

Essex Bus News

No. 673; May 2020



Essex Bus Enthusiasts Group

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where sold



top
L673 RMD for EBN673.
 Essex Buses Ltd t/a First Eastern National 622 (L673 RMD) at Colchester bus station on 16 July 2001. Volvo B6 with Alexander Dash body. New to Capital Citybus in February 1994, acquired from First Capital in January 2001.
Robert Appleton.



bottom
 First Essex Airlink 36839 on X10 in a deserted Wickford Broadway on 23 April. Along with 36842, it entered service on the X10 that day as a short-term measure.
William Morrison.

Front Cover Picture

A relatively unusual bus in the Stephensons' fleet is this 27-seat Mellor Strata bodied Mercedes Sprinter, 302 (KF19 LCV). It is allocated to Haverhill depot and normally works on the linked routes 5 & 6, Saffron Walden - Stansted Airport - Bishops Stortford, where it was photographed by driver **Richard Bareham** on layover at the currently closed interchange on Saturday 18 April.
 Caption by **Richard Delahoy.**

EBN673ifc

May 2020

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Essex Bus News

is the "house magazine" of the...

Essex Bus Enthusiasts Group

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Publications Co-ordinator	Paul Harvey

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

Welcome to new member

Stephen Barham Dovercourt 933 (rejoined)

A calendar year subscription is £22. New members may join from any month, but subscriptions will always run to December, from whichever month the member chooses. Those joining from February to December inclusive will pay a pro-rata subscription calculated at £2.00 per month. For example, a member joining in March would pay 10 x £2.00, i.e. £20.00. Contact Richard Delahoy, address below.

Membership Secretary & Data Protection

A statement of our compliance with the GDPR is available on our website or by post. For any membership or data protection issues, please contact:
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Reports and observations

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

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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EBN673p1

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

***** All our meetings are now CANCELLED until at very least June 2020 *****

Other dates for 2020: Suspended until further notice.

MID-ESSEX MEETINGS by Maurice Austin.

Scheduled dates for 2020,

25 June (possibly), 23 July (Paul Bateson), 24 September, 22 October (Alan Osborne), 26 November (Martin Weyell), 10 December (Richard Delahoy).

But do assume these are likely also to be cancelled so check our website.

NORTH ESSEX MEETINGS by Dave Arnold.

No meeting in May

Scheduled dates for 2020: 12 June (cancelled), 10 July, 14 August, 11 September, 9 October, 13 November, 11 December.

But do assume these are likely also to be cancelled so check our website.

A Blast From The Past

Paul Harvey.



Southend Transport PHJ 954 Leyland PD3 Massey 316 seen at Shoeburyness Renown operating service 7 to Rayleigh during 1978. This vehicle is now with Castlepoint Transport Museum Canvey.

Paul Harvey.

EBN673p2

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

EVENTS

The following events have been notified as being **cancelled**:

19 July - Alton Bus Rally, 15 August - Imberbus, 16 August - Canvey Transport Spectacular, 10/11 October - Isle of Wight Beer & Buses.

Due to the current Covid-19 situation, most other events have either been, or are likely to be, cancelled so no events are shown.

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



**SOUTHEND VICTORIA
& HIGH HOUSE CIRCUS**
VIA STONEBRIDGE · BARROWHALL RD.
LITTLE WAKERING · BARLING

Typifying the reductions in services due to the pandemic and lockdown is Stephensons' Essex route 14 (they have a 14 in Suffolk as well), Southend to Foulness Island/Shoeburyness via Barling and Little Wakering. An Essex CC contract, initially it continued as normal, but from 28 March was reduced to just 5 trips each way instead of 8, with the last bus arriving back in Southend at 16.25 instead of 19.14.

A two-mile walk across fields from **Richard Delahoy's** house (on his permitted daily exercise) on Wednesday 22 April took him to High House, between Shopland and Barling, where he photographed empty Enviro 200, 421 on its final run of the day. The rather faint destination display was barely visible in the strong sunlight.

High House is not quite in the middle of nowhere but certainly isn't a terminus, so Richard had been puzzled when he found this paper destination sticker amongst the Derek Giles papers at The Bus Archive on his first visit there. It was loose in a file with no supporting notes and no date, but clearly refers to service 4B, operated by Westcliff Motor Services until the end of 1954 and then by Southend Corporation or Eastern National from the start of the Co-Ordination Agreement which took effect from 2/1/55. The style suggests that it was possibly a Westcliff/EN notice, although it could equally have been SCT. Why was it produced? Well the clue is in the order of the intermediate points and the inclusion of Barrow Hall Lane, which was not on the line of route. It's obvious that it was produced for a temporary diversion, presumably due to road works, that meant the 4B followed its normal route to Shopland/Stonebridge but then diverted direct to Little Wakering, then on to Barling (ie the opposite way to normal) before ending up at High House, half a mile from the start of the diversion.

EBN673p3

Trams (and Conker Boxes)

Chris Stewart.

Peter Carr mentions (EBN671, letters) that Brentwood depot called MWs 'trams' but that the nickname wasn't known when he was at Bishop's Stortford.

The drivers and Inspectors I knew at Brentwood depot during the 1970s all called LS5G and MW5G saloons 'trams', which I thought at the time was to do with their slightly ponderous and heavy nature. Later I was told that it stemmed from the central front foglight on LSs being reminiscent of tramcars. I also knew the term to be used at Maldon and Basildon depots, whilst some recent discussion on the Eastern National 1930-date Facebook group confirmed recognition from those who'd worked at Silver End and Kelvedon but not Chelmsford or once again Bishop's Stortford. Graham Ledger said fairly recently on the www.sct61.org.uk website that United Counties crews referred to LSs as such, not only because of their central front foglight but also the dual door arrangement of the first examples. United Counties (UCOC) and Eastern National (ENOC) had the first two bus-bodied LS chassis in late 1952 (with dual doors) and both went on to have quite a number of this layout – 36 in fact for UCOC, 13 for ENOC and 4 for Westcliff. Bristol Tramways had dual door prototype NHU 2 and another later experimental Commer TS3-engined example, dual door LSs only to be found otherwise with Hants/Wilts & Dorset, who also had them in quantity. I suspect commonality between UCOC and ENOC in the timespan just after the Midland Area split of May 1952 explains its usage within both operators, United Counties' first few LSs having in fact been ordered by ENOC before the split. 'Tram' seems to have been restricted to LSs with UCOC (possibly because they only had higher-powered MW6Gs, which were all also dual purpose bodied) and doesn't seem to have been heard of at all within Eastern Counties. Mind you they only had one single door LSX4G prototype, now preserved, and four production LS buses (all of which were confusingly classified LL when new), until they acquired some secondhand LSs in the 1960s.



Picture MW5G 1306 (201 MHK) of 1959 was the first of what became the 'standard' body style, following the first six (1300-5) with upright rear profiles and cream relief around the windows. It is seen at Basildon Bus Station in the 1970s.

The late Bill Cansick.

And neither I nor anyone else had heard 'tram' used in relation to the MW6G coach conversions of the 1970s, probably because they were like chalk and cheese compared to the good old humble MW5G saloons. By the mid to late 1970s it had become a slightly derogatory expression for what were, even then becoming rather archaic vehicles compared to RELs or the Leyland Nationals which were by then flooding into the fleet.

EBN673p4

The predecessors to the LS – the half-cab L family – were known by many as ‘conker boxes’ (or ‘clonker boxes’), as were the K/KS/KSW double deckers of the same era. This seems to have been a much more widespread expression around the Tilling Group, at least in the southern half of the country, dating back with Bristol Tramways and Western/Southern National at least to pre-War L5Gs. Having true ‘crash’ (sliding mesh) gearboxes, unlike the constant mesh of Lodekkas or (theoretically, anyway) synchromesh of the LS or MW, the origin of this term is perhaps a little more obvious.

The transition from rear entrance L types to LSs had some amusing side effects. Alan Tebbit says they had a conductor at Chelmsford, Vic Thomson, who would always stand at the back of LS/MWs, where the door would have been on L type saloons. Despite the fact that his driver, Les Palmer, had greater control of the boarding passengers, he was never allowed to pull away until Vic had given two sharp clangs on the bell and “boy were they loud on those saloons”. There was many an argument when he had a different driver.

And Phil Covington recounted that when he was young the family made regular trips to see his grandparents in Good Easter using the 58C from Chelmsford. His earliest memories were of LS, LLs and LWLs with their rear entrances, but one day, an LS had been substituted and he remembered that the bus stopped to pick up an elderly lady at Mashbury. The driver pulled up right by where she was standing, but she promptly stormed to the rear of the bus and after a few seconds started hammering with her walking stick on the panel below the half bay window immediately behind the rear wheels. She wouldn't budge despite the conductor calling her from the front entrance, so he had to alight and guide her to the entrance. Whether she thought it was an L type or remembered boarding an LS when two-doored at the rear we shall never know!



Three brand-new MW5Gs of the 2723-42 VX batch seen at Central Works just after delivery in 1960.

Bob Beaumont collection/EBEG.



As delivered new in December 1952, pioneer dual-door LS5G UEV 829 (4174, then 359 and later 1200) also displays the central front foglight fitted to all LS buses. Rebuilt to single door in 1958, it retained the semi-coach seats visible here until 1962. A surplus of saloons saw it sold off with others somewhat before its time, finding a new home in 1965 with Williams of Laugharne. Note the instruction on the interior cab door to board at the rear.

ENOC official photo, EBEG collection.

EBN673p5

Southend and Stamford Hill

John Card.

I am sure readers will be familiar with Southend Transport vehicles appearing 'on hire' to other operators during the 1970s. Most will also be familiar with various Christmas period operations which saw Southend drivers taking their vehicles over routes usually operated by Eastern National. Less familiar may be the hirings by Grey-Green Coaches that took place at various times in the 1970s and 1980s. The news sheets of the Ewer Group Enthusiasts Club recorded many of these.

Why would a London coach operator whose customers would expect to travel in a modern luxury coach hire buses from Southend? As can be seen in the list below some of the initial hires were to transport large numbers of people over a relatively short distance, namely dock workers involved in disputes. In these cases, the customer had little alternative but to accept the use of service buses rather than coaches. Use of buses to carry bank workers into central London during rail strikes fell into a similar category. Once the supply of coaches had been exhausted recourse to less comfortable vehicles was the only option. With the increased amount of road traffic on rail strike days, the lack of top speed capability became less of an issue.

It is now easy to forget the amount of industrial and other strife that occurred in the '70s. Grey-Green were often called upon by the Metropolitan Police to transport officers to police events in the capital. Usually their requirements were known well in advance and plans put in place to schedule coaches from its own fleet or, when the supply was exhausted, by sub hiring vehicles from other London operators. The practice of the Metropolitan Police was to organize men in 'serials' of 25, a number which was normally accommodated in a Bedford VAS from their own fleet. For big events most police stations in the London area were required to arrange at least one serial with larger ones forming two. A coach seating a minimum of 50 would be allocated to carry two serials, either from a large single station or from two fairly adjacent smaller police stations.

Plans for the event required facilities for the officers to have suitable refreshment facilities, especially where they were being 'held in reserve' away from the front line. From the driver's point of view there was little driving involved but a lot of 'sitting around'. Whilst this was not a problem for most, some, particularly part timers, would have preferred to be spending more time behind the wheel exercising their driving skills! Drivers coming up from Southend spent more time getting to and from their allocated police stations than actually carrying passengers. Buses were perfectly suitable for such work although one problem that arose during the Grunwick dispute was that the workers were being bused in through the picket lines. These vehicles attracted a lot of heated reaction and the Metropolitan Police requested that double decks were not used to transport their officers in order to avoid possible confrontations.

John recorded that on Saturday, 21 June 1975, "a Leopard bus was hired for a relief journey on service 186 from East London to Clacton & Walton and return". Here at the Southend garage the following day is this head-on shot of Leopard/Marshall 209 still stickered up for the 186. But, also there, parked outside, was another Leopard (with East Lancs body), 216, also with a "On hire to Grey Green" sticker, so it looks like both may have been used on the 21st. Both vehicles have bus seats, no luggage boot and dual door layout. Apart from the overhead luggage racks, I wonder where the luggage went and what the passengers thought of them?

Richard Delahoy.



Following the election of a Conservative government in 1979 the number of industrial disputes and political rallies gradually subsided although there were notable exceptions such as the Brixton riots and the bitter miners' disputes which saw Metropolitan Police officers taken by coach to coalfield areas in the East Midlands and South Yorkshire. The Notting Hill Carnival also continued to require mass police movements. As a result of their experience, the police changed their tactics to use smaller numbers in their own Transit sized vehicles which were more flexible in being able to take officers closer to the front line when confrontations developed.

The list does show that on some occasions, buses were actually used on coach work where passengers would have expected something more suitable both in terms of comfort and luggage carrying facilities. Clearly on two Saturdays in June 1975 it had been a case of 'needs must' when the supply of sub hired coaches had become exhausted. Boroline Maidstone supplied buses for reliefs from East London to the Kent Coast on the same days.

In the 1980s with Southend having built up their own coach fleet the relationship changed with Grey-Green borrowing coaches on some very busy weekends with drivers collecting and returning them between their London commuter work.



At Easter 1988 three coaches were hired (immediately before they were withdrawn by Southend). Here in the yard behind the Southend garage on 3 April are Leopard coaches 337 & 342, showing signs of their use on the 140 Victoria-Dover.
Richard Delahoy.

- Wed 7 March **1973** Double and single decks hired to take dockers from Essex to a meeting at Tilbury during a rail dispute.
- Thurs 8 March 1973 East Lancs and Marshall bodied Leopards and various independents' coaches sub hired by Southend to bring bank workers into London during a rail dispute.
- Wed 1 August 1973 Leopard/Marshall 209 operated the return journey of Orange Luxury service 15 from Southend to South London.
- Thurs 18 October 1973 12 Southend double deck (6 PD3 and 6 Fleetline) hired to convey hundreds of factory workers from East Ham to a demonstration in central London.
- Tues 28 January **1975** 19 Southend double deck hired to convey dockers from the Royal Docks to Tilbury for a ballot.
- Sat 21 June 1975 Double decks hired for private hire work and a Leopard bus for a relief journey on service 186 from East London to Clacton & Walton.
- Sat 28 June 1975 Double decks hired for private hire work and a Leopard bus for a relief journey on service 186 from East London to Clacton & Walton.
- June & July **1977** Double and single decks hired for Metropolitan Police work during the Grunwick dispute.
- Mon 11 July 1977 10 double deck & 5 single deck hired for Metropolitan Police work for the TUC 'Day of Action'.
- Sat 13 August 1977 208, 215, 218 took Metropolitan Police to a National Front march at Lewisham.
- 352, 355, 363, 365, 369, 382, 384 took Metropolitan Police to the FA Charity Shield match between Liverpool and Manchester United at Wembley.
- Late Aug Bank Holiday 1977 201, 202, 208, 209, 215, 216, 217, 218 took Metropolitan Police to the Notting Hill Carnival.
- Mon 17 October 1977 Vehicles hired for Metropolitan Police work at Grunwicks.
- Mon 7 November 1977 Vehicles hired for Metropolitan Police work at Grunwicks.

Sat 25 February **1978** Southend vehicles among 96 used for the Metropolitan Police at Ilford for a National Front. 'mass canvass'.
 Sun/Mon 27/28 Aug 1978 Double decks for the Metropolitan Police at Notting Hill Carnival.
 Sun 24 September 1978 Double decks used for the Metropolitan Police. (Reading Corporation Metropolitans 121,122,132,133 were hired for the same job, a large 'Rock against Racism' rally at Brockwell Park).
 December 1978 Southend vehicles involved for the Metropolitan Police 'Operation Santa' to protect shoppers against bomb attacks by terrorists.
 Sun 8 April **1979** Southend coaches amongst 60 vehicles hired to take participants in a Granada Bingo Championship at Tooting.
 Sat 28 April 1979 Over 100 vehicles used on Metropolitan Police work prior to the General Election including not only Southend but also buses from Colchester (RELL/ECW 27 and 28) and a coach from Fylde Borough Transport, Leopard/Plaxton VTJ 443M.
 Sat 17 July **1982** 204 operated a relief journey on service 083 from Victoria to Great Yarmouth as a positioning move for a journey for Alexander Northern between Great Yarmouth and Aberdeen. (On the same day GG were using East Staffordshire District Council Atlantean/MCW 220 BTP on service 086, North London-Clacton. A National Rail Strike was taking place at the time!).
 Sat 11 July **1987** 335 used on private hire work (probably with Grey-Green driver).
 Sat 25 July 1987 220 used on private hire work (probably with Grey-Green driver).
 Early **1988** Grey-Green 'Eastenderbus' Fleetline/MCW OKW 525R repaired by Southend Transport Engineering.
 Easter 1988 337,342,352 used by Grey-Green drivers.
 Good Friday 1 April 352 used on service 140 Victoria-Dover (Jetfoil connection to Ostend/Amsterdam).
 Sat 2 April 342 used on service 140 Victoria-Dover (Jetfoil connection to Ostend/Amsterdam).
 Sat/Sun 18/19 June **1988** 203, 220 used by Grey-Green drivers.

The list above is almost certainly not exhaustive. It is believed that on one Bank Holiday in the early 70s two 80 seat Fleetlines covered a private hire booking for three 53 seat coaches from N17 to Weston-Super-Mare. In the mid '70s there was a period during a summer school term when SCT supplied a single deck bus for Inner London Education Authority school work. Several drivers also travelled up on the vehicle to be allocated Grey-Green coaches on arrival at Stamford Hill to cover additional school contract workings.



<<< Upper Picture

A close up of the destination sticker in Southend 342 - the coach itself didn't reach Amsterdam, only going as far as Dover, to connect with the Jetfoil across the water.

Richard Delahoy.

*** Perhaps readers have their own recollections of these unusual workings? ***



<<< Lower picture

Also in the annex parking area at the Southend garage, Leopard 352 shows signs of its use on the 140 at Easter 1988.

Richard Delahoy.

See further thoughts by John Card on The Letters Page this issue (p30).

Bedford VAL's in Essex

Robin Jenkinson.

I was interested in the correspondence about Bedford VALs. Although I was on the road a lot in the period when VALs were around, I do not remember many of them being operated by Essex companies. I drove them for Kelvedon Coaches, C&R and Norfolks of Nayland. Did Harris of Grays possibly have one?

I believe they were available with either a Bedford or a Leyland 400 engine. The one I drove for Kelvedon Coaches had a Leyland engine and was a pleasure to drive. When they acquired it, I did a private hire to Walton-on-the-Naze for them and did the signwriting on it while parked in the coach-park there, earning two lots of money at the same time! When driving a VAL, it definitely had a different feel to other Bedfords. Lighter steering and more manoeuvrable. They had a low driving position and when you got in the drivers seat you had to be careful that the transmission handbrake did not go up your trouser leg!



Upper Picture

The smart Bedford VAL that Robin lettered at the seaside.

Robin A. Jenkinson.

I don't expect many people remember C&R. They were a very business-like family firm based at Little Tey near Colchester. Their livery was a smart light blue and cream and fortunately for me they were prepared to invest in posh signwriting. I designed a distinctive side layout for them which I positioned towards the rear end. As far as I can remember they had 2 VALs, VTU 89G with a Plaxton body and KWE 130J which had a later attractive Duple body. I seem to remember also signwriting for them a big Seddon with foreign bodywork. It possibly had a Perkins V8 engine, but I am not sure as I unfortunately never had the chance to drive it. Although C&R were not a service company, they were taken over by Hedingham, but I have no idea how many vehicles passed into the Hedingham fleet. I know there were two very nice Leyland Leopards because I drove them on the occasional schools after Hedingham took over.



Lower picture

The C&R coach at Stanway School. Robin's signwriting and driving!
18 June 1981.

Robin A. Jenkinson.

Service Revisions

by Paul Harvey.

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

This month's report again has two sections, one being the usual bus changes plus a special report of current service situation re the Virus arrangements. Paul Harvey compiled the virus section although Richard Delahoy provided some information to clarify a very confusing situation.

23 February 2020

X30 Stansted Airport to Southend (D) **First Essex**
Southend terminal moved back to inside the Travel Centre.

Due to the outbreak of coronavirus and it's Covid-19 disease from 23 March 20, all bus operators have been operating emergency timetables. The following alterations were submitted before the unprecedented action in response to the coronavirus pandemic was taken.

29 March 2020

418/B Harlow to Loughton (M-S) **Trustybus**
New Sunday contract service introduced replacing Arriva operating two-hourly. Evening contract service retained operating two hourly (updated information).
420 Harlow to Ongar (D) **Trustybus**
Revision to timetable with Sunday service reduced from hourly to two-hourly (updated information).

1 April 2020

720 Stansted Airport to London Liverpool Street Station (D) **Arriva Kent Thameside**
New coach service operating via Stratford City. New introduction date was quoted as 4 May 2020, but this has been deferred until further notice. (updated information).

6 April 2020

676 Broomfield to Colchester Norman Way (Sch) **Stephensons of Essex**
Revision to timetable.

13 April 2020

410 Harlow to Waltham Cross (M-S) **Trustybus**
Service withdrawn between Brookfield Centre & Holdbrook Estate Mon to Fri morning peak plus timing adjustments. Evening peak journeys reduced to hourly. This change was scheduled from 30 March 20 but altered to 13 April 2020 (updated information).

20 April 2020

737 Oxford to Stansted Airport (D) **National Express**
Minor timetable adjustments (updated information).

25 April 2020

339 Epping Station to Shenfield Station (FSSu) **London Vintage Bus Hire**
Revisions to summer timetable.

4 May 2020

602 Witham Newland Street to Great Baddow High School (Sch) **Stephensons of Essex**
School service withdrawn.

9 May 2020

167 Ilford High Road to Loughton (D) **Stagecoach London**
Revision to timetable.

1 June 2020

A6 - A8 London to Stansted Airport (D) **National Express**
These services to operate as unlicensed express services, the London Service Permits withdrawn.

17 July 2020

27 Socketts Heath to Hassenbrook Academy (Sch) **Ensignbus**
Service to operate earlier last day of summer term.
381 North Weald to Epping Station (FSSu) **London Vintage Bus Hire**
Revisions to summer timetable.

12 September 2020

FS Damyns Hall Aerodrome to Aveley Usk Road/Chafford Hundred (SSu) **Ensignbus**
Revision to timetable for this special event service.

COVID-19 (Updated Bus Operator Information)

Due to the Covid-19 (also known as Coronavirus) almost all school transport services have been suspended and bus companies have introduced emergency timetables providing less journeys throughout the week due to low demand - check operator websites or social media accounts for latest details.

Ensignbus

4 April 2020 reduced emergency revised timetable for service 99 with Brennan Road/Civic Square section suspended.
17 April 2020 Change to Amazon services Z1, Z2 & Z4 affecting departure times.
22 April 2020 Additional journey at 05.05 from Aveley Usk Road on service Z1 to Amazon.

Stephensons of Essex

6 April 2020 reduced/revised emergency timetables on services, 9 (Gt Holland), 105/7, 59/590.

Go-Ahead Konectbus Hedingham

4 April 2020 emergency timetables introduced on services 50/A, 63, 82/A, 83/A/B (Mon to Fri only Sat suspended), 88, 91, 92 (Mon to Fri only Sat suspended), 95 & D1/D2.
5 April 2020 emergency timetables introduced for Clacton Sunday services on 3, 4A, 6B & 137.
27 April 2020 suspension of number of journeys on emergency timetables on services 4A, 5A, 6 & X76. Additional evening journey introduced on service 3 Harwich to Clacton.

Go-Ahead-Konectbus Chambers

20 April 2020 service 84 suspended and additional journeys on services 753/4/5 suspended. Service 84A will continue to operate on Thursdays only.

Arriva Kent Thameside

5 April 2020 revised emergency timetables introduced on Sunday services affecting services 8 & 133 (Colchester), 1, 2/3, 4, 6, 8 10, 59, 309 & 724 (Harlow) & 1, 4A, 6, 7/8, 9 & 29 (Southend).
6 April 2020 revised emergency timetables introduced on services 1 (Harlow), 8 (Colchester), 66, 251 & 310 (Ware) Mon to Sats. Service 11 (Colchester) suspended.
4 May 2020 small changes to emergency timetables on services 4 & 10 (Harlow). Timetable changes to the evening emergency timetable on service 7 (Southend).

First Essex

30 March 2020 Peak time services 9A, 27X & 71C/D suspended.
5 April 2020 further reductions to services including 13A & X30 with services 62A/B/C suspended.
10 April 2020 additional journeys introduced on service 42.
14 April 2020 additional morning journeys introduced on services 64A & 65.
19 April 2020 additional journeys introduced on services 28, 40, 42/A/B, 45, 61, 64A, 65 & 100.
26 April 2020 additional journeys introduced on services 28, 31, 42, 54, 56B, 61, 64A, 65 & 100.
4 May 2020 additional morning journeys introduced on service X30 0640 CF to SD & 0740 SD to CF Mon to Sats only.

NIBS

27 March 2020

emergency timetables introduced on services 11 (Purfleet), 81 (Hutton) & 374 (Grays).

29 March 2020

reduced emergency timetable on service 21 (Baintree).

6 April 2020

revised emergency timetables introduced on services 21 (North Benfleet), 21 (Ongar), 21C (Canvey Island) & 269 (Grays).

Swallow Coach Company

This company did cease trading, services affected are 13, 61 & 133. See entry for Epping Forest Community Transport & Arrow Taxi's for further information.

Trustybus

14 April 2020

service 410 Harlow to Cheshunt reduced emergency timetable Mon to Sat. Service 420 Harlow to Ongar

increased frequency introduced Mon to Sat.

Panther Travel

30 March 2020

service X15 suspended and the 12.05 Harwich Town Service 2 journey suspended.



Panther Travel VB08
PAN (PN08 SWJ)
Alexander Dennis
Trident 2/East Lancs
Olympus in Lawford on
11 March. Running to
Manningtree High
School to work School
Bus route 1 to Mistley,
Bradfield, Wrabness
and Wix.

Robert Appleton.
(corrected caption)

Arrow Taxis/DaRT

6 April 2020

service 10 & 99A now operating on pre-bookable DAR.

11 April 2020

new temporary service 61 Brentwood to Blackmore replacing Swallow Coaches on emergency timetable.

National Express

All coach express services suspended until 31 May 2020. It is planned to reintroduce Christmas Day services from 1 June 20.

Airport Bus Express

All services (A21/A22) suspended from 29 March 2020.

Epping Forest Community Transport

From Wed 8 April 2020 introduced emergency timetable replacing Swallow Coaches on service 13 Epping to Waltham Cross Mon to Sat. No further details available on other services provided by this company.

Coggeshall Community Transport

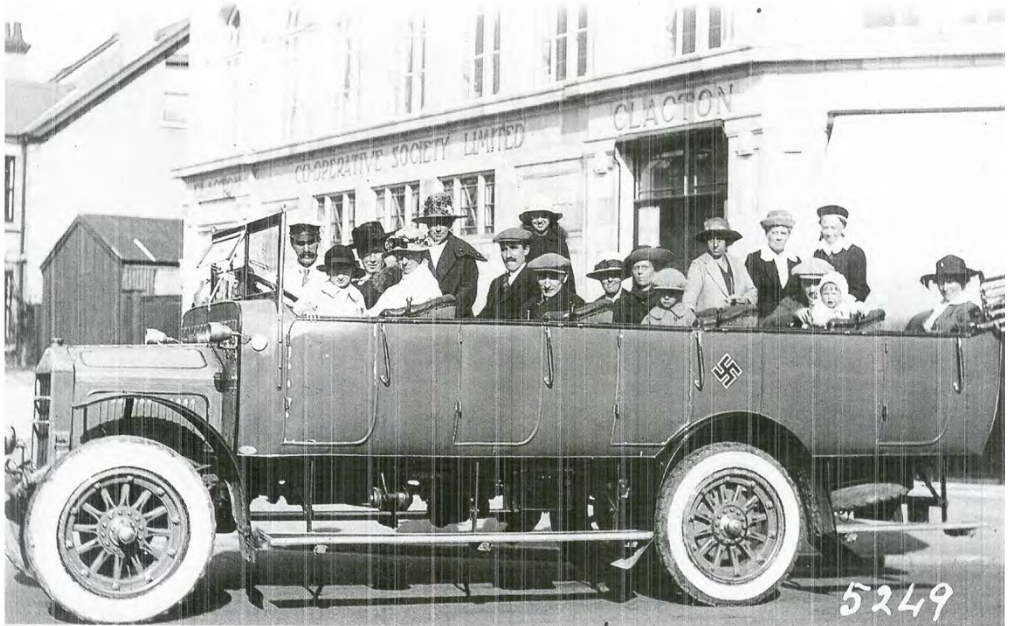
21 March 2020 temporary suspension of service COG1 until further notice.

Ipswich Buses

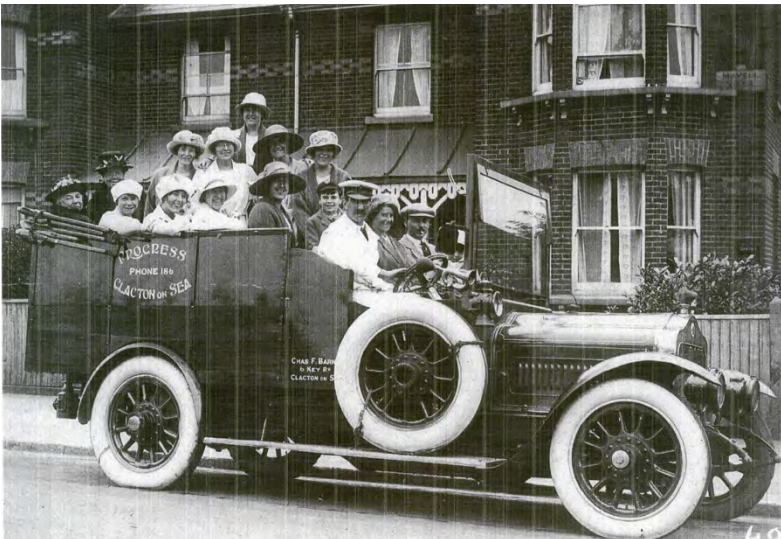
30 March 2020 emergency timetables introduced for Mon to Sat no change to Sunday timetables.

EBN673p12

Progressive Outings With Clacton Co-operative Society?



Paul Smith was given these very old photographs many years ago, he has no indication of who the photographer(s) were, but he believes they are old enough to be out of copyright. If anyone knows differently, please do let us know and we will give the appropriate recognition. Clacton Co-operative Society is no more, having been absorbed into the wider co-operative movement. The questions for EBN relate to the vehicles, any information on the destination, why was the charabanc in the top picture wearing a swastika (remember that the symbol was hijacked from various religious groups early last century). Who owned the charabanc? Whose was it? Any other details?



A Couple of Questions for the Membership!

Pictures from the **Paul Smith collection.**

There are similar questions with regard the picture below; what is known about Progress?

Get your research genes working, please!

First Essex by Adam Kelleher

The Future of First Essex

Further to the news in EBNs 662 & 669 about the potential sale of First Bus, the May 2020 edition of Buses magazine confirmed that the sale will not now happen and instead First Group will seek to sell its North American businesses. First stated "On conclusion of the North American divestments, the group will become a UK-based transport provider with bus and rail operations at the core of its business. Accordingly, there are no further plans to pursue a separation or sale of First Bus. We will continue to capture the benefits of our improvement programmes and strong market positions to deliver enhanced performance in First Bus, while playing a key role in delivering the benefits of the UK government's announced plans to invest in improving bus networks and sustainability across the country." This statement was made before the massive reduction in travel and services caused by the coronavirus pandemic and so, without wishing to speculate, we must wait and see what long term effect the pandemic will have on the bus industry.

From a Group's point of view, there is no longer any need to postpone production of the Fleet Record series Volume 4, which was originally due out in October last year, which was delayed as it made sense to end the series if and when the company was sold. However, the pandemic has closed our printers and there are no rallies at which to sell the book, so this will unfortunately be delayed further, hopefully it will now be published in 2021.

Allocation Changes

BN-Basildon; CF-Chelmsford; CR-Colchester; HH-Hadleigh; DS-Driving School; FG-First Group cascade (to / from another First company); oos-out of service.

Period 1 2020/21 (29 March - 25 April)

Additional to those in EBN672, these are changes since weekend of 28-29 March.

33047 BN (oos)-Disposal, 33195 CR (oos)-Disposal, 36839 CF-BN, 36842 CF-BN, 44908 BN-FG, 44909 BN-FG, 62410 CR (oos)-Disposal, 65679 CR-CR (oos), 65681 CR (oos)-Disposal

36839 & 36841 moved to Basildon over the weekend of 10-11 April. However, 36841 was not used and was replaced by 36842. These are for route X10 and is to make use of warranty cover rather than the vehicles remaining in storage at Chelmsford. It is possible that when one returns to Chelmsford for servicing another from the batch will replace it.

By 10 April, 65679 was out of use with gearbox issues.

SORned Vehicles

Due to the large reduction in services since the end of March, a number of buses have been temporarily delicensed through the Statutory Off-Road Notification process (SORN). This is when, at the first of a month, operators can de-license a vehicle for that full month so as to save the Road Tax money for that month. In normal times the system is usually used when a vehicle remains in stock but is not in use, e.g. under repair, used as a spare parts source or, in the case of some coaches, stood down for the winter.

A check on the Government website on 5 May showed the following. Although this is in the main correct, and is backed up by observations, or a lack of, there may be the odd discrepancy.

All Tridents / Presidents SORN.

All Tridents / ALX400 SORN.

All Volvo B7TL / ALX400 SORN.

All Volvo B7TL / Eclipse Gemini in the 326xx series SORN except 32669 and 32673 (although the latter has not yet entered service and the former has not been seen in service for over a month).

All Volvo B7TL / Eclipse Gemini in the 370xx series SORN except 37007, 37034, 37035, 37037, 37042, 37053, 37054 and 37062 (although 37054 has not yet entered service).

Volvo B9TL / Eclipse Gemini: 37135 SORN, all others taxed.

Volvo B9TL / Eclipse Gemini 2: 36219 SORN, all others taxed.

All Enviro 400s SORN except 33574 taxed.

All Scania / Enviro 400 MMC taxed.

All Darts SORN, except for the oldest, 42487, which remains in service at Hadleigh. Also, although shown as SORN, 42932 and 42936 have recently been used in service at Chelmsford (see below).

All Enviro 200s taxed except 44537 SORN.

All StreetLites taxed except 47649 and 63165 SORN (the latter at Wrightbus for repairs).

All Scania L94UB / Solar SORN.

All Volvo B7RLE / Eclipse Urban in the 66xxx series SORN (although 66818 has been in use as a driver shuttle).

All Volvo B7RLE / Eclipse Urban in the 694xx series taxed except 69429 and 69434 SORN.

Both Volvo B7RLE / Eclipse Urban in the 695xx series SORN.

All Volvo B7RLE / Eclipse Urban 2 taxed.

All Park & Ride E20D / Enviro 200 MMC SORN.
All other E20D / Enviro 200 MMC taxed except 67167, 67168 and 67169 SORN.
All Enviro 300 original style SORN.
All E30D / Enviro 300 taxed.
All Enviro 350H SORN.
Volvo 7900 Hybrid: 69901/3-6/8-9/11/13/19 taxed, 69902/7/10/12/14-18 SORN.
Both Volvo B10BLE / Renown trainers SORN.
Including trainers and vehicles which were already out of service, over half the fleet is now untaxed, 189, compared to 160 still taxed.

Disposals

To Ensignbus, probably for component recovery and then on for scrap: 33047 (15 April).
62410 to a private buyer, awaiting collection from Quayside (April).
33195 & 65681 were also sold in April, possibly to Alpha but not yet confirmed.
44908 & 44909 to First Eastern Counties at Ipswich (April).
Further to EBN672, during April, 30894 & 41524 went from Ensignbus to Shelton Motors, Ely for scrap, as did ex-First Eastern Counties and previously First Essex 30900, 30901, 32064 and 42486.

There were more timetable changes from 19 April, but these were minor adjustments rather than further reductions. From this date, on weekdays, the main daytime 71 service is running as a 71A to serve Boreham Church replacing route 40 which is terminated at Springfield Sainsbury's (the 40 still serves Boreham at peak times). Further adjustments were made to 31, 42 and 54 groups of routes plus route 70 from 26 April. From 4 May, an extra Monday to Saturday morning X30 journey between Chelmsford and Southend only and return was added, departing Chelmsford at 06.40 and Southend at 07.40.
Observations are obviously reduced at the current time, but the following is what has been noted / reported in the last month, 9 April to 6 May. Dates 9 -30 are for April and 1-6 for May.

Colchester

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

By 10 April, 37135 was also parked with the stored fleet. Out of service 37010 had been waiting to go to Volvo at Ipswich for a new engine, but this is not likely to happen in the current situation, in the meantime it has been heavily cannibalised. But the surprise news is that 37009 was back at Quayside by 16 April after over a year away. As reported in EBNs 658 & 659, it caught fire (electrical fault) in North Station Road, Colchester on 13 January 2019 but was deemed repairable. It was then dispatched to Wrightbus to have a new rear fitted. The problems with Wrightbus going into administration during 2019 and subsequently being sold led to delays in repairing 37009. However, it has returned without any work being done on it, the rear end and engine compartment are still burnt out. It seems quite possible it will now go for scrap. Hadleigh's 63165 has also been at Wrightbus for repair, following an RTC on 21 April 2019 (see EBN662), but there is no current news on it.

Many double deckers have been seen on route 65 which serves Colchester General Hospital (normally single decker with some peak double decker workings).

Vehicles noted in use: 37007 on 88A (10th Good Friday), 88 (14th), 67 (21st), 65 & 1A (23rd), 65 (26th & 28th), 64 (30th & 1st); 37034 on 62 (12th), 104 (20th), 88A (26th), 65 (30th & 2nd); 37035 on 65 (23rd & 30th), 64 (2nd); 37037 on 104 (9th), 64 (23rd), 65 (24th, 1st & 2nd); 37042 on 64 (2nd); 37062 on 61 (12th), 104 (14th); 37133 on 61 (10th GF & 23rd); 37134 on 65 (28th); 37136 on 65 (30th); 37138 on 2A (13th Easter Monday), 61 (14th & 24th); 37139 on 61 (23rd & 28th), 102 (24th); 37140 on 70 & 74B (9th), 65 (23rd, 26th, 30th & 2nd), 1A (24th); 62407 on driver shuttles (20th & 21st); 63331 on 88 (27th); 63332 on 65 (19th), 75 (21st), 67B (26th); 63333 on 1A (13th EM); 63334 on 65 (19th), 70 & 71 (25th); 63335 on 65 (12th), 88 (25th); 63336 on 64 (10th GF), 64A (19th), driver shuttles (21st); 63337 on 75 (28th); 63340 on 66 (26th); 63341 on 64 (12th), 65 (13th EM); 63343 on 75A (16th), 64 (19th); 63344 on 64A (12th); 67735 on 88A (13th EM), 66B & 67 (15th), 1A (26th), 70 (30th); 67736 on 71 (14th), 88A (15th & 19th); 67737 on 88 (11th & 1st), 75 (16th, 21st, 22nd & 30th), 1A (19th), driver shuttles (28th), 71A (6th); 67738 on 1A (12th), 64A (13th EM), 75 (26th), 88A (3rd), 88 (5th); 67739 on 88A (12th), 102 (13th EM), 1A (19th), 88 (20th); 67741 on 88 (15th), 75 (17th), 70 (18th & 23rd), 104 (30th); 67742 on 70 (17th & 21st), 75 (19th & 23rd); 67750 on 75 & 102 (12th), 88A (18th), 88 (21st), 88A (23rd), 104 (24th), 75 (26th, 28th & 2nd); 67755 on 1A (10th GF); 67756 on 88 (30th & 2nd); 67779 on 75 (10th GF); 67805 on 1A (10th GF), 74B (14th), 70 (16th & 28th).

Chelmsford

(All vehicles listed below allocated to CF)

NIBS route 31, which parallels and competes with First Essex route 37 between Brentwood Station and Bishop's Hall Estate, has been suspended since the end of March, as there are not enough passengers to sustain both services.

42556 & 42561 are two other vehicles that are being stored at Hadleigh, seen there on 30 March. Driver trainers 62191, 62242 &

EBN673p15

Vehicles noted in use: 42932 on 565 (9th), 45 (21st), 71A (28th); 42936 on 70 & 71A (13th Easter Monday), 71 (17th), 40 (21st), 37 (23rd), 71A (30th), 45 (4th); 44001 on 45 (16th & 18th); 44002 on 31 (2nd); 44005 on driver shuttles (14th), 45 (15th & 6th), 13A (21st), 42B (26th); 44006 on 13A (20th), 54 (2nd), 45 (5th), 46 (6th); 44080 on 37 & 351 (9th), 70 (6th); 44538 on 565 (14th); 44539 on 37 (14th & 20th), 351 (16th & 3rd); 44540 on 37 (14th & 3rd), 351 (20th & 2nd), 45 (21st); 44541 on 565 (30th); 44542 on 37 & 351 (9th); 44543 on interlinked 37, 80/A & 351 (10th Good Friday); 44544 on 42B (10th GF); 44545 on 70 (10th GF), 42B (19th), 565 (27th), 71A (28th); 44546 on 13A (24th), 45 (6th); 44547 on 70 (10th GF), 42B (19th); 44548 on 42B (26th); 44549 on 70 (17th), 71A (21st), 37 (27th); 44550 on 70 (14th); 44551 on interlinked 37, 80/A & 351 (10th GF); 44597 on 565 (20th); 44598 on 565 (23rd), 45 (3rd & 4th); 44599 on 70 (26th); 44661 on 70 (12th), 71A (13th EM); 44900 on 13A (14th & 23rd); 44913 on 13A (15th, 18th & 2nd); 44914 on 565 (14th), 13A (16th, 25th & 6th), 70 (23rd); 44915 on 13A (17th), driver shuttles (2nd); 66818 reported as in regular use as a driver shuttle, for example seen as such on 3 May; 67165 on 70 (24th), 42B (3rd); 67166 on 42B (10th GF & 13th EM), 70 (16th & 21st); 67170 on 70 (21st, its first reported sighting in service since being repainted & 23rd); 67171 on 42B (12th), 71 (2nd); 69421 on 70 (9th, 12th, 15th, 16th & 1st), 42B (13th EM); 69430 on 70 (14th); 69431 on 42B (10th GF, 70 (1st); 69432 on 70 (25th, 28th & 30th); 69433 on 42B (13th EM), 70 (16th & 21st).

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

Vehicles noted in use: HH36217 on 21 (11th); HH36218 on 26 (15th), 21 (4th); 36839 on X10 (23rd, its first sighting in use from Basildon, 24th, 25th & 6th); 36842 on X10 (23rd, its first sighting in use from Basildon, 24th & 25th); HH37985 on 21 (18th); HH37986 on 21 (16th); HH42487 on interlinked (on Sundays & Bank Holidays) 27, 22 & 28 (13th Easter Monday, 26 (14th), 27 (15th), 21 (3rd): 47528 on 9 (14th & 20th), 16 (17th), 251 (19th), 10 (21st, 22nd & 23rd); 47529 on 94 (17th), 10 (20th); 47530 on 9 (14th & 30th), 10 (15th & 17th); HH47643 on 27 (20th); 47650 on 16 (14th & 6th), 94 (20th, 25th & 2nd), 10 (24th), 251 (3rd); 47651 on 9 (9th), 251 (10th Good Friday), 94 (18th), 16 (2nd); 47652 on 16 (13th EM), 10 (14th & 2nd); 47653 on 9 (16th & 23rd), 10 (18th), 94 (6th); 47654 on 251 (13th EM), 94 (15th), 16 (20th & 25th), 9 (27th); 47655 on 16 (19th), 94 (21st & 22nd); 47656 on 94 (16th), 10 (25th); 47657 on 251 (10th GF), 16 (16th & 24th), 94 (23rd); 47658 on 9 (9th, 20th & 27th), 10 (16th & 6th), 16 (15th & 22nd), 94 (24th); 67160 on X10 (13th EM, 16th & 21st), 16 (23rd), 100 (26th); 67161 on X10 (15th, 17th, 18th, 19th, 20th, 21st & 22nd); 67162 on road test after some repairs (29th); 67163 on 100 (11th & 24th), 5B (15th), X10 (16th, 18th, 20th, 2nd & 6th); 67164 on X10 (13th EM, 15th, 17th, 19th, 22nd & 2nd), 16 (18th); 69515 on 5B (18th), 100 (6th); 69516 on X10 (14th), 100 (26th); Thamesway liveried 69520 on 100 (23rd, its first sighting in service from Basildon depot, 25 (24th & 25th)). In addition, HH63341, 69517, 69518, 69519, 69901, 69903, 69904, 69905, 69906, 69909, 69911, 69913, 69915, 69916 and 69919 all reported in use on route 25 (see next paragraph).

Route 25 remains the only service still showing on Bustimes. Vehicles reported since 9 April (some of these also backed up by actual sightings): 47528, 47529, 47530, 47650, 47651, 47652, 47653, 47654, 47656, 47657, 47658, HH63341, 67160, 67164, 69515, 69516, 69517, 69518, 69519, 69520, 69901, 69903, 69904, 69905, 69906, 69909, 69911, 69913, 69915, 69916, 69919.

Sources own observations, and with thanks to R Appleton, S Austin, S Barham, D Bell, J Benez, T Clark, J Collins, J Cush, D Disbury, D Edwards, N Field, R Hannah, J Hendle, D Lund-Conlon, W Morrison, G Norris, J Podgorski, J Salmon, G Toon, R West, First Essex, LOTS, Facebook, Essex Buses Google group and Terminus.

For information and historical record, a summary of the services operated by First Essex from 19 April 2020 is presented in the following table. (Some minor adjustments have been made since, as noted above.)

First Essex Timetables effective from 19 April 2020

Table 1: Frequency of Service						
Service Number	Route	Approx. Frequencies Sunday and Public Holidays	Approx. Frequencies Monday to Friday Daytime	Approx. Frequencies Monday to Friday Late Evening	Approx. Frequencies Saturday Daytime	Approx. Frequencies Saturday Late Evening
						EBN673p16

Southend & Basildon	Pitsea to Langdon	Sunday service	Every 30 mins Pitsea to Basildon, hourly to Langdon Hills or Grays	Every 30 mins Pitsea to Basildon	Every 30 mins Pitsea to Basildon, hourly to Langdon Hills or Grays	Every 30 mins Pitsea to Basildon
5, 5A, 5B	Hills or Grays					
8, 8A	Pitsea to Laidon	Sunday service	Every 20 minutes	Every 30 minutes	Every 20 minutes	Every 30 minutes
9, 9A*	Basildon to Brentwood	No Service	Every 75 mins	No Service	Every 75 mins	No Service
10	Shotgate to Basildon Hospital	No Service	Saturday service	No Service	Saturday service	No Service
16	Wickford Stn to Runwell St Luke's	Sunday service	Every 30 minutes	Every 30 minutes	Every 30 minutes	Every 30 minutes
20	Southend to Hullbridge	Every 60 mins	Every 30 minutes	Every 60 minutes	Every 30 minutes	Every 60 minutes
21, 21B	Southend to Canvey Newlands	Sunday service	Every 60 minutes	Every 60 minutes	Every 60 minutes	Every 60 minutes
21 (Bas)	Basildon to North Benfleet	No Service	No Service	No Service	Hourly	No Service
22	Canvey, Leigh Beck to Basildon	Every 60 mins	Every 30 minutes	No Service	Every 30 minutes	No Service
25	Southend to Basildon	Every 60 mins	Every 60 minutes + peak extra	No Service	Every 60 minutes + peak extra	No Service
26	Southchurch to Hadleigh	No Service	Every 60 minutes	No Service	Every 60 minutes	No Service
27, 27A, 27X	Southend to Canvey, Leigh Beck	Every 60 mins	Every 30 minutes	Every 60 minutes	Every 30 minutes	Every 60 minutes
28	Southend to Basildon	Every 60 mins	Every 30 minutes	No Service	Every 30 minutes	No Service
94, 94A	Basildon to South Woodham Ferrers	No Service	Saturday service	No Service	Saturday service	No Service
100	Lakeside to Chelmsford via Basildon	Every 60 mins	Every 30 mins Lakeside to Basildon, hourly to Chelmsford	Every 60 minutes	Every 30 mins Lakeside to Basildon, hourly to Chelmsford	Every 60 minutes
251	Warley to Wickford	Sunday service	No Service	No Service	No Service	No Service
561, 561A	Basildon to Chelmsford Schools	No Service	Service Suspended	No Service	No Service	No Service
625	Chelmsford to Southend Schools	No Service	Service Suspended	No Service	No Service	No Service
725, 825	Basildon to Southend Schools	No Service	Service Suspended	No Service	No Service	No Service
820, 822, 827	Southend area school services	No Service	Service Suspended	No Service	No Service	No Service
X10	Basildon to Stansted Airport	Every two hours	Every two hours	Every two hours	Every two hours	Every two hours

*There is no current timetable for 9A, as it is not running.

Chelmsford & Mid Essex						
13, 13A, 14	Chelmsford to Wickford and The Wick	No Service	Approximately every two hours (as 13A)	No Service	Approximately every two hours (as 13A)	No Service
31, 31B, 31C, 31D, 31X	Chelmsford to Burnham-on-Crouch	Sunday service	Every 60 mins (31)	Every 60 mins	Every 60 mins (31)	Every 60 mins
32	Chelmsford to Ongar	No Service	Saturday service	No Service	Saturday service	No Service
36, 36A, 36B	Chelmsford to South Woodham Ferrers	Sunday service	Every two hours	Every 60 mins	Every two hours	Every 60 mins
37	Warley to Bishops Hall Estate	Sunday service	Every 40 mins	No Service	Every 40 mins	No Service
40	Channels (Chelmsford) to Boreham	No Service	Every 30 mins Chelmsford to Springfield Sainsbury's, every 40 mins Chelmsford to Channels	Every 60 mins Chelmsford to Channels	Every 30 mins Chelmsford to Springfield Sainsbury's, every 40 mins Chelmsford to Channels	Every 60 mins Chelmsford to Channels
42, 42A, 42B	Galleywood to Broomfield Hospital / Stansted Airport (42A) / Braintree (42B)	Sunday service, 42A to Bishop's Stortford, 42B to Halstead	Every 30 mins Galleywood to Broomfield, every 15 mins Chelmsford City Centre to Broomfield, hourly to Stansted or Braintree	Every 30 mins Galleywood to Broomfield	Every 30 mins Galleywood to Broomfield, every 15 mins Chelmsford City Centre to Broomfield, hourly to Stansted or Braintree	Every 30 mins Galleywood to Broomfield
45	Writtle to Moulsham Lodge	Every 60 mins	Every 30 mins	Every 60 mins	Every 30 mins	Every 60 mins
46	Chelmsford to Ongar	No Service	Saturday service	No Service	Saturday service	No Service
47	Oaklands Park to Broomfield Hospital	No Service	Every 60-120 mins	No Service	Every 60-120 mins	No Service
51	Chelmsford to Great Baddow	No Service	Saturday service	No Service	Saturday service	No Service
54,A& C, 56, 56A, 56B & C	Beaulieu Park to North Melbourne / Broomfield Hospital	Sunday service	Every 30 mins (54, 56 combined)	Every 30 mins (54, 56 combined)	Every 30 mins (54, 56 combined)	Every 30 mins (54, 56 combined)
57, 57A, 57B, 57C	Beaulieu to Galleywood	Every 45 mins	Every 30 mins	Every 60 mins Chelmsford to Beaulieu, 30 mins to Galleywood	Every 30 mins	Every 60 mins Chelmsford to Beaulieu, 30 mins to Galleywood
70	Chelmsford to Colchester via Braintree	Sunday service	Every 60 mins	No Service	Every 60 mins	No Service
71, 71B, 71A, 71B, 71D, 71X	Chelmsford to Colchester via Witham	Every two hours as 71A	Every 60 mins, as 71A during day via Boreham Village	Infrequent	Every 60 mins, as 71A during day via Boreham Village	Infrequent
73, 73A	Chelmsford to Maldon and Heybridge	No Service	Saturday service	No Service	Saturday service	No Service
						EBN673p18

80A, 80C	Brentwood to Hutton Circular	Sunday service	No Service	No Service	No Service	No Service
351	Chelmsford to Brentwood	Sunday service	Every two hours	No Service	Every two hours	No Service
525	Chelmsford to Colchester Schools	No Service	Service Suspended	No Service	No Service	No Service
565	Brentwood to Herongate & Bulphan	No Service	Saturday service	No Service	Saturday service	No Service
570	Great Dunmow to Colchester Schools	No Service	Service Suspended	No Service	No Service	No Service
620	Epping to Anglo European School					
Chelmsford Park & Ride	Sandon-Chelmer Valley Park & Ride	No Service	Service Suspended	No Service	Service Suspended	No Service
X30	Southend to Stansted Airport	Six return trips	Four return trips	Two return trips	Four return trips	Two return trips

Colchester & North Essex

1A	Greenstead to Ambrose Avenue	Sunday service	Provided by Arriva	Every 60 mins	Provided by Arriva	Every 60 mins
2A	Highwoods to Horkesley Heath					
17	West Bergholt to Stanway School	No Service	Service Suspended	No Service	No Service	No Service
61	Highwoods to Wivenhoe	Every 60 mins	Every 30 mins	Every 60 mins	Every 30 mins	Every 60 mins
62, 62A, 62B, 62C	Colchester Station to Brightlingsea	Every 60 mins	Every 30 mins (62)	No Service	Every 30 mins (62)	No service
64, 64A	Greenstead to Shrub End / St Michael's	Every 30 mins	Every 20 mins	Every 30 mins	Every 20 mins	Every 30 mins
65	Highwoods to Stanway Tollgate	Every 60 mins	Every 30 mins	Every 60 mins	Every 30 mins	Every 60 mins
66, 66B	West Bergholt to Rowhedge	Sunday Service	Every 90 mins	Every 60 mins	Every 90 mins	Every 60 mins
67, 67B, 68	Colchester to West Mersea	Sunday Service	Every 90 mins	Every 120 mins (68)	Every 90 mins	Every 120 mins (68)
74B	Colchester to Clacton	No Service	Provided by Hedingham (74)	Two-hourly	Provided by Hedingham (74)	Two-hourly
75, 75A	Colchester to Maldon	Sunday Service	Two-hourly	No Service	Two-hourly (all as 75)	No Service
76	Colchester to Clacton	Sunday Service	Provided by Hedingham (X76)	No Service	Provided by Hedingham (X76)	No Service
88, 88A, 88B	Colchester to Halstead	Sunday Service	Two-hourly	Two-hourly	Two-hourly	Two-hourly
102, 103, 104	Colchester to Harwich	Sunday Service	Every 60-120 mins	Two journeys	Every 60-120 mins	Four journeys
174/175	Colchester to Fingringhoe	No Service	Mon-Fri school closed timetable	No Service	Saturday service	No Service
						EBN673p19

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

With thanks to Ross Newman, LOTS, Bus Lists on the Web and Flickr.

Acquired Vehicles

YJ05 XNV Optare Solo M880, B29F, new to Truronian, Truro 07/05

YJ55 YGN Optare Solo M880, B28F, new to Blenkinsop, West Cornforth, 11/05

From First Devon & Cornwall, via Ensignbus, April 2020. FD&C fleet numbers were 53205 (XNV) and 53406 (YGN). XNV is in Buses of Somerset two tone green livery with cream dividing band, YGN is in First Kernow two tone green livery.

Some of the recently acquired Solos were due to be refurbished and repainted, including seats re-trimmed, USB points added and new LED blinds fitted, in time for the assumption of the new Hertfordshire County Council contracts H1/3/4 (Hertford local routes) and 386, Bishop's Stortford / Buntingford-Stevenage, from 29 March.

Services

H1/3/4 and 386 as above. The Herts CC Sunday 242, Waltham Cross-Potters Bar-Welwyn Garden City, passed to Uno on 29 March. On the last day of Trustybus operation, 22nd, two Optare Tempos YJ11 EHH and EHS operated the route. The Sunday only 66A (Waltham Cross-Loughton) passed to Trustybus from Swallow on Sunday 29 March as a routine Essex County Council contract change (i.e. not related to Swallow's demise two days later).

Disposals

Mini Pointer Darts SN54 GPV and KC03 PGU (the latter had only been acquired c May 2019) to Shelton Motors, Ely, for scrap, Dec 2019.

Transbus Trident LX04 FXP to Shelton Motors for scrap, via Ensignbus, April 2020.

This Month's Puzzle - something to while away those Lockdown Hours!



Unknown Operator (Can Anybody Identify, please) YAX 415 at Loughton Station, October 1965, 1960 Ford Thames 570E/Burlingham C41F ex-Hills Tredegar, South Wales.

Robert Downton.

EBN673p20

Peter Mansbridge with thanks to Richard Delahoy, Matthew Evans and Peter Halls.

In order to further protect drivers during the current pandemic, from 17 April all Arriva buses nationwide ceased to accept cash payment for fares, except in exceptional circumstances [not defined] and no change is given. Passengers are therefore expected to pay by contactless card or the Arriva app. If change was due to a passenger for a cash fare, Arriva are donating it to the NHS COVID-19 Appeal.

At **Southend**, the pvr as reported last month (22 buses) is supplemented by an extra bus which is running a timetabled crew shuttle between the depot and the bus station (in place of using vans etc or drivers travelling passenger on service 6 buses). Likewise, at **Colchester** as well as the service pvr of 11 there are 2 crew shuttle buses. No shuttles are needed at **Harlow** as the bus station is a short walk from the depot.

The list of buses in store at **Southend** includes VDLs 3761 & 3779 which we missed last month, but Versa 4235 is back in service. Thus the active fleet at **Southend** comprises:

VDL/Wrights: 3756/9/60 E400 deckers: 6499/6500 Versas: 4186, 4225/6/35/40, 4245-60 (26 buses)

The long Versas, 4245-60, which are normally only on route 9 are now also being used on services 7/8 where previously they had been banned due to the difficult U-turn required in Prittlewell Chase outside Southend General Hospital.

Southend were active on rail replacement on Sunday 19 April when 4246/49, 6499/6500 operated Southend Victoria - Newbury Park.



Only two double deckers remain licenced at Arriva Southend at present, to enable them to be available for weekend rail replacement. Both 6499 & 6500 were out on Sunday 19 April, but due to a scheduling issue, Versas were also used and here 4249 stands at Hockley Station with an appropriate (but temporary) destination display whilst en-route from Southend to Newbury Park. Use of single deckers by Arriva Southend on rail work is very rare. Photo by **Matthew Evans**, caption **Richard Delahoy**.

We don't usually report on buses from other parts of Arriva that are stored at **Southend** (where there is quite a bit of spare space, recently part fenced off with temporary barriers), but more unusual arrivals in April were 4 short E200s in white, normally used by Arriva Docklands at London City Airport - YX68 UUK/L/M/N.

EBN673p21

Braintree Bus Park.

We recorded the temporary but long-term closure of Braintree Bus Park in the February EBN670 and quite a few of our members descended with their cameras to record events. Some of these will be used in forthcoming EBNs when space is available. **Nigel Turner** was there before you all and has shared some of his early photographs.



Top picture previous page

HF 6705 was a Leyland TD1 new to Wallesey in 1930 but received a new Park Royal body in 1939 for Hicks Bros. It is seen here in the early 1950s working Eastern National Service 21 to Wethersfield via Panfield. At this time, most journeys on this route were still worked by Halstead depot with only a few workings by Braintree. Note the Bus Park café in the course of construction. A Moores Guy is alongside, waiting to return to Colchester.

Nigel Turner.

Lower picture previous page

ONO 63 was a standard ECW bodied Bristol K5G new to Eastern National in 1950. It and ONO 64 (seen in the background) were allocated to Halstead and were frequently seen on the 21 route. Again, taken in the early 1950s, it can be seen that the café is now complete. Note that the blind is one of those which showed a suffix for a short working. In this case, Great Sampford was the full extent of the route but received only one journey a week. Thus ,Great Bardfield was considered a short working and is thus shown as 21B. To confuse matters, 21A was a works service to Felsted Sugar Factory, the only connection to the Bardfield route being that both services had come to Eastern National with the business of the Horn Motor Coach Company.

Nigel Turner.



Go-Ahead Chambers 457, AU61 AVK at Braintree Bus Park on 5 March 2020, Scania K230UB/Scania Omnalink B46F ex Anglian Bus, Suffolk.

Robert Downton.



Richard Delahoy visited the site on the last day of operation, Sunday 22 March 2020. More of his pictures in a later EBN, but, meanwhile ...

Busess will stop here no more! Contractors were busy decommissioning the bus park, removing the old stops and timetable displays.

EBN673p23



Mark Lloyd with thanks to Ross Newman.

Ensignbus

Dealing Stock Movements – April 2020

Vehicles in

First Devon and Cornwall	YJ05 XOR / XNV	Solos
	YJ55 YGN	
	WX05 RRY / RSO / RUA / RUJ	
	YK05 CDO	
	KP51 WCY	Volvo B7TLs
	X798 NWR	
	X201 WAE	Darts
	WK52 WTV	
First Eastern Counties	W425 SRP	Volvo B7TLs
	LT52 WTV	
First Essex	LN51 DVM	Trident
First S Yorks	YU52 VYL	B7TL
Galleon Travel	LX04 FYP	Trident
Metroline	YX10 BFI / BDU / BFF	E200s
	YX11 CNV	
	SN09 CEA/O/U/CFP/CFE/CDZ E400s	
Stagecoach London	LX03 BYU / BYP	Tridents

Vehicles Out

Galleon Travel, Roydon, Essex	YJ55 YGN	Solos
	J05 XNV	
Panther Travel, Harwich, Essex	YX10 BFI	E200
Peoplesbus, Liverpool	SN09 CFK	E400

Other Movements

Solo WK05 RUA OTS, Falmouth.

The following have all gone to **Shelton Motors for scrap**

Volvo B7TL's LJ05 GPY / X749 VUA / W422 / 425 SRP /

W221 / 223 / 224XBD / W756 / 774 DWX / LT52 WTV /

LK03 GNI / LK04 CVF / YU52 VYH

Tridents LX04 FXP / MW52 UJF / LK05 GFZ

Darts SN03 WMX / LK03 UFB

No formal fleet news this month but Ensign have been busy, including on Thursday 9 April they sent a bus (140) with a huge consignment of Easter eggs, donor lists and childrens' cards to Basildon Hospital.

On Thursday 23 April bus 134 went loaded with aprons donated by Golden Tours, and break time snacks donated by Morrison's, Sainsbury's and Tesco.

EGGS For HEROES

A HUGE thank you to all the retailers & individuals who have donated Easter Eggs to us to present to Basildon Hospital staff tomorrow.

Retailer donations so far from:

- TESCO Extra** Lakeside Basildon & Pitsea
- TESCO express** Tilbury & Chafford Hundred (Fleming Road)
- Sainsbury's** Canvey
- Morrisons** Grays, Stanford Le Hope & Canvey
- op Tilbury**
- M&S FOODHALL** Canvey
- Ensignbus**
- Basildon and Thurrock University Hospital NHS Foundation Trust**

HUGE thanks for our Easter Egg donations so far... #EggsForHeroes

Ensign Supports our NHS Heros. See previous page for details, pictures by Ross Newman.





Ensign on Public Service.

Information supplied by Chris Stewart.



In line with their "support the community" ethos, Ensign delivered some 20,000 aprons plus some other goodies on 23 April, to Basildon Hospital. Here we see some of the items which probably took a lot of effort to load and unload. Presumably, they were quieter than the usual passengers!

All pictures by Ross Newman of Ensign.

hedingham and chambers

Mark Lloyd with thanks to Jon Podgorski, Hedingham website & Essex-Buses yahoo group.

Vehicle Withdrawn

512	LB02 YXA	In withdrawn condition at HD
569	W484 WGH	In withdrawn condition at HD
570	W487 WGH	In withdrawn condition at HD

Fleet news

259 EU56 FLP and 291 EU06 KCX have appeared in service with cream rear bumpers – altering their appearance.

Service news

§ From 2 April it was announced that there would be no Saturday buses on the 83/83A/83B and 92 routes. Certain points on routes 83/A/B are provided by 82 group and Chambers 754 service and for the 92 certain points of the journey are served by the 50/A services.

§ Easter services consisted of Sunday services on Good Friday, Easter Sunday and Monday for Hedingham plus a “normal” reduced Saturday service. Chambers had no output on the Friday, Sunday or Monday of Easter.

§ As from 8 April Chambers ran the Bury St Edmunds market day services every other Wednesday starting on 8 April with 379/461 and then 375 on the 15 April, then every two weeks from then.

§ From 20 April Chambers suspended route 84 except the Thursdays only 84A and more journeys on the 753/754/784 diagram were withdrawn. During the main part of the day two buses form the duty on the 754/784, swapping routes after each one-way journey and travelling the opposite route in reverse to achieve around a 1.5 to 2 hour headway on each route.

§ Between 21 and 25 April Mersea Road in Peldon closed due to road works, service 63 West Mersea bound was affected being diverted through Langenhoe and doubling back to Peldon via Abberton.

§ From 24 April the emergency timetable on the 95 service was updated and on 27 April services 4A, 5A, 6 and X76 in Clacton were amended. On the 4A an early morning departure and two pm round trips were withdrawn, 5A the last two journeys were withdrawn and the 6 was reduced to every two hours. There were small revisions to the X76, some due to reduced timings being needed.

§ Route 3 has an additional Mon-Sat journey added 19.10 ex Harwich returning to Clacton at 19.50. Some Saturday 88 duties are performed by Kelvedon.

Other News

§ The limit on contactless payment was raised to £45 as from 8 April to allow more transactions without cash during the Corona virus peak.

§ Service vehicle news – 9002 EK56 MGE Ford Transit van and 9007 R006 BUU Vito crew van are being cannibalised at HD.



Hedingham
no 458,
newly
repainted.
Seen at
Head Street,
Colchester
on 14 April
2020.
**Jon
Podgorski.**

EBN673p27

Swallow Buses

Adam Kelleher.

With thanks to LOTS.

Additional information to EBN672 where it was reported that Swallow Coach Company ceased trading after 31 March 2020. The Sunday only 66A (Waltham Cross-Loughton) passed to Trustybus on Sunday 29 March as a routine Essex County Council contract change. There is no news about the 133 (Ongar via Abridge to Debden Park School, School Days Only) although it is currently not required with schools closed.

The two main Monday to Saturday routes were 13 (Epping, St Margaret's Hospital - Waltham Cross) and 61 (Brentwood - Blackmore). Route 13 was taken over by Epping Forest Community Transport from Wednesday 8 April and Route 61 by Arrow Taxis Essex Ltd from Saturday 11 April.

The 61 had been reduced from hourly to two-hourly from 21 March and that timetable continues with the new operator. (Re EBN672 where it was stated that the 11.30 61 wasn't seen on the last day of Swallow operation, 31 March, it is now apparent that this journey no longer runs since the reduction to a two hourly service, so this is not an indication that Swallow didn't operate on the last day.)

The first day of Arrow operation of route 61 was not observed, but on the second day, Tuesday 14 April (13th was Easter Monday) Mercedes minibus DK58 CYH was used (and noted again on 23rd & 27th). Ford Transit YP16 VSK was in use on 20 April.



Picture
Arrow's DK58 CYH on route 61 in Brentwood High Street on 23 April 2020, possibly promising intending passengers a more exotic journey than they will actually get on the way to Blackmore **Adam Kelleher.** (corrected caption)

Swallow's taxed ex EOS bus fleet at the time of closure was Dart SLF 742 (KP02 PWV), Enviro 200 GX09 AGZ (which had been re-registered back from EOS 711 before the closure), Enviro 200 with MCV body LX07 BYL and Scania OmniCity 701 (YR10 AZO). Other vehicles untaxed at that time and presumed to remain in stock in reserve were Volvo B7TL / East Lancs Vyking PJ02 PZF, Transbus Trident / President 104 (PN03 ULY) and Scania OmniCity 700 (YR10 AZV).

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Edited by Paul Bateson



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Due to the on-going emergency, our printers were temporarily closed and, hence, not able to distribute the April magazine on time. It was produced in the normal way and we created a pdf copy which was e-mailed to all members for whom we hold an e-mail address. In fact, this resulted in most members receiving the magazine sooner than normal! We also used our Facebook page to keep members informed. The printers have now resumed part-time working and you should have received the printed April magazine by now or will do shortly, including those who have received the e-mailed copy.

Our apologies to the 65 members who don't have e-mail or for whom we do not have an e-mail address on file, you will only be reading this notice once we are able to print and post the magazine again. If you do have e-mail, please advise the Membership Secretary (richard.delahoy@blueyonder.co.uk) for future reference.

And a reassurance to those who have received e-mails from us. We hold and process your data in accordance with our Privacy Policy (see https://www.signal-training.com/ebeg/Privacy_policy.pdf) and only use your address for internal EBEG matters; we will never divulge it to a third party.

Thank you for your patience and understanding in these extraordinary times. Thanks also to those who responded to the e-mail distribution and our apologies for not having time to reply individually to each of you.

Letters

John Card, Harlow

Southend and Stamford Hill.

Further to my article on pages 6,7 and 8 and after seeing Richard Delahoy's pictures (for which I thank him), my memory is not absolutely clear on whether the hire was for a 'rounder' from London or for an unbalanced single journey.

I now wonder whether the hire was for a 'rounder' but was split by SCT into two duties, one doing Southend-East London-Walton-Southend, and the other Southend-Walton-East London-Southend. This would explain the 2 vehicles and, of course, meant that the drivers' duties were shorter.

I notice that although route 186 didn't actually get that far the driver has found the nearest suitable destination and found a display for 'London Victoria'.

As the journeys operated would have been one of a number of duplicates, I assume that the number of passengers carried was relatively low thus allowing their luggage to be stored on the unused seats. Most of the passengers would probably have made their way to the pick-up points in London on foot, carrying the luggage. I suspect that holidaymakers then were more circumspect in how much they took away with them.

Perhaps some memories will be 'jogged' by the article and more info come to light?

Owen Woodliffe from Chingford

Golden Boy has Moved!

Nice pic of Golden Boy's Scania at Millbank in EBN671. It brought back memories as I worked for many years at Tintagel House on the opposite side of River Thames. A small correction is that Golden Boy moved to Hoddesdon at least 15 years ago and whilst this is in Hertfordshire their coaches are often in Essex. Until recently they provided a lunchtime service for Pearson Education employees from The Pinnacles to Harlow Bus Station.

David Whiteside from Rayne

Pat On The Back For The Editorial Team!

Well done all concerned for getting EBN out in very trying circumstances.

I've just completed the April edition of the OS Eastern Bulletin so I know just what a challenge it has been trying to keep up with the rapid developments (and I'm pretty sure I and my contributors will have failed!). *[Eds note, that I doubt!]*

Still, when all is said and done, publication of enthusiast news is insignificant compared with the problems which those in NHS, social care etc are facing. I hope you and your families are all keeping virus free.

As noted in column 1 of page 1 of each issue, Owen Woodliffe deals with any problems with EBN distribution and he holds our stock of spare copies. In the case of problems therefore, please contact Owen direct at the address on column 1. Richard Delahoy is the Membership Secretary and deals with payment and renewal queries but DOES NOT have stocks of the magazine.

Other Operators.

Roger A. Smith.

With thanks to the PSV Circle.

Peter Godward Coaches, Basildon

Recently arrived here is BF61 HCO, a Mercedes Benz Tourismo C53FL, previously with Creigiau Travel, Creigiau, South Wales. It is assumed that this vehicle, equipped with a wheelchair lift, has been acquired to conform to the disability legislation when used on rail replacement duties.

Scott (Aztec Travel), Wickford

King Long C35F, registration MX16 BFP is here from J&B Travel, Stanningley, West Yorkshire, whilst BU53 POV, a BMC850 C35F has gone to Parnell, Honiton, Devon.

Thornes of Rayleigh, Benfleet

BU51 ZAK (ex-FE51 RDX), a Plaxton C49FT bodied Volvo B10M-62 is here from Nicholls, Wickford.



Ward's of Alresford still operate two school contracts to Manningtree High School. On 11 March, Ward's YN04 GGZ Scania K114EB/irizar was seen in Lawford heading to Manningtree High School to operate an afternoon school contract. The other school contract is worked by Ford Transit 16-seater MV59 YVT. **Robert Appleton.**

Books on-line

Richard Delahoy.

Members will recall that we have published three books in our "Fleet Record" series, covering Eastern National/Thamesway/First over the years from 1964 to 2004. Volumes 1 and 3 are still available in printed form (although we are unable to accept orders at present, please wait for a notification when we can resume sales) but Volume 2, covering The Badgerline Years, 1990 to 1996, sold out quite quickly and we have no plans for a reprint.

However, in a tie up with our friends at **MDS Book Sales**, we are delighted to say that Volume 2 is now available as a free download, in pdf form. During the current emergency and unable to attend rallies or fulfil orders, MDS have started to release books on a weekly basis for free download. There are some excellent titles amongst their offering and you can see and download all of them at <https://www.mdsbooks.co.uk/downloads>. There are over 10 titles available and more are added weekly. This is a very generous offer by MDS and we are delighted to support them. The books are entirely free but MDS are supporting the Christie Cancer Hospital in Manchester and would welcome donations to the hospital.



EBN643 (November 2017) had a piece from Alan Tebbit about Timpson's Ford coaches which were hired to Eastern National in the summer of 1969 in order to fulfil a contract for Ford Motor Company. **Stephen Purkiss** posted this photo taken at Central Works, probably in June 1969, of Ford 570E, 533 CYU and has kindly allowed us to use it. It also reminded us of the neat garden area provided for CW [Central Works] staff. The contract was taken back in house by Ford during August 1969. Caption by **Chris Stewart**.

Norfolks of Nayland

Ian Pritchard.

New member Ian Pritchard kindly sent some evocative pictures of Norfolks vehicles her had taken and has written: "The photo of Norfolks' Fleetline in the April online edition reminded me of their varied fleet in the late 1960s. At the time, they had 2 Austin CXs with full front Mann Egerton coachwork APV 128 (2 photos attached one in the Nayland garage and one lurching across a junction on its way to Colchester from Sudbury) and CCF 574. CCP 574 had been new to Norfolks in February 1950 and APV 128 new in May 1952. They also had an Austin CXB with Plaxton bodywork OHK 952 with Mann Egerton bodywork and new to Majestic Luxury Coaches, Stratford E15 (photographed parked in the Nayland yard where it stayed for some considerable time), similar to the Bedford OB/ Duple. They also had 726 HAR a Thurgood bodied Bedford in the yard which hadn't then been repainted from its Breams Coaches livery, a Bedford OB/Duple BGV 845 in the yard, TWL 928 an ex Oxford MS Park Royal bodied AEC Regent III in the village of Nayland (showing what a lovely village it is). This is now in the Oxford Bus Museum in Oxford's attractive traditional livery and a Bedford C4 with Duple C29F coachwork the successor to the Bedford OB. Several of these pictures are on the outer rear cover of this edition; the others will be used in forthcoming editions. These are all my own photos taken between 1968 to 1970. At the time I was still at school and we were living North of Braintree. I spent a fair bit of time cycling the lanes of the area. A good route was through Halstead for Eastern National then onto Bures for Chambers (with their lovely ex-Red & White Duple bodied Guy Arabs, my particular favourites) then onto Nayland for Norfolks."

Target Dates for EBN674 (June 2020).

Before ...	Saturday	6 June 2020	Reports to Sub-Editors.
Before ---	Friday	12 June 2020	Sub-Editor drafts to Editor.
On or before	Monday	22 June 2020	Dispatch by Printers. <i>Dependent upon Lockdown.</i>



Top picture
 "I have just received the "pdf" version of EBN672 and a sincere thanks for another excellent issue which I have enjoyed viewing. The "pdf" version is most readable and, of course, I look forward to the hard copy down the road when it is printed to complete my collection.

I enjoyed the read but I am afraid when I saw the picture of Ensign's open-top RM described as RM 317, I had "a funny turn"! This Routemaster is very familiar to me as it is owned by Luis and Monica Vuoto, Ushuaia City Tour and the most southerly RM in the world. They have operated the bus on the city tour for 20 years and in November 2019 I was guest of honour at their 20th Anniversary celebration. I think your picture is actually RM 371."

A picture of the real RM 317 is attached just for the record!

Paul Bateson.



Lower picture
 DJL 126D has at last arrived home at High Easter during April 2020. It is a Duple Bella Venture bodied Bedford VAM5 new in March 1966 to WH Fowler & Sons (Coaches) Ltd, Holbeach Drove, /cont.

Lincolnshire. It was sold in April 1971 and passed through various owners and was converted into a motor home. It was repurchased by WH Fowler & Sons (Coaches) Ltd in December 2009 for preservation. However, in December 2013 this coach was acquired by Lodge Coaches to be part of their heritage fleet. It has remained in store with Andrew Fowler at Holbeach Drove since being purchased by Lodge's. DJL 126D has now rejoined its fellow stablemate EDD 685C (Duple Bella Vega bodied Bedford SB13) which was acquired from Andrew Fowler at the same time. **Andrew Fowler**, with thanks to him and to Andrew Lodge.

EBN673innerrearcover



Essex Bus News 673; May 2020.

www.essexbus.org.uk

fb.me/essexbus



Ian Pritchard Recalls Norfolks of Nayland

See p32 this issue for more details.

Top picture

Norfolks' Atlantean in the April online edition reminded me of their varied fleet in the late 1960s and hope these pictures may be of interest. At the time they had 2 Austin CXs with full front Mann Egerton coachwork APV 128 was one, seen here in the Nayland garage

Ian Pritchard.

Centre picture

TWL 928, an ex-Oxford MS Park Royal bodied AEC Regent III in the village of Nayland showing what a lovely village it is. This is now in the Oxford Bus Museum in Oxford's attractive traditional livery.

Ian Pritchard.

Lower picture

XAB 933, Bedford C4 with Duple C29F coachwork the successor to the Bedford OB.

Ian Pritchard.