

Essex Bus News

No. 637

May 2017



Essex Bus Enthusiasts Group.

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www.essexbus.org.uk



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Top picture:

Hadleigh Dennis Dart/Marshall Capital 41730 (X503 JLO) has just gone through its last MoT and is presented in exemplary condition, now with larger blue front fleetnumber and pink Essex fleetnames, which are new.

John G. Lidstone.



lower picture: NIBS Buses Scania 88, LX08 ECV, 63 seater, new in 2008 on the 269 (taken over from Amber) at Brentwood Station 27/4. Having seen this several times since takeover it seems to be always be double deck operated.

Robert Downton.

Front Cover Picture.

Alexander Dennis Enviro400 MMC City demonstrator SN66 WLK entered local service on 18 April on service 61, seen here at Fossetts Park. It was on Rail Replacements around Greater Anglia on Saturday 22nd.

John G. Lidstone.

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<http://www.signal-training.com/ebeg/Photo%20order%20form.pdf>.

Welcome to New Members

Dr John Courtneidge, Beckenham – 1115
Andrew Harvey-Adams, Bishops Stortford – 1116
Wayne Bell, Kirby Cross – 1117
Derek King, Southend – 1118

Subscriptions

Held for yet another year!

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

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

Contact Richard Delahoy, address below.

Data Protection Act

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

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Reports and observations

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

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

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

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

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

MID-ESSEX MEETINGS by Maurice Austin.

Quaker Meeting House, corner of Parkway and Rainsford Road, Chelmsford, less than 10 minutes walk from the Bus and Rail stations; continue along Duke Street past Civic Centre and cross to far side of Parkway. There is a small car park on site, other public ones nearby. Tea and coffee making facilities. For those who need other refreshment, there are plenty of excellent pubs and eating establishments nearby. Members and guests welcome. £2.00 donation towards cost of room hire, please.
Doors open at 1915 for an informal chat and often impromptu slide show, with the main talk or show from 1945 to 2145.

Thursday 25 May	Richard Delahoy, "Broken down in Merthyr, some (illustrated) experiences of a bus user new and old".
Thursday 22 June	Presentation by Suzy Scott MD, "Here to There" Publishing.
Thursday 27 July	being arranged
Thursday 28 September	being arranged
Thursday 26 October	being arranged
Thursday 23 November	being arranged
Thursday 21 December	Richard Delahoy, slide show "Twenty Years Ago" and mince pies!

NORTH ESSEX MEETINGS by Dave Arnold.

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

Friday 12 May	Richard Delahoy, 20 Years Ago. Same title as Chelmsford May event. Not the same slides — generally!
Friday 9 June	Owen Woodliffe, "Rallies & Running Days".
Friday 14 July	)
Friday 11 August	)
Friday 8 September	) being arranged
Friday 13 October	)
Friday 10 November	)
Friday 8 December	)

We are very sorry to have to report the deaths of members:

Lyn Watson, member 159, passed away on 2 May. Lyn was a life-long bus enthusiast and probably best known in bus circles as a part-owner of Stephensons of Essex until recently and also for his role in the initial preservation of Eastern National FLF 2946 (AVX 975G), later restored as coach 2614 by current owner Paul Harrison. A fuller tribute will appear next month.

We have also only recently learnt of the death of **Alan Watkins**, member 1055, last October. He had been a regular contributor to the *Ceased Bus Operators* discussion group on Google Groups, including tales of City Coach Company, Premier Travel and others. As a tribute to him, we will be publishing one of his early bus spotting tales in a future EBN.

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

EVENTS

Monday 29 May

Sunday 4 June

Sunday 25 June

Saturday 1 July

Sat/Sun 1/2 July

Bus Rally, Bucks Railway Centre, Quainton.

Hertford Running Day.

Basildon Bus Rally at Barleylands, Billericay.

*** Group stall at this event ***

Chiswick Transport Collectors Fair. Chiswick Town Hall.

North Norfolk Vintage Transport Festival. Holt Railway Stn.

David Harman has sent the following additional information:

Details can be found on the NNR website and the bus and coach entry form is at <http://www.nnrailway.co.uk/graphics/content/VT%20Bus%20Application%202017.pdf>

As in previous years there will be generous issue of rail tickets for those entering a vehicle. For those running in passenger service the Railway will make a contribution to fuel and accommodation costs. If you are able to offer a 2 hour stint at Holt or Sheringham as 'Inspector Blake' we'd be glad to hear from you. This applies also at the 1940s weekend 16/17 September for which Martin Farmer of the AIN825 Group is seeking volunteers.

ECW 30th Anniversary Weekend. East Anglian Transport Museum, Carlton Colville.

Haverhill Historic Transport Rally.

LT Weekend at Epping-Ongar Railway, North Weald.

Potters Bar Garage Open Day.

Worthing Sea Front Rally

Sat/Sun 8/9 July

Sunday 9 July

Sat/Sun 15/16 July

Saturday 22 July

Sunday 30 July

GROUP TOUR

Saturday 27 May

Tour of Essex Operators. Fare is £20.

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

Coach trip to Brighton

Matthew Evans is organising a trip from Southend to Brighton on Sunday 28 May, using an Arriva (New Enterprise) coach. Departing Southend Travel Centre 0915 and returning from Brighton at about 1730. Local pick-ups can be arranged, fare £10. To book, please contact Matthew direct on 07746 779 414 and leave a message.

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.



The Fabulous Four! Four preserved ex Eastern National vehicles line up at the Ipswich Bus Rally on 9 April 2017: Left to right: 1407 (VNO 859) KSW5G new in 1953, 1103 (UVX 7S) LH6L new in 1977, 1519 (FWC 439H) RELL6G new in 1969, 331 (7017 HK) new in 1958.

Robert Appleton.

EBN637p3

EBEG News; AGM & Committee

Paul Harvey.

Twenty four members attended the Group's 52nd AGM on 23 March in Chelmsford. The outgoing Chairman (Paul Harvey) presented the Annual Report and the Treasurer (Richard Delahoy) presented the Annual Accounts. The Annual Report is available for members to read at www.essexbus.org (go to the Latest News page). Copies of both the Annual Report and Accounts are available direct from Richard, contact details on page 1 (please send an SAE).

The Committee was re-elected with one change, so comprises Ian Ransom (Chairman), Alan Osborne (Secretary), Richard Delahoy (Treasurer/Membership Secretary), Maurice Austin (EBN Managing Editor), Owen Woodliffe (Sales Officer) and Keith Woods (Tours Officer). One key position continues to be unfilled - that of Publicity/Marketing Officer. This position need not be a committee post but the Group really does need someone to promote the group. Can you help? If so please contact the new Chairman, Ian Ransom, (contact details on page 1) or any of the Committee for an informal discussion.

Chris Stewart was presented with a Certificate for Life Membership of the Group by retiring Chairman Paul Harvey for valuable services to the Group over the years. After the AGM, the guest speaker was Alex Hornby CEO Transdev Blazefield, who gave a very interesting and stimulating talk about his life within the industry from a marketing and branding angle.



Top picture

At the Group's AGM last month, we were delighted to bestow a life membership on Chris Stewart, former Chairman, EBN sub-editor, and of course, author of the highly-acclaimed book on Eastern National's Lodekkas, the most lavish and elaborate publication the Group has ever produced. The picture shows Chris receiving his life membership certificate from outgoing Chairman Paul Harvey.

Richard Delahoy.



Lower picture

Our new Chairman, Ian Ransom taking a moment of relaxation on the Brighton Wheel.

Sally Ransom.

City Coach Company Publicity.

Robert Downton.

Robert has sent this scan of a postcard from his collection. These were used by the City Coach Company to encourage customers to seek quotations for private hire. He was employed for some time as a driver at Eastern National Brentwood and this was found when clearing an office there. On one occasion, when spare, he had been "roped in" to help. As a keen recycler, he rescued this one from a potential trip to the skip!



32 SEATER



20 SEATER



43 SEATER



40 SEATER

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On

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Service Revisions by Paul Harvey.

Amber Buses

4 April 17	12	M-S	Billericay to Wickford: service ceased operation.
	269	M-S	Grays to Brentwood: service ceased operation.
8 May 17	11	M-F	Purfleet to Basildon: revision to timetable — expect this won't occur now (updated information).



picture T690 KPU, Dennis Trident Alexander, seen on 14 April at the Amber Coaches/Ambus depot, Roman Road, Mountnessing a few days after the company closed. This vehicle was new to East London as TA90, later East London Bus Co 17090. **John G. Lidstone.**

Colchester CVS

1 April 17	SB35	M-F	Colchester Town Service: new flexible service
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Ensign Bus

20 May 17	21	M-S	Warley to Ongar: revised Mon to Fri timetable service operating hourly.
	81	M-S	Brentwood to Hutton Circular: revised Mon to Fri peak hour timetable.

Extract from Essex County Council Travel & Transport Update for April/May.

5% fare rise to protect Essex County Council supported bus services
Some bus passengers will notice a small rise in their bus fare on some services in Essex from April.
The 5% rise - rounded up to the nearest 10p - came into effect on Saturday to help bring the cost of taxpayer-supported services more in line with commercial prices.

First Essex

7 May 17	5	D	Basildon to Pitsea: minor timetable revisions.
	9	M-S	Basildon to Warley: 0550 journey from Basildon will operate at 0545 on Mon to Fri.
	9A	M-F	Hutton to Shenfield Station: minor timetable changes to Evening timetable.
	15/A/B	M-S	Langdon Hills/Basildon Hospital to Runwell: revised timetable with all service operating between Langdon Hills & Runwell as service 15.
	25/A	D	Southend to Basildon: revised weekday timetable with service 25A extended to/from Basildon Hospital.
28 May 17	3/4	D	Clacton to Harwich: revised timetable with all service operating as service 3.
	17/A/18	D	Clacton to Point Clear: revised timetable for the summer with service 17A withdrawn.
	19	M-S	Clacton to St Osyth Beach: re-introduction of summer service.
	76	D	Clacton to Colchester: revised Mon to Fri timetable with two additional journeys in the morning peak.



First Essex 44900 (AY08 EKT) taken at Brentwood Station 21/3/17, this being the Dart bought from Carters Coaches Colchester. It was operating route 351, unfortunately the blind didn't show on the picture. **Robert Downton.**

More from Essex County Council Travel and Transport Update.



Bus passenger satisfaction in Essex has seen a big boost over the past year with a 7 percent rise recorded in a recent survey.

Transport Focus released the results of the Bus Passenger Survey this week having spoken to bus users across Essex throughout Autumn 2016.

86% of Essex bus users surveyed said they were 'satisfied' or 'very satisfied' with their overall journey.

Well done to all concerned. EBN637p7

Service Revisions, concluded, by Paul Harvey.

Go Ahead (Hedingham)

30 May 17	87/A	D	Colchester to Brightlingsea: revised route in Brightlingsea and revised timetable. Extension to North Station will only operate on Sundays.
	130	M-F	Jaywick to Brook Retail Park: revised route and timetable.
	X76	M-S	Jaywick to Colchester: new service operating mainly between Clacton & Colchester with extension to Jaywick on Mon to Fri peak hours and all day Saturdays.



picture Still in its attractive unique livery, Hedingham 470 (EU05 CLJ) Volvo B7RLE/Wright in Halstead High Street on service 88 from Colchester on 11 April. **Ken Coldwell.**

NIBS

4 April 17	12	M-S	Billericay to Wickford: new emergency contract service replacing Amber Buses.
	269	M-S	Grays to Brentwood: new emergency contract service replacing Amber Buses.

National Express

19 June 17	484	D	Clacton to London: revision to timetable.
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SBC Engineering

5 June 17	E	Sch	Ingatestone to Westcliff High School; school service withdrawn.
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Thorns of Rayleigh

9 June 17	C2	Sch	Thundersley to Our Lady of Ransom School Rayleigh: school service withdrawn.
	C3	Sch	Ramsden Bellhouse to Our Lady Ransom School Rayleigh: school service withdrawn.

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

Harwich Society Archives, Robert Appleton.

There is an article "Great Eastern Railway, The Buses 1904 – 1922" published by the Local Transport History Group on the internet which has given me the following information for these two photos.

The Great Eastern Railway operated a bus service between Harwich Pier and Upper Dovercourt from 1 April 1914 to 1 January 1923 (when GER became part of LNER). The service was subcontracted to Thomas Tilling Ltd.



<<< The top photo is of LF9851 Tilling Stevens TTA1 double-decker new in 1914.

It has two fleetnames: Thomas Tiling Ltd Peckham between decks, Great Eastern Railway below lower deck windows.

Unfortunately, the Harwich Society does not have dates for these photos.

The single-decker is LH9196 Tilling Stevens TS3 also new in 1914.

Both pictures courtesy

The Harwich Society.



More From The Harwich Society Archives,

Robert Appleton.



The location of this photo is Kingsway, Dovercourt, between the Central Hall, and the site of the Eastern National garage (now Dovercourt library). Regret that I cannot read the proprietor's name on the booking office: Leggett & ? Pneumatic tyred charabancs is a marketing point, so probably 1920s. Note daily excursion to Clacton.



Eastern National DT1381 (UEV 831) climbing out of Dovercourt High Street on service from Harwich Quay to Dovercourt Low Road Caravan Park, it was a Bristol KSW5G with ECW L27/28R body new in 1952 and became 2338 in the August 1964 renumbering scheme. The Ford Anglia 105E car on the right was introduced in 1959. Therefore, we can date the photo between 1959 and 1964. I do not know why DT1381 does not display a route number. The oldest Eastern National timetable I have is dated May 1967. Then the Harwich Quay to Dovercourt Low Road Caravan Park service was numbered 122. Unless this is a special working? There appears to be a notice in the front nearside lower deck window, but I cannot read it. Text Robert Appleton, both pictures **The Harwich Society**.



This photo is looking down Dovercourt High Street towards Harwich. Policeman on duty to control the traffic at the cross roads of Kingsway and High Street. With the number of buses and pedestrians this must be a special occasion, possibly the Harwich and Dovercourt Carnival. The leading charabanc with Essex reg.no. VX 784 looks like it is carrying a military band, there is a trombone and bass drum there. Probably another 1920s photo. Text by Robert Appleton, picture from **The Harwich Society** archive.



One photo sent to Robert by David Whittle of the Harwich Society is of the original Eastern National depot in Kingsway, Dovercourt, with three double-deckers on the forecourt. 4038 (ONO 59) renumbered 1327 in 1954 (left), Bristol K5G 1949 ECW L27/28R, on the right is 4039 (ONO 60) renumbered 1329 in 1954, Bristol K5G 1949 ECW L27/28R. The middle bus is 3655 (ENO 933) Bristol G05G 1937 ECW L26/24R, rebodied by ECW in 1949 to L27/28R, renumbered 1251 in 1954, withdrawn in 1959.

There is no date on this photo, but must be prior to withdrawal of ENO 933 in 1959. Text Robert Appleton, photo the **Harwich Society**.

George Digby,

Robin Jenkinson.

The George Digby timetable shown in EBN636p32 was most interesting. The route was started by Frederick Heath before the war and George took over the business, I think, in the '50s. George ran some interesting vehicles and I remember a little Guy with a Longwell Green body and a Bedford OB with a Wadham body. In his later days, he operated a Bedford SB and two excellent Albion Nimbus all with less interesting Duple bodies.

He sold out to Eastern National in 1961 but the only thing, other than the route, that passed to ENOC was George himself and he worked for them for years. ENOC absorbed the main route into their 76 and abandoned the journeys to Westwood Park which I believe was an old people's home.



Picture George Digby, West Bergholt, Colchester. FDW 944, an Austin CXB at The White Hart, West Bergholt on 24/2/1960, ready for the next journey to Colchester. Note the wooden "via" board.

Robin Jenkinson.

Letter from Ted Miles from The Emerald Isle

George Digby.

Whilst at Basildon Depot I got to know George very well; after selling to Eastern National, he was offered a post with EN at Basildon Depot in 1962. His task was to take charge of the expansion of Express services which were coming on stream, namely the Dartford Tunnel services that were due to start with the opening of the tunnel, also to expand the X10 London Southend service. I was the senior conductor at BN on the X10 from 1963 until 1967. George and I worked closely together agreeing what duplication would be required at peak times for the X10. We got on great, if we wanted extra duplication he would make sure this was done, and it worked well so much so that at times in the summer months we had capacity problems. However, in 1967, the ruling came from Chelmsford that Duplication had to be cut due to staff shortages on stage carriage work and the crews were to be employed on the local services. Because of forthcoming developments for the X10, I could only see a rapid decline and problems and left the company. Alas my fears came to be true, such a shame after all the work the loyal crews put in to the service. George had a small motor boat moored at Maldon and my wife and I had several enjoyable outings with him with his wife Lisa and their white poodle. Sadly, after leaving EN I lost touch with George, a gentleman and very easy going. Hope this will be of interest.



picture. Back in white livery, HRT looks smart and the unique fleet name style designed by Robin shows up well. **Robin Jenkinson.**

By the "80s", signwriting was being replaced by computerised stickers and coach-painting by spraying. So, in 1988, I moved to County Durham, still self-employed but as inspector for 14 family bus companies and the county council. Checking buses on your own in a place like Sunderland on Saturday night was not for the feint-hearted; in the winter, road conditions in the dales were rugged. I always carried a spade!

The National Bus Company (which later became Go-Ahead Northern) was sold off to the management and the drivers went on strike over new contracts. When several of my little companies went on their routes, I was drawn into a long battle with Northern which turned quite nasty. So, when Durham County Council asked me to inspect Go-Ahead buses running on subsidised routes the company replied by saying they would never allow me on their buses. However, I sometimes use Chambers to visit my son in Colchester and I chuckle to myself as Chambers is now owned by GA so they did not stop me riding on their buses after all! And with my bus pass I do not even have to pay them!

Due to deregulation, my little companies found their most valuable asset, their route license had become worthless and one by one they went out of business. When I returned to East Anglia after more than 20 years I found a similar situation where most of the companies I once did work for had disappeared. Gone were Osbornes, Norfolks, Colchester BC, Wents, National SE, Partridges, Suttons, Kelvedon Coaches, C&R, Grey-Green, Fargo, Windmill, Cornwells, Youngs of Cambridge with Carters and Hedingham soon to go.

However, I was glad to see that a few of my old customers were still operating – Fords, Ensign and, especially Grahams of Kelvedon. The proprietor was Gary but the company was named after the son (I cannot remember their surname). I got to know Gary, who ran taxis, when he asked me to sign-write his first minibus. I designed a special style of fleet name which I used on all his later vehicles. The company grew and, eventually, he asked me to paint a Bedford/Duple coach he had acquired. Registered HRT 530N, I think it came from Squirrels of Hitcham. It was unusual in that it a front upright engine SB model rather than the now normal underfloor. His colours were white with a blue flash. His garage was not big enough to house it, so I had to work outside.

On day one, the weather was good and my wife and I rubbed it down and undercoated it. Day two was sunny with no wind, ideal for painting. By teatime, it was done but when we stood back to admire it, we started to itch. The greenfly had picked that day to swarm and we watched the vehicle we had spent two days painting white gradually turn green! Here was nothing we could do as more and more of them landed on our wet paint. Millions of the little perishers! The next day we had to rub the whole coach down and put on another coat of white gloss. I am glad to say when I finally added the sign-writing and blue flash, it looked fine!

Acquired Vehicle

37140 SN57 HCZ Vo B9TL YV3S4J8268A122720 Wt AB322 H45/29F 11/07 First Edinburgh

This vehicle arrived on tow from First Borders on 28 April (the tow truck then took 43360 away, see Disposals below). This is the first Volvo B9TL in the First Essex fleet, it has a WrightBus Eclipse Gemini body and is in Barbie livery. It is the first of seven expected. (Similar 37141/2 have moved from First Borders to First Eastern Counties at Great Yarmouth.)

Allocation Changes

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

Period 1 (26 March - 22 April)

32856 BE(out of service)-Disposal, 32864 BE(out of service)-Disposal, 41735 HH-CF, 42922 CN-CF, 43846 CF-CN, 44078 HH-FG, 44079 HH-FG, 53135 CF-CF(out of service), 62242 FG-CF(DS), 65683 CR-CR(out of service), 69421 CF-CR, 69520 CF-HH

53135 is being cannibalised at CF following a rear end shunt. 65683 was taken out of service in March with fuel problems and is being cannibalised at CR.

69421 was seen on route 64 at CR on 12 April, 41735 on route 54 at CF on 19th (it had been transferred from HH the previous evening), 42922 on 72 at CF on 21st and 43846 on route 10 at CN on 21st.



For an end-life bus, 16 year-old Dennis Dart/Marshall Capital 41735 (X735 HLF) is a credit to its depot, First Hadleigh, and First Hadleigh Engineering in particular. In exemplary condition, it was given a little smartening up when it was chosen to have an extended life with a further MoT a few months ago, wherein the painted-over Marshall badge was nicely given a little welcome TLC as can be seen. Seen here in Thames Drive, Leigh-on-Sea on 20 March.

John G. Lidstone.

Disposals

April 2017: 32856 to Alpha Recovery (between 2nd and 8th), 43360 to Alpha Recovery (28th).

New Branding / Super Rear Adverts

As illustrated on EBN636p17, HH69518 has now gained the Route 22 / 28 branding. 69906 & 69911 have gained black based super read adverts for the Essex & Herts Air Ambulance lottery, replacing ones for Essex Fire & Rescue Service.

Other Vehicle News and Workings

Colchester and Clacton

66804 has had its seats re-upholstered in e Leather (date unknown, possibly when it was repainted in January 2015). Double deckers seen operating on routes 103/4 (all CR, all April): 32475 (7th), 32476 (10th), 33078 (10th & 25th), 32068 (13th & 20th), 32628 (13th) & 32641 (13th & 18th), 33080 (21st), 32640 (25th). The Monday to Saturday evening 102 journeys (Colchester to Wix or Harwich) are normally double deck worked using vehicles off route 70.

4 April	CR33186 on 65
5	CR32640 on 67A
7	CN44597 on 12
17	CR32642 on 64A (Easter Monday, normally single deck operated)
18	CR32087 on 70 (and again the next day)
19	CR33088 on 67



picture
neither CR nor CN! 62139 First Essex Trainer on 13/4/17 in Colchester Travel Centre, still in First Aberdeen livery. Presumably coffee break!
Phil Huggett.

Other Vehicle News and Workings

Chelmsford (including Braintree Outstation)

(All vehicles listed below allocated to CF.)

As reported above 32856 has now gone from Braintree outstation. Further to EBN635, another ALX 400 to have its flip dot number / destination screens replaced by LEDs is 32484, this has also had its rear number blind, which had previously been painted over, re-instated.

3 April	67902 on 70
8	44660 on 37 / 351 (44659-62 now unusual on these routes since the 57/A started on 2 April)
14	65032 on 70 (Good Friday)
20	44547 on 70, 53132 on 71
21	41735 on 51, 42933 & 44547 on 70
22	69434 on X30
23	44659 on X30
24	41735 on 72 & 31
28	42484 on 70, 43848 on 71, 67901 on 72



picture First Essex Dennis Dart SLF 42934 (SN05 DZP) emerging from Chelmsford station arch 11 on April.
Ken Coldwell

Basildon and Hadleigh

9 April HH69515 at Ipswich Bus Rally

24 BN66822 on 100



picture Hadleigh's 69515 in Southend Travel Centre in the odd weather conditions of early April.

Phil Huggett.

Service Vehicles

Acquired are 90637 (NX16 VCT) and 90638 (NX16 VGD). These are 9 seat (non-PCV) Renault Trafic minibuses for driver shuttles between the Haven Road depot and the town centre. They are in a silver / grey livery, but do not carry fleet names or other decals. They arrived on 19 / 20 March. They had been hire vehicles with a rental firm in the West Midlands. Previously, normal service buses had been doing this work since the withdrawal of dedicated shuttle vehicles 43483 and 43360, but fewer spare vehicles have been available since the service revisions, including the extension of route 62 to Brightlingsea, from 2 April. SN17 NWT is a new Ford Transit van for the engineering department at Colchester, it has replaced ST62 PKC which has been returned off lease.

Sources: own observations, and with thanks to S Austin, R Appleton, S Barham, D Bell, W Bell, T Clark, D Edwards, I Hardie, G Norris, J Podgorski, J Salmon, K Smith, R West, First Essex, Essex Buses Google group, Bus Lists on the Web, Flickr and Terminus.



Revolting Chelmsfordians!

Another Memory From A Former Chelmsford Busman.

Alan Tebbit, BEM.

These days we accept protests as part of our culture, the world seems full of NIMBYs. New road schemes, building projects, airports etc., are all prey to protesters, the green lobby and traditionalists. But who can object to a bus route passed the door? Lots of people, believe me.

When Eastern National proposed a diversion of service 351 via Shenfield Station, (350), via Oliver Road, it seemed an easy thing to do, but the locals did not want smelly buses past their doors, and let us staff know, in no uncertain terms. They accepted us, reluctantly, in the end.

The saga of Moulsham Lodge Estate, Chelmsford, in the mid 60s, was a different story. The estate was evolved as affordable housing, to encourage young business people out of developing London, and was aimed at the commuter market. When Eastern National first entered the project, they concentrated on the main road through the site, Gloucester Avenue. The 44 and 44A services were routed via Old Moulsham, across the A12 by-pass, Longstomps Avenue, and onto the estate. Arriving opposite the shopping parade (Lewis Drive), they would change to a 44B, and continue back to town via Beehive Lane and Baddow Road. The 44B would terminate at the lay-by at the shops (Lucas Avenue), and change to a 44 or 44A, a very suitable and convenient way of working. Then the Ministry of Transport decided that the crossing of the A12 was dangerous, and closed the junction. The bus company's solution was to introduce new routes 51/a/b, via Wood Street, providing the west end of the estate with an irregular service. The 44 was terminated in Old Moulsham, referred to by the company as Oaklands Park. The 44A was diverted via the 44B route, and now was a fifteen-minute headway service, terminating at the shopping parade. This created the problem of turning the buses around, the obvious route being via Brian Close and Lewis Drive, to rejoin Gloucester Avenue.

The residents of those two roads were not amused to have four buses an hour past their doors, whilst still having to walk to the old terminus to catch them. I went out on the first Sunday, to observe what opposition there was. Lewis Drive was a bit of a slalom, with cars parked alternatively on either side of the road, with barely enough room to wiggle through. Added to this, a gentleman in a blue Ford Anglia car, met the bus in a tight spot, and there was a long discussion as to who should reverse. On the second journey, the same chap met the bus in the same manner. By the third journey, I produced my camera, and told him that I had photographic evidence of his deliberate obstruction, (I didn't), and we didn't see him again. The protests didn't last long, and were quite good natured.

It was quite a different story when the company decided to extend the route a year or so later, to Heath Drive. Another estate, Tile Kiln, was being built to the south of Moulsham Lodge, and was beginning to be a source of income. It would be nearly 20 years before Tile Kiln got its own service, using acceptable (to the residents) Ford Transits. We road staff knew we were in for a hard time from day one, the garden fence at the terminal point had a four-foot slogan painted on it "BAN THE BUSES". It led my regular driver, C. E. Kohombham-Wickrema, (Percy), to comment that we are off to see the banshees, every time we had a 44A or B.

The protest started straight away, the usual parked cars, and the guy who lived opposite the stop wanted to get his Volvo estate out every time a bus stopped, meaning moving backwards and forwards to let him out, and he was back on his drive by the time the next bus arrived. The next phase was the pushchairs. The young mothers would cross the road in front of the parked bus, then cross back, in an endless convoy, preventing the bus from moving. We conductors made sure that we had a pack of playing cards with us, as sometimes all four of the allocated buses would be parked nose to tail in Heath Drive. It seemed strange to me that the people who did not want buses near their homes, were now collecting them. We crews were remarkably tolerant. The only reaction that I recall came from driver Monty Filby, a larger than life character, who saw the funny side of any situation. I was lucky enough to work the last three 44Bs, 21/22 and 2305 off of Heath Drive one night. Each time we arrived, the engine was cut about 50 yards short of the stop, and we coasted to a halt, the cab door was clicked shut, and a whispered conversation ensued. On departure, the cab door clicked shut again, and we pulled away on virtual tickover. At 2305 Monty shouted at the top of his voice that it was time to go, the cab door refused to shut, and had to be banged three times. The engine was reluctant to start, and needed full revs, and then the clutch refused to fully disengage, needing full power. I noticed bedroom lights coming on, and knew that our local superintendent's in-tray would soon be full of letters with Heath Drive addresses. Most of us remained calm, and just let them get on with it.

Things took an unfortunate turn one evening. A husband and wife crew were on the last 44B, and when they reached Heath Drive, a small crowd was waiting for them, and started arguing with the conductress. Naturally her husband came to her defence, keeping the protesters off the platform. Whilst he was thus engaged on the nearside of the bus, someone crept up on the offside, and emptied a bag of either sand or sugar into the fuel tank. On departure, the bus soon spluttered to a halt. The crew walked together to a phone box, the driver not wishing to leave his wife to the mercy of the mob. By the time the breakdown truck had them all back to the depot, it was well past midnight. It was time for retaliation, and the union instructed that all 44A/Bs would terminate before the estate. It was not long before civil war broke out, those people denied a bus service, set about those who were denying them. Very soon peace reigned, and the wail of the banshees was silenced. And the guy with the white Volvo, didn't need to go out in it!



Picture Bristol LD5G, 2492 heads out of Lewis Drive onto Gloucester Avenue, having run the gauntlet of parked cars, and a belligerent in a Ford Anglia. **Alan Tebbit**



The ex-Essex Enviro allocated to Taunton rarely venture on to the 28 – possibly this was the first time. I had to take 44077 this morning (19 April) as the Enviro 300 I took to Taunton failed there. The only bus available as a replacement was 44077. I was due to operate the 0930 Minehead – Taunton and rang forward to the leading driver in Minehead advising that I did not think I had sufficient capacity on a little Enviro on that journey and could he come and ‘dupe’ me with Minehead’s schoolbus – visible on the right. Picture taken at Butlins just before departure. It is a good job David did make that telephone call, both vehicles had full loads on the forward journey.

Life After Essex. David Grimmer.

Peter Mansbridge with thanks to John Card, Richard Delahoy, David Flatman, John Podgorski, Keith Sadler and Oewn Woodliffe.

A shortage of buses at Stevenage has seen Optare Versa 4260 (KX13 AVG) on loan from **Southend** and DAF SB120 / Wright 3257 (LF02 PNY) on loan from **Colchester**. 3257 returned from Stevenage on 30 April with DAF SB120 / Wright 3534 (LF02 PNU) going to Stevenage in its place.

Further to EBN630, and the news that roller blinds had been eliminated at **Colchester**, it is reported that Dart SLF 1558 (KX56 HCP) retains a working rear service number/ nearside destination roller blind (but has a front LED display).

At **Southend**, Enviro 400 MMC 6505 (SN66 WHZ) has received accident damage and has been replaced temporarily by Scania Omnidekka 5372 (AY55 DKA) (New to Network Colchester). It entered service on 27 April and has been noted on both the 29 and 1.

At **Harlow**, Optare Solos regularly work the short 724 journeys between Harlow and Hertford introduced from 13 March although Versas have also been noted.

Solos 1454 and 1466 retain Network Harlow livery. Volvo B7RLE / Wright 3881 at **Harlow** since last summer (see EBN629) retains route 310 branding from its previous role at Ware.



picture 27 April at Harlow Bus Station. The blind is faint but all of Owen's other pics didn't manage to catch the blind at all! Electronics!!!
Owen Woodliffe. An Optare Solo on a former Green Line route? Whatever next!!! **Ed.**



Scania N94UD/East Lancs OmniDekka 5372 (AY55 DKA) entered service at Arriva Kent Thameside (Southend) on the morning of 27 April on route 29. It managed just a trip or two before being taken out of service. So, there was a chance it might work the awkward route 29 Westcliff schools 'dup' into town later (awkward as it runs out of service showing 'sorry' to Westcliff, then runs off service back the same, and when in service is full of school kids). It did, indeed, work the 29 "dup" inbound and then became the first Scania double-decker on route 1 since a Scania N113DRB demonstrator which I drove 35 or so years ago (and thought unbelievably nice compared with the lumbering, sluggish 'Daimler dodgem' Fleetlines of the time) - appearing on the recently introduced additional rounder on route 1. This rear view shows the 'permanent' stuck-on route 29 rear numeral display (also on the window just behind the doors on the nearside), but on route 1. Maybe a very rare occurrence? So, after years with no double-deckers at Southend, we now have 3 types - Alexander Dennis Enviro400 MMC (15, 3 away long-term in Kent if not permanently), DAF DB250/East Lancs Myllennium Lowlander (6) and Scania N94UD/East Lancs OmniDekka (1).

John G. Lidstone.



A gloomy evening on 20 March 2017 as Arriva Southend's 6262 gets ready to leave Southend Transport Interchange. In the interests of fairness, Phillip also sent a picture of a First Essex Hadleigh based 'decker leaving the same way!

Phillip Huggett.

EBN637p21

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

Withdrawals

560	EU53 MVZ	Burnt out by fire 25 April – see below.
583	Y731 TGH	Withdrawn.

Allocations

1513	YN55 PZU	KN to CN by 4 April.
1509	YN55 PZM	loaned SY to KN on 21 April.
575	W516 WGH	CN to KN to replace 560 on 26 April.

Modifications

Scania Omnidiekkas are due from Anglian for the service revisions and extensions as below. The first (as yet unidentified) was at CN 25 April receiving bodywork attention presumably before repaint.

Services

There is a new service planned to start operating 30 May, the X76 between Colchester and Jaywick. A half hourly headway with inter-workings to the 87 and the 130 Clacton – Jaywick with changes to the 130 to provide additional services. Running early morning until early pm – obviously is retaliation to First encroaching on the Brightlingsea route with their 62 which started in April, mainly using ex First Leicester Gemini 54 plate deckers.

Service 87 reverts to an anti-clockwise loop around Brightlingsea and will terminate at Head Street. On Sundays, there will be extensions to and from North Station.

Service 92 diversion via Layer de la Haye ceased 24 April and has reverted to the standard route following completion of road works.

General

On 25 April, LH560 EU53 MVZ Volvo B7TL President was destroyed by a fire breaking out in the engine bay. The vehicle was running light after running a Honeywood School route, the driver stopped and evacuated but the bus was well alight by the time the fire brigade attended. After 2 hours the fire was contained but 560 looked to be all but destroyed from on-lookers photos. The bus was working a schools journey to Honeywood school in Coggeshall from the Kelvedon depot, it caught fire in Church Street, causing the road to be closed. The remaining wreckage of 560 was collected by Spall.

It has been announced on the Heddingham website that only the new polymer £5 note will be accepted from 5 May.

R643 MNU has become a static library at Dereham C of E Infant School.

BX55 FYH attended the Ipswich bus rally on 9 April joined by Anglian Omnicity YN05 HFG.

Chambers old depot office has been occupied by a business named Dragon Ovens. Look on their Facebook page for some interesting trailer conversions and coming soon to “a venue near you”, an open top party bus with oven – looks like an ex Hong Kong Dragon with open rear top deck, possibly from Big Bus Tours London Sightseeing operator.

Publicity News, Ian Ransom.

First Essex a 13 x 29.5cm card item for X10/X30 from Chelmsford to Stansted distributed with the Weekly News in Chelmsford.

Richard Delahoy.

Enviro E400City demonstrator SN66 WLK, in a metallic blue livery with white LED destination display, was on loan from around 14 April until the 24th, based at Rochford and used on rail replacement and services 61 & 515 (only – being a full height bus, its route availability was restricted). Pictured on the front cover of this issue.



Stephensons AD Dart Enviro 200 477 (EU66 AVB) with Three Rivers graphics at rest between duties at Baintree bus park on 11 April.

Ken Coldwell.

Do You Want to Preserve an Olympian? **Ian Ransom/Gary Sharpe.**

Fourways will be putting their two former Eastbourne Leyland Olympian/Northern Counties (E852/856 DPN) up for sale shortly and would be happy to sell either, or both for preservation, both are currently in service. (SERIOUS OFFERS ONLY PLEASE).

If interested, please contact the company directly on 01245 248009, e-mail 4wayscoaches@btinternet.com

LT class vehicles seen at Ingatstone

on rail replacement work, in recent months,

Richard Huggins.

1.10.16 LT699 (route learning)

1.1.17 LT619/698/714/768

15.1.17 LT610/781/785/788

11.2.17 LT610/630/696/786

26.11.16 LT709 (route learning)

2.1.17 LT698/706/773/783

22.1.17 LT636/693/777

27.12.16 LT616/627/639/697

8.1.17 LT623/700/710/772

29.1.17 LT603/692/776/781

None have been seen since 11.2.17 and reports suggest there were a number of reliability issues.



Ensignbus Dealing Stock Movements April 2017.

Mark Lloyd with thanks to Ross Newman.

Vehicles In

Arriva London	LJ03 MXP / LJ53BDY	Volvo B7TL's
	LJ54 BGE	DAF DB250
	LJ53 NHC/O/NFE/F/G/T/U	
	NFV/X/Y/Z/NGE/F/GN	DAF SB120's
Geoff Ripley	PA04CYK / CYP / CYT	Volvo B7TL's
Go-Ahead London	AE56 OUH-N	Darts
	AE06 HCF / HCH	
	LB02 YXH / LF52TGV	Volvo B7TL's
Go-Ahead Oxford	R218 / 225 HCD	Volvo B10BLE's
Metroline	LK03 GKG / GKZ	Volvo B7TL's
	YX09 AEU / AEW	E200's
Stagecoach London	LX03 BXM / OSA	Tridents
Stagecoach Manchester	MX05 CKL	Volvo B7RLE

Vehicles Out

Alpine Travel, Llandudno	PL51 LGN / LGX	Volvo B7TL's
Bear Buses, Feltham, Middx		
	SN03 WLH	Dart
Mullaney's Coaches, Watford		
	AE56 OUM	Dart
New Adventure Travel, Cardiff		
	SP56 EBN / SP07 HHR	Volvo B7R's
Nu-Venture, Maidstone	GX54 DWK / KN52 NFT	Darts
	K05 GHB / GFO / GFX	Tridents
Regal Buses, Chelmsford	LF52 ZSD / ZTL	Volvo B7TL's
Regent Coaches, Whitstable		
	YX09FLC / FLH	Enviro 200s

Ridleys Coaches, Kenilworth, Warwicks

LK03 GKG/LG02KHM

Volvo B7TLs

Seaford and District

SP56 EBO

Volvo B7R

Skyliners International, Cobham, Surrey

LX03 OSC

Trident

Other Movements

Enviro 200's UU08 BLU, SS57 BLU, JJ58 BLU

Drew Wilson Coach Sales.

Trident T75 KLD: London by Night, Rainham, Essex.

Trident LM51 GMF: Rubicon Classic Tours, Bristol.

Olympian J327 BSH: Evento Lukasz Mfgdalski, Warsaw.

DAF SB120's LL07 BLU, KK07 BLU

MD Bus and Coach, Warrington.

Dart AE56 OUN, Volvo B7TL's PJ52 LWP / LWO

LF52 ZNO, Tridents LR02 BCY / LR02 BBU

MC Tractors for scrap.

Dart SN03 WKU: Elite Truck Training, London E4.

Volvo B7TL LF52 TGZ: JD Transport, Oxford.

Dart AE06 HCH, Volvo B7TL LK03 GMX, Geoff Ripley, Barnsley.

Volvo B7TL PG04 WHX

The Travelln Group, London W1.

Volvo B7TL PL51 LGA: DT Net Detra, Slovakia.

DAF SB120's LJ53 NHC / NHO / NFE / NFF / NFG / NFT / NFU / NFV / NFX / NFY / NFZ / NGE / NGF / NGG / NGN

AH Hardwick, Barnsley for scrap.



Ensignbus

omnibus suppliers to the world

Ensign Fleet – April 2017

Mark Lloyd with thanks to Ross Newman

Dart SLF Caetano Nimbus 797 LK03NLM has been sold to Ivan Anderson, London W2.

The 10 new 10.8m BCI double deckers for fleet use are designated FBC6108BRZ1 models. They incorporate six opening vent hopper windows to each side and do not have air-conditioning fitted.

The chassis are BCI, the Australian supported Chinese supplier, and the body is a short version of the 12.5m tri-axle vehicles supplied last year. The top deck seats 51 and the bottom as imported seats 30. Being a smaller chassis the engine is a Cummins 6.7litre ISB, common in the UK bus industry.



picture the first daylight appearance after delivery runs of an unregistered blue/silver 2-axle BCI (model FBC6108ZR1) seen here on 6 April at the "bus dealers to the world depot at Purfleet". Taken with permission of Ross Newman.

John G. Lidstone.



Reminder:

Thursday 22 June 2017 – Talk & Sales Stall at the Mid-Essex meeting of Essex Bus Enthusiasts Group, Quaker Meeting House, Rainsford Road, CHELMSFORD, CM1 2QL. Details on page 2.

EBN637p25

Ambus (Amber Coaches' bus operations, owned by NIBS)

by Adam Kelleher

With thanks to Richard Delahoy, Ian Hardie, Peter Newman and Coach & Bus Week

Closure

Further to EBN636, Coach & Bus Week quoted NIBS's owner Steve Nelson as saying of Amber Coaches that he "had little choice than to place the failing company into liquidation following losses that the company had accumulated". NIBS will continue to operate the 12 and 269 under emergency contracts until the commencement of new contracts in July. Ensignbus will continue to operate the 11 and 374 under emergency contracts until Thurrock Council re tender them (they are not part of Ensignbus's network and have their own fare structure). Ambus Dart HV52 WTK was seen parked in a corner of NIBS's yard on 10 April.



Upper picture
Reflecting on what might have been!

John G. Lidstone.

Lower picture

As reported above, still in the yard on 14 April!

John G. Lidstone.



EBN637p26

Regal Busways by Adam Kelleher.

Acquired Vehicles

LF52 ZSD, Volvo B7TL / WrightBus Eclipse Gemini, H41/23D, new 10/02 to London General (WVL 41)

LF52 ZTL, Volvo B7TL / WrightBus Eclipse Gemini, H41/23D, new 12/02 to London General (WVL 66)

Acquired from Go Ahead London, via Ensign, April 2017. In acquired livery of red, with black lower deck window surrounds, charcoal grey skirt with yellow pin stripe above. Putney destination blinds are still fitted, but these have been turned to yellow blank. Seating is now H41/22D since the removal of a tip up seat whilst in London service. ZSD was first seen on Billericay to Newbury Park rail replacement on Easter Saturday, 15 April, then on Ingatestone to Newbury Park rail replacement the next day. Although primarily for rail replacement work, ZSD also operated on routes 146/147 on 11, 12 & 13 April, plus has also been used on the Braintree Freeport shuttle. ZTL was operating Ingatestone to Newbury Park rail replacement on 30 April.

Vehicle on Loan

S303 JUA was back at Panther Travel by early April.

Other Vehicle News

DAF / Van Hool coach YG03 PGZ substituted for a failed bus on route 147 on 19 April afternoon. Scania / Irizar YN56 FGI operated on route 5 on 27 April prior to undertaking its usual contract school work from Kelvedon Hatch. Dennis Trident / ALX400 1501 has been in use on the Braintree Freeport service, including on 1 May, this vehicle had not been seen for some time (it was last reported in EBN in issue 617, operating the First Data shuttle on 13 August 2015). It remains in all red livery with "usBus" fleet names.

With thanks to Simon Austin, Chris Hatley, John Podgorski, Ross Newman, Ian Ransom, Owen Woodliffe, Bus Lists on the Web, and Flickr.



Street furniture is a hazard to bus photography! Regal Busways Optare Tempo P03 (Y156 WVV) in Essex Pullman livery emerging from Chelmsford station arch on 11 April. **Ken Coldwell.**

Trustybus

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

With thanks to John Card.

Vehicles

Further to EBN635, Dart / Caetano HV52 WTJ (which hadn't been seen in service since October 2016) and Scania N94UB / East Lancs YR52 VFJ (not seen since December 2016) were back in service in April. However, Volvo B7RLE / Wrightbus YK53 GXJ and Volvo B10BLE / Wright WNZ 2249 were not seen in service in April and are both now untaxed.

To The Seaside With Eastern National.



Eastern National 351 (YBD202) at Canterbury Bus Station operating the Essex - Kent Express services via the Dartford Tunnel taken in 1967. (351 had previously been with United Counties).

Robert Downton.

Now, this is a very limited caption for a rather nice coach! Some members will already know what she is and I have no doubt I shall receive comments about the brevity! Just to alert members and readers that there are two pieces of work underway that will help fill the knowledge gaps of many of us!

The first is a book on the joint services known as "The Essex Coast Pool" and "The East Anglian Pool" which were the subject of a talk by the group representative in Somerset (David Grimmett) recently in Ipswich and mentioned in EBN636p3. David's book is expected to be published in September or October of this year. A future EBN will give details.

The second is a project being undertaken by Adam Kelleher to produce a schedule/fleet list of all vehicles ever owned and operated by Eastern National and its successors. This is also expected to be ready in the Autumn of this year and details will be given in a future EBN. It is likely that the publication may be the subject of one of the Chelmsford/Mid-Essex meetings and it may well be that members will be invited to bring along some of their slides to show to fellow members. This is giving you notice to dig out some slides you are proud of!

Editor.
EBN637p28

SJN 637 for EBN637,

Paul Bateson.



Isn't this a cracker? This rather attractive view of SCT 318 (SJN 637) was taken at Sutton Schools operating a journey on route 9B on 27 October 1969. Judging by the cleanliness of the intermediate scrolls, I am wondering if this was a rare occurrence? **Paul Bateson.**

Essex Buses Abroad



Paul Bateson worked for Southend Corporation Transport between 1963 and 1969 and lives in Canada. His passion is tracing British-built buses, old and new, that are now operating in foreign parts. Since 2009, he has been the Editor of the full colour quality magazine appropriately named "British Buses Abroad". The magazine is published quarterly by Buses Worldwide and carries a variety of news, articles and photographs from around the world. He is always excited when he discovers an Essex bus abroad! The March 2017 issue included a photograph of former Eastern National 1665 (AVX 956B) discovered by one of the magazine's readers in Florida. The annual subscription price is £12 and back issues of BBA are available. Paul can be reached at paul.bateson@rogers.com for more information.

<<<< Cab view of which bus? Answer next month!

EBN637p29

Smaller Operators.

Roger A. Smith.

With thanks to the PSV Circle.

Ashby (Silverline), Abridge

New here is BN17 JDJ, a Mercedes Benz Tourismo C49FT whilst Iriza bodied Scania K114EB4 has reverted to its original registration of YN55 RBZ from SIL 474.

Barker, Roydon

Plaxton C53F bodied Volvo B10M-62 reg. RHZ 4535 (ex. M134 UWY) is here from Ayling, Shipley, West Sussex whilst similar M888 ALP (ex. M942 LUJ) is here from Hunter, Tanobie, Durham. Also, recently arrived here is N114 HCL (ex. EK51 KZB), a Setra S315GT-HD C48FT, formerly with Victory Travel, Havant, Hants.

Ford, Althorne

New here is EU17 VDL, a VDL FHD2-129 C57F. meanwhile C105 CHM, a Leyland Olympian with ECW H72F body has gone from here.

Group Taxibus, Chelmsford

R408 EOS, a Volvo B10M with Van Hool C53F body is no longer here.

Lodge, High Easter

FFS 867, a Bedford OB with Burlingham FC24F body has been acquired for the Heritage fleet, this vehicle was originally registered in 1947 and was re-bodied in 1953.

Merridays (Fourways), Chelmsford

Recently arrived here, ex. London United, are a pair of East Lancs. Bodied Volvo B7TLs, reg. PGO4 WHP. These were H47/22D and have been converted to single door (F) H47/??F.



picture Carters Heritage Buses have completed the move from Capel St Mary to Park Farm, Great Bromley, Essex. Recently acquired is Metroliner TA646 (LK05 GGJ) Alexander Dennis Trident/ALX400 H41/19D. Note the traditional underlined fleet name on the front dash panel. This is the spare bus for service 193 Ardleigh — East Bergholt High School. The regular bus for service 193 is Dennis Trident W553 RSG, see photo in EBN635p27. **Robert Appleton.**

EBN637p30

The Letters Page.

Martin Farmer from Clacton

"Hi Maurice just got April copy of EBN typo error page 5 MPU32 is an L5G not as stated K5G. The mention of sowing kits is interesting as back in Thamesway days when working for marketing we had sowing kits and folding tooth brushes as giveaways."

It's Typo Time!

David Grimmett from Minehead

Thanks for another great EBN. For your interest, I attach a photo taken in Taunton yesterday (12 April)(shown below). You can see the enormous amount of work done the Enviro transferred from Essex to Somerset – nothing! The destination display has been reset but nothing else, so see how they still show First Essex over the door. The photo does also give me the chance to pick you up on one small point (re EBN636inner front cover). You can see the legal owner of the vehicle showing that Buses of Somerset is part of First South West based in Camborne not First West of England based in Bristol. If you find this difficult to comprehend, you are not alone! BoS 21 used to run Taunton to Weston Super Mare but was cut back to Taunton – Burnham; the northern section, to Weston, being replaced by First West of England service 20 but being a separate company there is no through ticketing arrangement so if you want to travel Highbridge – Weston, once a through journey, you now have to change buses and buy a new ticket as BoS tickets are not valid on WoE services except between Wells and Glastonbury where special fares apply providing they are bought on WoE buses not BoS buses who do not issue them. So, you are forgiven for not knowing who owns the buses in Somerset, oh and by the way - drivers at BoS are employed by First Somerset and Avon, but now we are just getting complicated!

Corporate Management Structures.



David Grimmett.

Your Editor discussed David's letter with member Jim Swan who commented that the route Taunton to Wells is one of the remnants of the former Somerset & Dorset Railway which linked Bournemouth with Bath with the "Pines Express". Apparently, there were 3 railway stations in Wells, a far cry from the existing Buses of Somerset service 29 which operates hourly on Mondays to Saturdays.



Referring to Alan Tebbit’s interesting article in EBN636p6, the Group has several negatives of SCs, including this view of 447 once driven by his Dad. **Essex Bus Enthusiasts Group.**

The superb picture used to scan the above is typical of those produced by Robin for the Group’s high quality black and white photograph service, see page 1 of any EBN for details. Any blemishes are down to the Editor’s scanner! **Ed.**

Target Dates for EBN638 (June 2017).

By	Saturday	3 June 2017	Reports to Sub-Editors.
By	Saturday	10 June 2017	Sub-Editor drafts to Editor.
By	Monday	19 June 2017	Dispatch by Printers.

Back Cover Photos.

Outer Top John made one journey only by EN Bristol MW (old-style) coach in his youth, way back 46 years ago, in 1971 to/from the then HCVC London-Brighton run. So, it was a pleasure to join Paul Ashman aboard MW6G/ECW C39F 331 (7017 HK) to the Ipswich Bus Museum Running Day on 9 April. **John G. Lidstone.**

Outer Lower Carters SVW 274K (ex Eastern National 1546) on 1109 Chelmsford – Colchester 53A on Sunday 20 November 1994, at the time that Carters had the Essex CC contract for Sunday service 53A Colchester – Chelmsford. **Robert Appleton.**

May Miscellany



Top picture:

A view through the window of John Salmon's front window! First Essex 68520 BMC 1100FE KP54 AZU, with Colchester Grammar School logos unusually parked in layby opposite his home in Little Waltham.

John Salmon.



Middle picture:

with thanks to James Sadd of Blue Line Travel, who kindly advised me that formerly preserved AEC Routemaster/Park Royal RML2613 (NML 613E) was passing a 'certain bus stop' in Thames Drive, Leigh-on-Sea.

John G. Lidstone.



Lower picture:

DAF SB/VH G382 RCW Amber Coaches/Ambus depot on 14 April. Shown on some websites as being sold a year ago!

John G. Lidstone.

