of this DP seated Solo on this route)		
13	43848 on 42B		
15	53136 on 72		
16	44538 on 70		
17	69421 on 70, back in service after being at MC Truck and Bus, Witham (see EBN645)		
23	41494 on 71		
26	44599 on 45, a Period 11 transfer from Clacton to Chelmsford. (This bus had been seen in service at CN three days earlier.)		
	42935 on 31X	28	65029 on 70
30		6 Feb	66811 on Sandon Park & Ride



Volvo B7RLE/Wright Eclipse Urban 69431 (AU58 FFT) unusually with Barbie livery style front name/logo and dual fleet numbers on front, In Maldon High Street on 30 January. **John G. Lidstone.**

Basildon & Hadleigh		(All vehicles listed below allocated to BN except where stated.)	
HH33186, which moved to Hadleigh from Colchester last September, has had main "Essex" fleet names added both sides, although it doesn't have depot stickers. Its unusual "First East of England" small fleet name above the doors has been replaced with "First Essex" (above the driver's cab it merely had "First" which it retains).			
14 Jan	69912 very unusual on X10	16	66826 on 100
18	41542 on 9, 66826 appropriately on 826		
24	66806 on 100	6 Feb	47650 & 47651 on 100

Sources: own observations, and with thanks to M Allen, R Appleton, S Barham, D Bell, T Clark, J Collins, D Edwards, R Gray, G Norris, J Podgorski, I Ransom, J Salmon, D Stowe, R West, First Essex, Essex Buses Google group, Flickr and Terminus.

Regal Busways by Adam Kelleher.

Replacement Services

Further to EBN645, the replacement route 3 between Chelmsford and Southend duly commenced on 22 January, operated by **Arrow Taxis**. They have bought two new Mercedes-Benz Sprinters with EVM B16F bodies (with high-backed seats), AY67 PXM/N. Fourteen seats are fixed, two are forward facing tip ups which probably could not be used if there was a wheelchair on board. They are in all over silver livery with decals. (Previous purchases AY17 UVL/M are all white with decals.) AY17 UVM and AY67 PXM were seen in use on the first day (and both again on 27th & 31st). AY67 PXM was first reported in service on route 99A on 31 January.

On 21 January, Panther's Enviro 200 DC61 PAN was on the Rail Replacement Ingatestone cross platform shuttle which used to be worked by Regal.

Regal's bus services came to an end on 26 January, the last day of their operation of the Braintree Freeport shuttle. On the last day, Dart 617 operated the service, with 616 in use as a driver shuttle. By then, these were the only two buses remaining in service. The contract was taken over by Arriva Colchester the next day, with Enviro 200 4017 operating on the first day.

Disposals & Other Vehicle News

LF52 ZSD was at MC Trucks, Witham on 14 January (still there on 21st).

Former 601 was operating Flagfinders' Honywood School contract on 22 January, it remains in Regal livery.

Solos 206-211 have been sold to Rotala (Diamond), West Midlands (211 had been reported as being seen in Dudley in September 2017 in EBN642).

618 was for sale on E Bay during January. Shouler & Son, in conjunction with John Hill Coach Sales, is running an on-line auction between 19 and 26 February for some Regal coaches.

On 2 February only one vehicle was seen at the Cooksmill Green depot, Scania / Irizar Century YN56 FGI. By the next day, this vehicle had been moved to the Rochford depot. Also at Rochford were 801 and P 01. (P 01 had been out of service since circa August 2013 and had been at Great Yeldham with the Yeldham Transport Collection, it was towed to Rochford for use as an office/drivers' room last Autumn.)

With thanks to Simon Austin, Richard Delahoy, Chris Hatley, Paul Layzell, John Podgorski, Ian Ransom, Geoff Toon, Owen Woodliffe, LOTS and East Hanningfield Parish Council.



The end of Regal - last day of bus services, 617 on the Braintree Freeport Shuttle on 26 January 2018, with Stephenson's 456 alongside.

Adam Kelleher.

EBN646p20

Lodge Coaches

Andrew Mead via Owen Woodliffe.

Mercedes BG58 OLO was exported to Cyprus 3/17, where it has been registered MTH 0905.

DAF/Wright YG52 CLY reinstated 9/17.

Dennis Trident/East Lancs Lolyne E15 BTS acquired 12/17 from Blackpool Transport (new in 2000 to Isle of Man as EMN 49Y).



<<<upper

Volvo Olympian/
Northern Counties
P574 EFL, new to
Cambus and via East
Yorkshire MS Ltd. in the
High Easter depot on
27 May 2017, during
the EBEG tour.

Chris Stewart.

Lower

The gorgeous Bedford
OB/Duple Vista C29F
seen operating the
special Christmas
service to Saffron
Walden featured on the
front cover of EBN645.

Ian Sharpe.



EBN646p21



Richard Delahoy.

Acquired

CY12 EMS and CX14 EMS, Scania N230/ADL E400 H47/28F ex Express Motors (Penygroes) Ltd are expected soon – details to follow.
Dart 457 (GU52 HJY) is withdrawn after accident damage.

Withdrawn

Dart 411 (SK02 XGO) is being cannibalised for component recovery.
Dart 412 (SK02 XGP) is on hire to Galloway.

Correcting

last month's reference to 411/2, they were in fact acquired in 2004 when 2 years old, the first new buses bought by Stephensons were Darts 413/4 in 2003.



Top picture

ADL/E200 478 on the Maldon town route 288 on 9 Dec 17, passing the site of the old Eastern National bus station/depot to the right.

John Podgorski.

<<< Picture left AD Enviro 200 440 (SN16 ORS) at Walton-on-the-Naze Columbine Centre on 22 January 2018, after arriving on 0949 service 9 from Great Holland - later departing on 1119 Walton - Colchester service 105.

Robert Appleton.

EBN646p22

A flurry of activity at Newport

Richard Delahoy.



Joyce Frankland Academy at Newport in north west Essex attracts pupils from a very wide area and hence has a large need for school buses. Since September 2016 most have been provided by Stephenson's in a project dubbed "Uttlesford commercialisation" which saw former ECC contracts replaced by commercially provided services. ECC buy passes for entitled children but there are significant numbers of fare payers where parents have exercised their right to send their children to this school rather than their relevant catchment area secondary school (in such cases, parents are responsible for getting their children to school and the county does not provide free transport).

Stephenson's provide 10 routes (414/7/8/9/38/41/4/6/51/3), most of which also serve Saffron Walden County High, plus ECC local bus contracts 59/60 extend to the school and 301 passes close by. Viceroy of Saffron Walden continue to provide the contract to Great and Little Chesterfords and a minibus from Arrow was also noted there on a recent visit. Stephenson's buses are mostly double-deckers and are operated from Haverhill depot in the main, with 3 routes run out of Boreham depot. The services run to places such as Gt Dunmow, Finchingfield, Rayne, Gt Yeldham, Barley (in Herts), Manuden and Old Harlow.

All pictures were taken on Tuesday 30 January on the B1383, the main road through Newport, near the school as the buses arrived ready for their afternoon runs.

Top picture Stephenson's Dart 455 EG02 NZD ready for service 438 to Great Yeldham.

Centre picture Stephenson's long wheelbase 90-seater Scania/East Lancs 901 YN53 CFP blinded up for the 451 to Great Dunmow.

Lower picture A recent addition to the Viceroy fleet is RIG 9303 (new as H82DVM to Shearings), a Volvo B10M with Alexander (Belfast) bus body, still in the three shades of green livery of its previous owner, Cambridge Bus & Coach.

All pictures by Richard Delahoy.

Arriva Southend/Harlow/Network Colchester.

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

DAF SB120 / Wright 3528 (LF02 PNE) transferred from **Southend** to **Colchester** at the end of January.

Arriva **Colchester** began operation of contract service 900 Braintree Freeport Shuttle (Braintree Bus Park - Braintree Freeport Outlet Shopping Village) from Sat 27 January. Regal had ceased operation of the service the previous day. The regular vehicle allocated to the service is Alexander Dennis Enviro 200 4017 (GN58 BUA) and it was this vehicle that was used on the first day of Arriva operation.

A further Volvo B7RLE / Wright to return to **Harlow** from Stevenage is 3859 (KE54 LPJ). This was at Harlow until last summer. Alexander Dennis Enviro 200 4067 (GN59 FVJ) was seen working service 510 from Harlow depot on 25 January. Previously with Arriva Kent & Surrey, 4067 was working from Stevenage by 30th January.

Sue Burden emailed "Last Saturday I found that Arriva had taken over the free bus service between Braintree Freeport and the town centre. I rode on GN58 BVA (4017) which appears to be the usual vehicle on this route." It is always nice to get supporting reports, thanks. Ed.



Picture above A few months short of six years since withdrawal of service 500, Arriva reappeared in Epping on recently extended service 9 from Harlow. Wright bodied Volvo 3857 is approaching Epping on a rare sunny day in January 2018. **Owen Woodliffe.**

New Arriva Logo



is gradually being replaced by the more modern version shown above. Insider advice is that it will be used on vehicles on an "as and when" basis to keep costs to a minimum although we have already seen it on several new vehicles. John G. Lidstone's picture on the next page is one example. Perhaps local members will keep an eye open for its use on Arrivas' other buses in Essex.



Arriva Southend continue to be active on rail replacement (including weekday evenings on the Southminster and Southend Victoria lines) and the duties are always with the E400 double deckers. A very unusual working was the use of single deck VDL SB200 3760 on Sunday 21 January. It was being used as a crew ferry vehicle but was pressed into service on its return run from Newbury Park, departing there at 1605 non-stop to Southend Airport and Southend Victoria only. It is seen in wintry weather at Southend Airport. **Matthew Evans** was the photographer - and driver.



Arriva 4016 ADL Enviro 200 (GN58 BTZ) in Head Street, Colchester on 25 January on service 2 to Horkesley Heath.

Ken Coldwell.

EBN646p25

With thanks to Essex-buses yahoo group, Dean Coulson & John Podgorski.

Vehicles Acquired

517 LX05 EZR Volvo B7TL Wright Eclipse Gemini H41/23D Go Ahead London WVL199.

Vehicles Withdrawn/Disposal

252 EU03 BZK See notes below kindly sent in by Sudbury driver Dean Coulson.
743 X386 NNO Withdrawn 19 January currently at HD with 739. See below.

Allocations

258 EU56 FLN CN to HD by mid January.
294 OU57 FGZ KN to CN.
297 SN10 CCZ Konectbus — with 298 OU57 FHA direct from Carousel Buses.
574 W506 WGH CN to KN 22 January.
1517 YN06 JYB CN to KN 10 January.
1517 YN06 JYB KN to CN 22 January.

Fleet News

The saga of 252 continues, following last month's magazine article, Chambers driver Dean Coulson contacted me to advise that 252 was definitely taken out of service July 2017 due to engine failure. It is still intact at SY depot with a few parts removed. It is officially withdrawn and hence not on the fleetlist anymore. Thanks to Dean for these clarifications.

517 LX05 EZR is a Volvo B7TL with Wright Eclipse Gemini bodywork from Go Ahead London fleet, ex WVL 199 and will be modified from dual door to single door. These vehicles were the mainstay of the 257 Stratford to Walthamstow Central service. As the fleetnumber would suggest there may be a few of these taken on fleet as the last B7TL from Konect was 514 LB02 YXF. 739 T117 DBW appears as withdrawn on company fleetlist.

Services

January 24 saw the provision of two alternative Sunday Service 87 timetables posted on the website for comment, further to the consultation period. There are now three options on the table, option one has a lunchtime break and basically runs 0830 to 1932, option two has runs 0813 to 1842 but has an early break and option three, where North Station and Head Street are not served but runs 0830 to 1830 with half hour breaks in service. More consultation is to take place on these three options before changes are announced to be implemented by April.

Hedingham and First have signed a joint commitment with Essex County Council to provide the best possible service for the 88 Colchester – Halstead route. Since October 2016 both operators have accepted each other's ticketing on all 88 services. The route 88 partnership offers more flexible journeys, aligned schedules, improved vehicle standards and accessibility. There will be better bus top infrastructure at key bus stops. A few First journeys have been cancelled to equalise the timetable. Jeremy Cooper MD of Hedingham said "Whilst this is still a competitive situation in terms of the market, it is important we work together as public transport providers to offer the customer a sustainable and convenient alternative to travelling by car".

Potentially we could be seeing some of the investment by Hedingham in the arrival of the newer Eclipse's as starting above, which will no doubt have to go through centre door removal and refurbishment process after defleet from London.

Bus 12 – Pebmarsh, Gosfield & Halstead to Hedingham School was swiftly taken over by Hedingham on 2 February after Turners Coaches of Lt Maplestead near Halstead ceased trading the day before. Turners tickets purchased thus far will be honoured by Hedingham.

Other News

Volvo East Lancs driver trainer has references to Plymouth Citybus removed but retains Plymouth colours and Driver Training and "L" vinyls. Coach 8 R453 FWT has had extra mirrors added, one behind the passenger entry door, to help undertake its role in the driver training fleet.

EBN646p26



upper picture Hedingham double-deckers have appeared on Clacton local services during the day, in between their school contract duties. 565 (W425 WGH) Volvo B7TL/Plaxton President in Pier Avenue, Clacton, on 31 January 2018, working service 134 Clacton - Holland Haven Circular.
Robert Appleton.



lower picture Hedingham Enviro200 296 (SN10 CCY) in the newish livery, compare with sister vehicle shown in EBN 646ifc.
John G. Lidstone.



Mark Lloyd with thanks to Ross Newman.

Ensignbus Dealing Stock Movements

January 2018.

Vehicles in

Eifon Coaches	CX65 BUF	E200
Express Motors	CX10 AUP	Solo
Go-Ahead London	YM55 SXC	Scania
	P056 JFA	Darts
	SN51 UAX/UAY	
	AE56 OUP/OUS	
	LX07 BYK/BYL/BYN/BYT	
	AE09 DHV	MAN
	PJ02 RFF/RDU/RDV	Volvo B7TLs
Go-Ahead South Coast	T216/218 REL	DAFSB3000's
Metrobus	YN53 USG/YN53 RYT/	Scania's
	YN53 RYY/YN53 RYX	
Metroline	BF60 UUK/UUG	Volvo B9TL's
	LK04 CRF/CVW	Volvo B7TL's
RATP Yellow Buses	X201/202/203 UMS	Tridents
	SN55 DVK/DVL	Darts
	OU08 AYF	
Stagecoach South	MX07 BUW/BVF	Volvo B9TL's
Tower Transit	YX12 AKP/AKU/AKV	E200's
	YX61 FZC/FZE/FZG/FZH	
	YX10 BGY/BGV	

Vehicles Out

Avondale, Clydebank	P056 JFA	Dart
Bear Buses, Feltham, Middx	LK04 CRF	Volvo B7TL
Cali and Sons Coaches, London, NW10	LJ03 MHA/MRY/MSX/MPY	
		Volvo B7TL's
City Sights, London	BF60 UUE	Volvo B9TL
Cotswold Green, Nailsworth, Gloucs	X202/203 UMS	Tridents
D and G Buses, Stoke-on-Trent	YX09 FLM/FKW	E200's
	J56 VSP/VSU	
Dews Coaches, Somersham, Cambs	Y414 CFX	Volvo B7TL
Faresaver, Chippenham, Wilts	AE56 OUH	Dart
Galleon Travel, Roydon, Essex	AE56 OUP/OUS	Darts
PCL Travel, Prudhoe	YX58 DXB	MAN
Presidential Travel, Bootle	LJ04 LGN	DAF DB250
RATP Yellow Buses, Bournemouth	YX12 AKN/AEW/AEY	E200's

Red Rose, Aylesbury	/AE0/AEP/AKV	
	YX61 FZC/FZH/FZG/FZE	E200's
	YX10 BGV/BGY	
Renown, Bexhill	YN53 RYT/RYY	Scania's
Rotala plc	CX10 AUP	Solo
Selwyns Travel, Runcorn	BG61 SXL/SXM/SXP	Volvo B9TL's
Swallow Coaches, Rainham, Essex	LX07 BYK/L/N/T	Darts
TM Travel, Sheffield	SA52 DVV/DVW/DVZ	Volvo B7L's
Vision Bus, Bolton	YJ62 FSE	Versa

Other Movements

Volvo B7TL's, PJ52LWR/LWL/PJ02RFF/RDU/RDV/PYY, LJ03 MFA
Trident, X201 UMS
Darts, EU53 PYL/PYA / SN03 YBB
Scania, YM55 SXC
Shelton Motors for scrap.

Volvo B7TL's, LJ03 MDU / MBF / MRX
DAFSB3000's, T216/218REL
AH Commercials, Peterborough.

Volvo B7TL LG52 DAA/LJ03 MSV
MAN, YX58 DXD
Mike Lawrenson, Preston.

Volvo B7TL, LK04 CVW
Dart, SN51 UAX
Hardwicks, Barnsley.

Volvo B7TL, LF52 UPC
Waggon Wheels Dining Bus, Amersham.

Ensignbus

Ensign Fleet – January 2018

Acquired

601	CX65 BUF Alexander Dennis	Enviro
200 MPD	B29F	Ex Eifions Coaches.
New to Eifions in October 2015 with sisters BUH/J.		

Mark Lloyd with thanks to Ross Newman



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

Acquired Vehicles

AE56 OUP, Alexander Dennis Dart SLF / MCV, B23D, new to Docklands Minibus 12/06

AE56 OUS, Alexander Dennis Dart SLF / MCV, B23D, new to Docklands Minibus 12/06

Acquired January 2018 via Ensign. Former Go Ahead London ED16/17. OUP first seen in service on route 40A on 5 February, OUS first seen in service on 24 January. OUP at least has had LED blinds fitted.

Further to EBN645, YN56 NNE was first seen in service on 30 January and YN05 WKE was first seen in service the next day. Both are in fleet livery. By the end of January, YN05 WKD and YN56 NNG had not yet been seen in service.

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



Trustybus responded to Arriva's change to route 9 by introducing their 40/40A from Harlow Town Centre to Church Langley.

Scania YN05 WKG is on its return to Harlow at Tesco having completed the loop around Church Langley.

Owen Woodliffe.

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

by Adam Kelleher *With thanks to John Card, Ross Newman, LOTS, Bus Lists on the Web and Flickr.*

Acquired Vehicles

LX07 BYK, Alexander Dennis Enviro 200 / MCV, B29D, new to Docklands Minibus 05/07, ED19

LX07 BYL, Alexander Dennis Enviro 200 / MCV, B29D, new to Docklands Minibus 05/07, ED20

LX07 BYN, Alexander Dennis Enviro 200 / MCV, B29D, new to Docklands Minibus 05/07, ED22

LX07 BYT, Alexander Dennis Enviro 200 / MCV, B29D, new to Docklands Minibus 05/07, ED27

From Go Ahead London, via Ensign, January 2018.

Disposals

Caetano bodied Darts 754 (KX03 HZW) and 758 (LK03 NLF) for scrap, by November 2017. 754 had not been noted in service since before April 2016 and 758 was last reported in service in October 2016.

Other Operators.

Roger A. Smith.

With thanks to the PSV Circle.

Barker, Roydon

S8 COA (ex FX51 BSY), a Ferqui C39F bodied Mercedes Benz MB1223L is here from TKG, South Bermondsey, London and CN05 APX, a Neoplan CH65/24FT is here from Cranberry, Great Harwood, Lancashire. Neoplan KP04 GJX has gone to Bone, Thorpe-le-Soken and Beulas bodied Irisbus Y327 AUT has been re-registered as 6884 YG.

Blueline, Canewdon

Former Stagecoach East London Transbus H45/22D reg. LX03 NGU is now here.

Bourne & Cantwell (L&R), Basildon

Plaxton bodied Volvo B10M-62 has been re-registered as K20 LNR from N142 LAT.

Jackson, Bicknacre

Operator licence number PF0000642 has been surrendered but operations continue on licence PF1116017/I.

Ultimate, Bulphan

VDL C57F, reg. YN07 EDX is now with AP Travel, Cowbridge, Wales.

Turners of Essex

Sadly, this company went into liquidation at midnight 1st/2nd February, so Nigel Turner's letter on EBN646p31 is timely but needs updating already! Hopefully, we can give a more detailed report in EBN647.



Leyland Olympian H817 CBP at Braintree on 22 September 2017.

John Podgorsky

EBN646p30

Letters

Nigel Turner from Panfield (no relation!)

Turners Of Essex

In EBN645 (January 2018), Roger Smith mentioned in his "Other Operators" column that "Goldings (Turners of Essex)" had acquired Olympian K735 ODL (new to Southern Vectis) from Youngs of Rampton.

Although he is right about the vehicle, I think he is wrong about the operator. For many years (20 plus?) the licence was held by Louise Golding & Terry Andrew Lawson trading as Turners of Essex from Wickham St. Paul with the operating centre latterly at Little Maplestead. The operator's licence for 15 vehicles was PF0001864.

On 16 November 2016, a new application appeared in "Notices & Proceedings" from Louise Golding trading as Turners of Essex for 19 vehicles. I cannot find out what happened to this application but the original Golding & Lawson licence was surrendered week ending 25 November 2016. Despite this, the business continued to operate, presumably under the old licence.

On 27 March 2017, a new company was formed, Turners of Essex Limited with Tony Clibbens, Louise Golding and Trevor Attwater as directors with Angela Dormaby as secretary, the four being equal shareholders. A mere fortnight later, on 11 April the last three sold their shares to Tony Clibbens leaving him as sole owner. On the same day, Trevor Attwater resigned as a director followed by Louise Golding on 26 April 26.

The new company applied for an operator's licence on 28 June and told the Traffic Commissioner that Louise Golding was still a director despite her earlier resignation. The application (for a mere four vehicles) was granted on 20 September with an undertaking that Louise Golding would not be involved as a director or in the management of the business. Finally, the original licence was surrendered (again!) on 31 October.

From the above, I'm fairly sure that K735 ODL was acquired by Turners of Essex Limited rather Golding & Lawson.

Corrections and clarifications welcomed!

Terry Challis from Blackpool

WNO 481 (ENOC 2385)

I was interested to see the photo of WNO 481 in EBN645. This was the last KSW with staggered seating upstairs that was delivered to Westcliff-on-Sea Motor Services (as against Eastern National). When it was new, it was allocated to Hadleigh Garage and I believe that it spent most of its life there before being converted to an open-topper. It was a regular performer on the 2A (Southend to Romford).

Staggered seating was a brave attempt to provide a fair amount of seating for every passenger upstairs on low-bridge buses. However staggered seating was a hindrance on busy routes as it was more difficult for people to get in and out of their seats. It must be remembered that in the 1930s, 1940s and most of the 1950s lowbridge buses provided most of the double-deck bus travel in Essex and it was quite normal for most bus travellers. It was not such a terrible experience as is sometimes it is made out to be these days!

English National Concessionary Bus Pass (ENCBP).

The ENCBP will be ten years old in April this year and some organisations are holding events to mark the occasion and, no doubt, to lobby for its retention and extension!

The National Pensioners' Convention plan to deliver a giant anniversary card to "Number 10" in April, to hold a Round England Anniversary Tour starting from Blackpool in June (in which your Editor hopes to participate) and carry out lectures, debates and other meetings.

The aims of the Round England Tour are to demonstrate how important the bus pass is to millions of older people, by making it clear that it enables them to remain active, mobile and independent in later life and to highlight how some older people suffer because of the distinct lack of services in their area and address that issue.

No doubt some EBEG members will be enjoying their own celebratory trips. Please do let us know of any, we would love to publish the most interesting.

Equally certain is that operators will have a view on the scheme, particularly relating to the levels of reimbursement! As students and historians of the industry, we would like to hear the professional views as well!



First Hadleigh depot is rarely shut during the day. Boxing Day gave an opportunity to capture the brilliantly cloured 'very safe' new entrance, with additional markings recently fitted, including a garage map on the entrance shutters!

John G. Lidstone.

Eds note: Boxing Day is probably almost the only time the door is closed and the map visible!

Target Dates for EBN647 (March 2018).

By	Saturday	3 March 2018	Reports to Sub-Editors.
By	Saturday	10 March 2018	Sub-Editor drafts to Editor.
By	Monday	19 March 2018	Dispatch by Printers.

Group Tour Saturday 28 April to Reading Transport organised by Wayne Bell. Details next EBN.

Back Cover Photos.

Top picture Ipswich Buses have agreed a deal with Scania (UK) to purchase 14 Scania Omnicity double-deckers to replace 14 Dennis Tridents, which are going to Scania (UK) in part exchange. The Scania Omnicities were new to First London in 2011, then moved to Metroline when First pulled out of London. They are being repainted and converted to single-door by Hants & Dorset Trim. The Scania Omnicities are making occasional appearances in Essex on services 92 Ipswich - Manningtree and 93/94 Ipswich - Colchester.

Here is Ipswich Buses 43 (YR61 RVL), originally First London SN36068, in Colchester Road, Manningtree on 2 February 2018, departing on 1520 service 92 to Ipswich.

Robert Appleton.

Bottom picture January 1991 and an exceptionally heavy overnight snowfall caused SD's Olympian/ECW DP 4009 (C409 HJN) to be caked up with snow still by mid-morning. Bread & Cheese Hill was impassable so its 27 journey was running only as far as Hadleigh Church.

John G. Lidstone.



A Quiver of Arrows!

As reported elsewhere in this EBN, Arrow have expanded by winning ECC contracts from established operators and more following the demise of Regal and Turners.

Top picture

Former Regal service 3 Chelmsford to Southend was replaced after a short break. Here, Chelmsford bound service 3 is about to turn down Crown Hill, Rayleigh. AY67 PXM Mercedes Benz Sprinter.

Philip Mansbridge.



Middle picture

Still on route 3, services in each direction pass each other outside Rayleigh Library. Both Mercedes Benz Sprinters.

Philip Mansbridge.

{see Adam's report on Regal, p20 this EBN for details of the Arrow mini-buses}.



Lower picture

Dengie service D4, formally operated by Stephenson's, is now an on-demand-only service. Here Essex Arrow Dart / Arrow Essex Dart is Mercedes-Benz SH60 LOF on service D4.

John G. Lidstone.

