

Essex Bus News

**No. 633
January
2017**



Essex Bus Enthusiasts Group
www.essexbus.org.uk



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Top picture:
 "Since I work a couple of miles away I made the effort to get an in-service picture of 73 performing the "Olympian Farewell relief service" on the 87 Colchester to Brightlingsea route - seen at the Co-op stop in Wivenhoe with the part derelict old Cedrics garage in the background. Rather battered and bruised but proud looking Olympian saying farewell to over 26 years continuous Olympian service. include a write up in my report."
Mark Lloyd.



Lower picture:

Is this gentleman the happiest driver in the Arriva Southend fleet?

John G. Lidstone thinks so, he writes "The driver is one who is one of the nicest Arriva drivers I've ever met - always cheerful, always helpful and 'came after me' one day at Central (I was fearing an ear-bashing about taking photos) - but he asked why, then said how nice to have that role to play (i.e. bus photographer/journalist) and has been extremely nice to me ever since and very helpful, always with a cheery wave and smile.

Front Cover Picture.

The mass rail replacement on Greater Anglia because of Crossrail works over Christmas and New Year saw four 'Borismasters' in use on Ingatstone-Shenfield shuttles on 27th December, the first time either your Ingatstone or Shenfield correspondents have seen these in use.

Here, LT639 is seen leaving Station Lane, Ingatstone.

Chris Stewart.

Essex Bus News 633

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Editor & Sub-Editors

Magazine Editor

Maurice Austin
Tindal Lodge, 11 Valletta Close
CHELMSFORD CM1 2PT
maurice.austin@phonecoop.coop

First in Essex

Regal/Amber/Trustybus/EOS

Adam Kelleher
74 Park Road
BRENTWOOD CM14 4TU adamxxxx4@yahoo.co.uk

Ensignbus/Heddingham/Chambers

Mark Lloyd
448 Ipswich Road
COLCHESTER CO4 4EY mark.lloyd@asqb.co.uk

Arriva including Network Colchester

Peter Mansbridge petemans_1@hotmail.com

Stephensons of Essex

Richard Delahoy, details opposite.

Panther Travel

Ian Ransom ianandsallyr@googlemail.com

Smaller Operators

Roger A Smith
3 Station Mews
Station Road
WITHAM CM8 2FP

Service Changes

Paul Harvey
3 Orangewood Close, Gonerby Hill Foot
GRANTHAM NG31 8QW pw.harvey@ntlworld.com

Social Secretary; meetings, events, tours Distribution Officer; missing/defective EBN's Publication Sales; orders for publications

Owen Woodliffe
196 Sinclair Road
CHINGFORD E4 8PT
pat_woodliffe@hotmail.com
*Owen also stocks a wide range of colour photos;
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Black & White Photo Sales

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

Welcome to New Members

John Card of Harlow – 1110
Robin Staines of Little Warley - 1111.

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:

Richard Delahoy,
272 Shoebury Road,
SOUTHEND-ON-SEA SS1 3TT
richard.delahoy@blueyonder.co.uk

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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 19 January 'From Charabanc to Highwayman plus - a look at Eastern National's coaches'. **Chris Stewart.**

Further dates for 2017:

23 February, 23 March, 27 April, 25 May, 22 June, 27 July, no meeting in August, 28 September, 26 October, 23 November, 21 December.

NORTH ESSEX MEETINGS by Dave Arnold.

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

£2.00 donation towards room hire, please. Slides/digital photos are preferred, but prints can also be shown. Members and guests welcome.

Friday 13 January A Mystery tour. **Dave Arnold.**

Further dates for 2017:

10 February, 10 March, no meeting in April, 12 May, 9 June, 14 July, 11 August, 8 September, 13 October, 10 November, 8 December.

A Blast From The Past!



Eastern National 3099 Bristol VRT ECW UAR589W seen operating in tough conditions on service 27 along Kiln Road, Thundersley during the bad weather of 1981. The driver was the union chairman at HH. **Paul Harvey.**

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

EVENTS

Saturday 11 February	—	—	Enfield Transport Bazaar. St Pauls Centre, 102 Church Street, Enfield.
Saturday 25 February	...	...	London's Transport Collectables, Croydon Park Hotel, Croydon.
Friday - Sunday 10 - 12 March	-	-	Victoria Coach Station 85 th Anniversary Celebration
Saturday 1 April	...	...	South East Bus Festival, Detling.
Sunday 9 April	..	..	Ipswich Running Day. Ipswich Transport Museum/Colne Estuary Preservation Group.
Sunday 9 April	—	—	Spring Bus & Coach Gathering. London Bus Museum, Brooklands.
Sunday 25 June	...	...	Basildon Bus Rally at Barleylands, Billericay.
Sat/Sun 8/9 July	-	-	ECW 30 th Anniversary Weekend. East Anglian Transport Museum, Carlton Colville.



GROUP TOUR

Saturday 25 May Details to follow.

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.

Picture left: Detling Festival 2016. **Richard Lewis.**

It Looks Like Mid-Summer But It Is Mid-Winter!



Hadleigh depot (HH) unusually shut in daytime - on Boxing Day. **John G. Lidstone.**

Prins Ferries Coach Service - Owen Woodliffe.

David Grimmett and Andrew Colebourne's requests about use of ENOC double-decks prompted me to look up this article written by the late **Ken Bateman**, who was Grey-Green Express Services Manager, for the then Ewer Group Enthusiasts Club Newsheet in March 1970:-

On 20 March the connecting coach service between London (Kings Cross) and Harwich Quay will operate for the last time, to be replaced by a rail link. Although the service has been running for little over two years, it will long be remembered for the large number of vehicles of all descriptions that had to be called out during the peak periods.

The service started out modestly enough on the 2nd day of 1968 when Bedford VAL 576 (only its second day on licence) left Kings Cross for Harwich, the service then operating every other day. It is interesting to look back and note that only brand new vehicles were allocated during those first few months, yet by the summer of 1968 Bedford SB13's had become standard allocation and even in 1970 the only Grey-Green vehicles on this service are the 1966 Bedford VAM's.

Although part of the Essex Coast pool, Eastern National and Suttons have normally only operated reliefs during the summer as required and coaches from Harwich & Dovercourt Coaches have operated on hire to Grey-Green from Harwich. During the first summer duties were interworked with the London-Walton service, the London vehicle working Prins service down and 1835 Walton-London, while the vehicle from Harwich worked the 1800 London-Walton journey.

Summer has, of course, been the most interesting time to observe the Prins Ferries service. With four operators taking part any type of vehicle was likely to be turned out. Eastern National Lodekkas were used to convey large numbers of students and these were often observed displaying 'Service 80' blinds. On a really busy day up to 8 Lodekkas could be used from depots all over the ENOC area including Brentwood, Chelmsford, Hadleigh and Clacton. A new Bristol FLF 59 seat coach was allocated to Brentwood for the service in the summer of 1968 but was taken away in July after an unfortunate accident in the low-roof section of Kings Cross Coach Station. An older Lodekka coach was allocated to Clacton for use on Prins Ferries. Occasionally Eastern Counties vehicles put in an appearance, these being worked off East Anglian Express.

Grey-Green have always supplied a majority of vehicles from London and it was not unusual to see up to a dozen heading towards Harwich on a busy day. Added to which there would probably be a Tillings FLF coach, another from Brentwood and maybe a couple of Sutton's that had come up empty early morning. Anyone who knows the ENOC Kings Cross Coach Station will be able to visualize the pandemonium that regularly took place, with all bays filled with vehicles, others waiting to get in and blocking the entrance and hundreds of passengers (many not understanding English) and laden with mountains of luggage. Luggage has always been a problem and a typical coach would consist of about 30 passengers, dozens of cases and rucksacks, a few cabin trunks and perhaps a bicycle or two. This has been such a problem that certain coaches delivered after 1968 were fitted with fold down seats for additional luggage space but unfortunately these new vehicles rarely appeared on the service. To ease the situation in 1969 Grey-Green Van Hire Dept. supplied their newest vehicle, Bedford NCF 780G to take all the luggage on busiest days.

During 1969 a second ferry commenced operation between Harwich and Germany thus providing a service to Bremerhaven and Hamburg on alternate days and so the coach service has been running daily (weather permitting) to the present time. The end of this service will mean Essex Coast Express will be less colourful in future.

Minehead Services - Paul Harvey.

Reading the bit in last month's EBN about express service 115 Southend to Minehead, I looked back at some old timetables in summer of 1968, the X5 operated Southend to Ilfracombe and X15 Ipswich to Ilfracombe Sats & Suns day time and were jointly operated by Eastern National, Grey Green, Eastern Counties & Royal Blue. In summer 1972 it was just X15 East Anglia to Ilfracombe Fri nights out & Sat nights return still with the same operators. In Summer 1977 the service was operating as 115 part of the National Express network on Saturday mornings departure from each end with a 116 operating Fri night from Southend and returning Saturday night from Ilfracombe.

Before the summer, National Express services from Essex became part of the Highwayman network under Eastern National control, the 115 was operating from Southend early Saturday morning and returning the same day. The coach and driver was supplied by the Coaching Unit of Eastern National Southend and the second driver was supplied from Hadleigh depot. At Hadleigh depot we had a small band of drivers who were happy to undertake private hires and assist the Coaching Unit on express and excursions.



Owing to pressure/volume of work, several longterm Marden Commercials restoration projects have been temporarily moved outside from the lean-to roofed area. Here we see London Transport AEC Regent III/Park Royal RT2976, NLE 744 in the first week of January. **John G. Lidstone.**

EBN633p5

EBN633p5

Service Revisions by Paul Harvey.

Amber Coaches

28 Dec 16 374 M-S Grays to Basildon: revised timetable and route to serve Fobbing.



picture: Ambus operated the 261 commercially since July 2013 but gave up the service in December, here Dart/Caetano KU02 YBF is commencing its journey in Brentwood High Street a few weeks prior to withdrawal. **Owen Woodliffe.**

Paul Harvey reports that additional information on the withdrawal and replacement of the 261 can be found at ...

<http://www.essexlive.news/brentwood-bus-campaigners-hit-back-after-use-it-or-lose-it-threat/story-29995362-detail/story.html>

Arriva Kent Thameside

9 Jan 17 P&R M-S Colchester Park & Ride: new stop introduced at Colchester Hospital.

Ensign Bus

3 Jan 17 61 M-S Brentwood to Blackmore: new service.

Epping Forest Community Transport

4 Jan 17 C392 M-F Tylers Cross to Rye Park: new service.
2 Feb 17 HAB02 Thur Old Harlow Churchgate St to Sainsbury Harlow: new service.

First Essex

8 Jan 17	7/8	D	Clacton to Walton: Mon to Fri morning peak service revised.
	8/A	D	Pitsea to Basildon: revised Mon to Fri timetable with additional morning peak journeys and minor timetable changes introduced on Saturdays.
	10-12	D	Clacton Common to Jaywick: revised timetable.
	22	D	Canvey to Basildon: revised Mon to Fri timetable.
	28	D	Southend to Basildon: revised Mon to Fri timetable.
	31/B/C/X	M-S	Chelmsford to Burnham: revised timetable.
	36/X	D	Broomfield Hospital/Chelmsford to South Woodham: revised timetable.
	65	D	Highwoods to Stanway: minor change to Sunday morning timetable.
	67 group	D	Colchester to West Mersea: additional 67A journey introduced Mon to Fri from West Mersea at 1523.
	68	M-S	Highwoods to West Mersea: the Mon to Fri journey 1526 from West Mersea withdrawn.
	100/X	D	Chelmsford to Lakeside: the two service 100X morning peak journeys will be combined to operate as one journey at 0751 from Billericay to Grays.
	511	Sch	Billericay to Southend High School: minor timetable changes.
	822	Sch	Canvey to Bournes Green: minor timetable changes and route revised between Westcliff & Bournes Green.
	825	Sch	Basildon to Westcliff Schools: minor timetable changes.
	826	Sch	Billericay to Upminster School: minor timetable changes.



What a month for weather variation! Compare this with the view of the depot on ENB633p3. Late December just about saw this typically well turned out First Essex Dart 42489 from Hadleigh depot struggling to get people home in the foul sea mist along London Road, Leigh. Your Ed. guesses it was even more gloomy on Canvey!

John G. Lidstone.

Service Revisions, concluded.

Paul Harvey.

Swallow Coaches/Vigar Travel (EOS)

2 Jan 17 86

M-S

Harlow to Waltham Cross:

revision to route and timetable to operate via Katherines and Lower Nazeing (updated information).

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



To misquote Mark Twain, the news of my deregistration was exaggerated. Viceroy's Saffron Walden town service 34 still runs but to a reduced timetable. Former Go North East Dart, via Hedingham, X509 WRG is seen in the High Street on a dank 6 December. **David Harman.**

Join us on Facebook!

EBEG now has a Facebook page – we'll use it to list forthcoming meetings and circulate other news about Group activities. We would welcome your posts – news and photos about buses in Essex, reaction to our meetings, etc.

Find us @essexbus or <http://fb.me/essexbus>.

And there is also an independent page dedicated to Eastern National from 1930 onwards, primarily for pictures and memories of Eastern National and related companies over the years. A good range of pictures is regularly posted and provokes some interesting discussions. It is a "closed" group, meaning that you need to ask to be added to the membership – simply search for www.facebook.com/groups/easternnational and message the administrator – mention that you saw it mentioned in Essex Bus News. (Note that EBEG is **not** involved in running this Facebook group).

EBN633p8

Service 123 Clacton – Ipswich Part 3. 1981 to 1982 By Robert Appleton

The joint Eastern National/Eastern Counties service 123 Clacton - Ipswich restarted on 15 June 1981. It replaced Eastern National service 123 Clacton - Lawford Place, and some Eastern Counties service 221/223/227 journeys between Ipswich and Mistley. There were six journeys each way on Mondays to Saturdays, but there was no Sunday service. Each company operated three journeys in each direction: (NS = Mondays to Fridays, S = Saturdays only)

	NS		S		NS		S	
Operator	EN	EC	EN	EC	EC	EN	EC	EC
Clacton Bus Stn dep	0845	1045	1245	1450	1445	1645	1825	1855
Ipswich OCM arr	1027	1223	1427	1640	1623	1823	2003	2033

	NS		S		NS		S	
Operator	EC	EN	EC	EN	EC	EC	EN	
Ipswich OCM dep	0905	1035	1235	1435	1635	1705	1835	
Clacton Bus Stn arr	1033	1217	1413	1617	1817	1847	2013	

0845,1245 from Clacton, 1035, 1435, 1635NS, 1705S from Ipswich operated between Mistley and Manningtree via New Road, Long Road, and Colchester Road to serve part of Lawford. Other journeys took the direct route along the Walls by the River Stour. 0905 ex Ipswich operated via Tattingstone, 1450NS ex Clacton operated via East Bergholt High School and Tattingstone. All other journeys operated via Holbrook and Stutton, the traditional route for service 123. In Brantham all journeys operated via Brooklands Road and Palfrey Heights to serve new housing there, instead of Brantham Hill.

All journeys were one person operated. I observed these buses working Eastern National journeys, all allocated to Clacton depot:

Date:	19/6	20/6	27/6	11/7	18/7	1/8
0845 from Clacton, 1035 from Ipswich:	3003	1537	1834	1834	3003	1780
1245 from Clacton, 1435 from Ipswich:	1791	1791	1834	1825	1789	1529
1645 from Clacton, 1835 from Ipswich:	1783	1791	1834	1825	1789	1834

Vehicle details:

1529 (LVX 117J), 1537 (OHK 227K) Bristol RELL6G 1970/71 ECW B53F
 3003 (CPU 982G) Bristol VRT/SL6G 1969 ECW H39/31F
 1780/1783/1789/1791 (PEV 692/695/701/703R) 1825/1834 (VAR 902/894S) Leyland National Mk 1 11351A/1R
 1976/77 B49F. 1825 and 1834 had Ipswich on their destination blinds, other buses had a board displaying Ipswich in the front nearside windscreen.

Eastern Counties journeys on Mondays to Fridays:

Date:	19/6	20/7
0905 from Ipswich, 1045 from Clacton:	VR242	RL667
1235 from Ipswich, 1450 from Clacton:	VR204	VR185
1635 from Ipswich, 1825 from Clacton:	VR242	RL667

On Saturdays:	Date:	20/6	27/6	11/7	18/7	25/7
0905 from Ipswich, 1045 from Clacton:	VR258	VR276	LN599	RE852	VR186	
1235 from Ipswich, 1445 from Clacton:	VR204	VR204	VR204	VR185	VR204	
1705 from Ipswich, 1855 from Clacton:	VR204	VR204	VR204	VR185	VR204	

Vehicle details, all allocated to Ipswich depot:

RL667 (PPW 667F) Bristol RELL6G 1968 ECW B53F
 RE852 (SAH 852M) Bristol RELH6G 1974 Plaxton C49F painted in National white coach livery, but fitted with bus route/destination blinds, power operated door, and one person operation equipment./ cont. next page

LN599 (WVF 599S) Leyland National Mk 1 11351A/1R 1978 B49F
 VR185 (PEX 385R) VR204 (XNG 204S) VR242 (JAH 242V) VR258 (RAH 258W)
 VR276 (TAH 276W) Bristol VRT/SL3/6LXB 1976/78/79/80/81 ECW H43/31F.

On Mondays to Fridays, 1235 from Ipswich, 1450 from Clacton, and on Saturdays, 1235 from Ipswich, 1445 from Clacton, 1705 from Ipswich, and 1855 from Clacton were operated by Cattawade outstation, which had replaced East Bergholt outstation from 4 January 1981. At this time, most of the Ipswich outstations had a series 3 Bristol VRT allocated. Cattawade normally had VR204, which is why it is listed above on several dates.

At this time, I often travelled from Mistley to Ipswich on Saturday afternoons. An Eastern National Leyland National worked 1245 Clacton - Ipswich, and had to use the level crossing at Manningtree Station. With its rear pod, the Leyland National could not use the adjacent 10ft high railway bridge. By this time, the manually operated level crossing gates had been replaced by powered lifting barriers, which reduced delays at this level crossing. I travelled back to Mistley on the Eastern Counties worked 1705 Ipswich - Clacton, a busy journey, normally leaving Ipswich with most seats taken. The route from Wherstead Strand towards Holbrook, and through Holbrook and Stutton is hilly. In earlier years, I had been used to Bristol LD5G and FS5G labouring up the hills, gradually losing speed, and completing the climbs in second gear. How different in a series 3 Bristol VRT with Gardner 6LXB engine and five speed gearbox! The VR climbed the hills with ease, never dropping below third gear.

Eastern Counties implemented major service revisions in East Suffolk on 6 June 1982. Service 123 was reduced to three through journeys in each direction. The buses worked through, but drivers changed buses at Mistley (Rigby Avenue). All journeys took the direct route between Mistley and Manningtree along the Walls. The 0845 from Ipswich operated via Tattingstone, all other journeys operated via Holbrook and Stutton:

Clacton bus stn dep	0840	1240	1640	Ipswich OCM dep	0845	1235	1635
Mistley Rigby Ave arr	0928	1328	1728	Mistley Rigby Ave arr	0927	1327	1727
Mistley Rigby Ave dep	0932	1332	1732	Mistley Rigby Ave dep	0933	1333	1733
Ipswich OCM arr	1024	1424	1824	Clacton bus stn arr	1021	1421	1821



CN1791
 (PEV703R)
 awaiting
 departure
 from Ipswich
 OCM on
 1435
 Ipswich –
 Clacton 123
 on 19 June
 1981.
**Robert
 Appleton.**

Eastern National also operated Mondays to Fridays 1430 Clacton - Manningtree and 1528 Manningtree - Clacton journeys, the latter served Tendring High School at Thorpe le Soken. It was not until 2 September 1984 that Eastern Counties provided connecting journeys at 1435 Ipswich - Manningtree and 1525 Manningtree - Ipswich.

Reverting to the through journeys, this meant that on Monday/Wednesday/Friday evenings an Eastern National bus stayed overnight in the Eastern Counties depot at Ipswich, and an Eastern Counties bus stayed overnight in the Eastern National depot at Clacton. On 24 June 1982 this was EN CN1825 and EC VR368. On 8 October 1982 it was EN CN1780 and EC RL506. On 3 December 1982 it was EN CN1523 and EC VR396. On 10 December 1982 it was EN CN1530 and EC VR405:

Date:	25 June	26 June	9 Oct	4 Dec	11 Dec
0840 Clacton - Ipswich	CN1825	VR368	RL506	VR396	VR405
0845 Ipswich - Clacton	LN765	CN1825	CN1780	CN1523	CN1530
1240 Clacton - Ipswich	LN765	CN1825	CN3031	CN1523	CN1530
1235 Ipswich - Clacton	CN1825	RL737	LN598	VR398	RL737
1640 Clacton - Ipswich	CN1825	RL737	LN598	VR398	RL737
1635 Ipswich - Clacton	VR368	CN1825	CN3031	CN1523	CN1530

Vehicle details:

CN1523 (KHK 415J) CN1530 (MHK 912J) Bristol RELL6G 1970 ECW B53F
 CN1780 (PEV 692R) CN1825 (VAR 902S) Leyland National Mk 1 11351A/1R 1976/77 B49F
 CN3031 (NPU 978M) Bristol VRT/SL2/6LX 1973 ECW H39/31F
 VR368 (TNG 368G) Bristol VRT/SL6G 1969 ECW H39/31F
 VR396/398 (ENG 396/398K) Bristol VRT/SL2/6LX 1972 ECW H39/31F
 VR405 (KPW 405L) Bristol VRT/SL2/6LX 1973 ECW H39/31F
 RL737 (AAH 737J) RL506 (BVF 822J) Bristol RELL6G 1970/71 ECW B53F
 LN598 (WVF 598S) LN765 (XNG 765S) Leyland National Mk1 11351A/1R 1978 B49F (LN598) or B52F (LN765).

ENEG News Sheet 219 June 1982 reported that before working 0840 Clacton – Ipswich on 12 June 1982, Eastern Counties VR396 worked 0642 Clacton - Colchester 74 and 0740 Colchester - Clacton 74.

At the other end of service 123, on 9 October 1982, CN3031 worked to Ipswich as above, then CN3031 worked Eastern Counties 1515 Ipswich - Harkstead - Ipswich 220 before returning to Clacton at 1635. It was very rare for an Eastern National Bristol VRT to work on service 123. On 16 October 1982 Eastern National Leyland National CN1761 (MAR 783P) worked 0840 Clacton - Ipswich 123, then Eastern Counties 1030 Ipswich - Felixstowe Dock 253 and 1130 return. CN1761 returned to Clacton on 1235 Ipswich - Clacton 123.

Two more Eastern Counties Leyland Nationals that worked on service 123 during the autumn of 1982 were LN586/587 (WAH 586/587S). These had been repainted white with a red band for use on limited stop Eastline service 792 Ipswich - Cambridge that commenced on 26 September 1982. One of these worked on 792, the other was used occasionally on service 123. They retained bus seats. Later they were replaced on service 792 by coaches.. To be concluded.



Driver changeover at
 Mistley (Rigby Ave) on
 11 December 1982,
 CN1530 (MHK 912J)
 on 0845 Ipswich –
 Clacton 123, and
 VR405 (KPW 405L) on
 0840 Clacton – Ipswich
 123.

Ensign Special Boxing Day Service.



Two Volvo B9TL/Wright Gemini 2s, 127 top & 130 lower. It looks like a spring day!
Both pics taken on London Road, Leigh-on-Sea by **John G. Lidstone**.

Still on the London Road, Leigh-on-Sea – or Nearby!



Top: in Thames Drive, now 17 years old, 41730 (X503 JLO) has, for some time, been the senior bus at First Hadleigh and its days are imminently to come to an end, as soon as the first ex-Chelmsford Park & Ride vehicles arrive. 41735 (X735 HLF) will be withdrawn at the same time. **John G. Lidstone.**

Lower: Tidy Regal Busways Dennis Mini Pointer Dart/Plaxton 611 (X211 ONH) heads through Leigh on its long journey to Chelmsford in thick fog - and with no custom aboard, in London Road. **John G. Lidstone.**

EBN633p13

New Vehicles

Partial correction to EBN632, 67171 is in X10 / X30 livery but does not carry any branding, nor fleet names (it does have Chelmsford depot codes each side). It was on route X30 on 15 December.

The seating layout on 44559-62 is 24 high backed seats, 5 thin, low back seats at the rear, 3 tip ups each side and a double, front facing seat over the offside front wheel arch (pre MMC Enviro 200s have two single inward facing seats in this position) giving a total of 37.



Sister vehicle 67161 showing off its X10 branding whilst in Chelmsford Bus Station on 21 November, first day of service. X30 was still "in the old order".

William Morrison.

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.

Period 9 (20 November - 24 December)

44659 BN-CF, 44660 BN-CF, 44661 BN-CF, 44662 BN-CF, 67165 New-CF, 67166 New-CF, 67167 New-CF, 67168 New-CF, 67169 New-CF, 67170 New-CF, 67171 New-CF



Other Vehicle News and Workings

Colchester and Clacton

Further to EBN631, CR33184 is back in use after accident repairs, although, initially at least, it was just being used on driver shuttles. Double deckers seen operating on routes 103/4 (all CR, all December): 33184 (5th), 33080 (6th), 33088 (8th), 32631 & 32642 (12th), 32087 (15th), 32478 & 32641 (16th), 33190 (22nd & 23rd), 32640 & 33195 (23rd) plus one StreetLite seen, 63341 on 8th. On Bank Holiday Tuesday, 27 December, Sunday services generally operated, e.g. Colchester-Harwich service 102 every two hours, but there were additional Colchester-Mistley (Rigby Avenue) service 103 journeys every two hours to give an hourly service between Colchester and Mistley. CR66804 worked 0925 Colchester-Mistley with LED destination display set to "First Colchester" and "103 Rigby Ave" notice in the windscreen.



picture: "Today, Bank Holiday Tuesday 27 December a Sunday service generally operated. Additional journeys operated every two hours on service 103 between Colchester and Mistley. Here we see 66804 (MX05 CCO) which arrived at Mistley (Rigby Avenue) on 0925 from Colchester. Note electronic destination set to "First Colchester" and notice in windscreen "103 Rigby Ave"."

Robert Appleton.

- 8 Dec CR32640 rare working on evening 65 (the originally allocated StreetLite was required back at the depot), CR33195 on 66
- 9 CR63340 unusual on driver shuttle, CR65674 on 70
- 13 CN42937 on 76, CR65688 on 70
- 16 CR63343 on 70
- 18 CN65671 on Sunday 3 (normally Dart operated on this day of the week). Colchester local routes all worked by StreetLites except for 62409 on 62, 65673 on 65 and 66804 on 61.
- 22 CR63339 was involved in an RTC on Turner Road whilst on route 65, the front offside was severely damaged
- 27 (Bank Holiday) Colchester local routes all worked by StreetLites except for 65684 on 1A

Chelmsford (including Braintree Outstation) (All vehicles listed below allocated to CF.)

32856 & 32864 were still at Braintree outstation on 24 December.

6 Dec	42484 on 70 (possibly working from Braintree outstation)
11	67902 on Greater Anglia rail replacement
12	62195 on driver training in Maldon, 67904 on 72
13	44661 on 36, 62197 on driver training in Marks Tey, 69429 on 542
14	43848 on 71, 53132 on 73A
15	65028 on 70
16	65029 on 70
19	A first sighting of one of the X10/30 Enviros on a different route, 67167 on Park & Ride
20	44659 on 71A
24	66829 at Braintree outstation
30	53133 on 71A

Basildon and Hadleigh

HH47522 and HH63161 have gained a main Essex fleet name on offside lower panels.

3 Jan	BN47657 on 826
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First Essex Hadleigh based 33384 in London Road, Leigh taking Islanders home on a foul night near the end of December.

John G. Lidstone.

Other News

Further to EBN631, former Eastern National Bristol KSW open topper 2384 (WNO 480) has been acquired by Crosville Motor Services, Weston-super-Mare.

Sources: own observations, and with thanks to R Appleton, S Barham, W Bell, T Clark, M Lloyd, J Podgorski, I Ransom, G Toon, R West, First Essex, Essex Buses Google group and Terminus.

Ambus (Amber Coaches' bus operations) by Adam Kelleher

Further to EBN628, CC05 BLU has had its blue skirt painted orange. It also has working side and rear LED blind displays to go with its front LED blind display. It was on route 261 on the last day of Ambus operation, 16 December (top picture by **Adam Kelleher**). SIL 6719 was on route 14 on 15 December, this route ended on 23rd (lower picture by **Owen Woodliffe**).



EBN633p17



Trustybus (Galleon Travel 2009, Roydon, Essex bus operations)

by Adam Kelleher. *With thanks to John Card, LOTS and Flick*

Re-registrations Further to EBN629, W908 RBB has now been re-registered to WNZ 2353. It is not known if it ever carried WNZ 1127 although it seems unlikely (as at EBN629 this vehicle had not yet been noted in service). WNZ 1127 is now on former W902 RBB. W901 RBB has been re-registered to WNZ 2249, W907 RBB to WNZ 1103, X492 WGR to WNZ 1196, X918 WGR to WNZ 2166 and X935 WGR to WNZ 2410.

Other Vehicle News Further to EBN627, WNZ 2353 (ex W908 RBB) has retained its front LED blinds, but WNZ 1094 (ex W905 RBB) and WNZ 1490 (ex X913 WGR) have been converted to flip dot. Further to EBNs 624 & 629 TB RXF (YN53 RXF) was seen back in service following accident repairs on 24 November.

Disposal Correction to EBN629 (under Other Vehicle News) and EBN631: withdrawn WNZ 1864 was previously registered X924 WGR, not W924.

Farewell to High Floor Buses – Richard Delahoy.



A small but increasing number of early low-floor buses are entering preservation, including T916 KKM, the erstwhile Arriva Southend 3916, a DAF SB220 with Plaxton Prestige body new in 1999 to Arriva Kent Thameside at Northfleet. One of nine transferred to Southend in 2009/10, it was withdrawn on 24/12/15 shortly before non-PSVAR single deckers were outlawed on local bus services and was sold for preservation soon afterwards. Non-PSVAR double deckers are now similarly affected and to mark the end of such buses, Nu-Venture organised a “High Floor Running Day” based on Chatham & Gillingham on the final day, 31 December 2016. 3916 was one of the buses participating alongside Olympians, Titans and Volvo Citybuses and is seen here in **Richard Delahoy’s** photo at the Asda store at Gillingham Pier with appropriate destination display. It stands ahead of a former London VC class Volvo Citybus from the fleet of Farleigh Coaches of Hoo.

EBN633p18

Panther by Ian Ransom with thanks to Stephen Barham.

Acquired from Kingsley, Washington is Dennis Dart SLF/Plaxton Y182 CFS (new to Lothian). It arrived still in Lothian livery, but was quickly repainted into Panther fleet livery

Former First Essex BIG 7758 (W758 DWX) is now fitted with DP seating, with seatbelts, on both decks.

DAF DB250/East Lancs AB02 PAN (FD02 UKR) has been repainted from Arriva to Panther livery.

Former Heddingham Leyland Olympian/Alexander K518 ESS, which had been used as a store shed here, has gone for scrap.



Latest arrival from Panther Travel - Dennis Dart / Plaxton Pointer 2 Y182 CFS, new to Lothian Buses and later Kingsley's of Washington, seen just after emerging from Marden Commercials paintshop on 6 January. Featuring larger-size chrome Panther logos. Freshly retrimmed in lovely, soft, welcoming 'house style' red moquette and now fitted with lap belts.

John G. Lidstone.

Publicity News by Ian Ransom.

First Essex Timetable leaflets for 41/51/51A dated 4.12.16
71 dated 4.12.16
X10/X30 dated November 2016 (timetable change was 6.11.16).

First Essex, Heddingham and Essex County Council Joint timetable leaflet for 88/A dated November 2016.

The EOS Bus Company Timetable leaflet for 87 from Sat 17 December 2017. [from Owen Woodliffe].

Fleet

The only Olympian remaining in use into 2017 is 947 (H547 VAT) at Haverhill depot, used on a "closed door" contract to which the PSVAR Regulations do not apply.

Currently in the reserve fleet are 3 other Olympians, 808-10, Dart 438 and Scania coach 203.

The active fleet currently comprises:

- 9 x Solo (319-327)
- 48 x Dart/Enviro 200, Plaxton, Alexander, ADL or Caetano bodies (410-4/6/7, 421-7, 431-5/7/8/40/1, 453-66, 471-81)
- 12 x Scania N230 full height, East Lincs, Optare or Scania bodies (501-512)
- 8 x Scania N230/ADL low height (601-608)
- 19 x Scania N94/East Lincs low height (631-649)
- 7 x Scania N94 long wheelbase high capacity/East Lincs (901-907)
- 1 x Olympian (947)
- 1 x Volvo B10M/Plaxton coach (200).

This gives 105 in the active fleet with an average age of 8.2 years, plus 5 in reserve, heritage PD3 1424 and Dart trainer 9033, to give a grand total of **112**.

The latest detailed fleet list can be found on the company's web site, under the About Us/Enthusiasts section.



Stephensons 477, EU66 AVB, ADL Enviro 200 when brand new in the then new livery for the "three Rivers" service 38/A from Witham to Halstead via Braintree. This bus was first registered on 1 September 2016.

John G. Lidstone.

Arriva Southend / Harlow / Network Colchester

Peter Mansbridge with thanks to Richard Delahoy and Keith Sadler.

Dennis Dart SLF / Plaxton 3314 (S312 JUA) has been withdrawn at **Colchester** but remains in store there. Dart SLF 3414 (SN54 HXA) has transferred from **Colchester** to Guildford.

Southend VDL SB200/ Wright Commander 3963 (GN04 UGA) is on loan at Northfleet, covering for Enviro 3986 (GN07DLO) which is being repaired at **Southend**.

DAF SB120 / Wright Cadet 3530 (LF02 PNK), a one-time **Southend** bus from late 2013 until recently, is now repainted and fitted out as a trainer, although it is not known if it is intended for use at **Southend**.



London Road, Leigh on Sea on Saturday 17 December 2016.

John G. Lidstone.

A Misprint! People who live in glass houses shouldn't throw stones but I can't resist teasing my editorial colleagues in the highly recommended London Bus Magazine. The inner front cover of issue no. 178, Winter 2016, shows a nice pic of Stephensons Olympian 809, M409 RVU on the special running day on Saturday 4 June. A fine picture, a tidy bus, so what is the problem? Just a reference to Stephensons of Rochdale! I wonder whether Gracie Fields ever visited Rochford?

EBN633p21



Ensignbus
omnibus suppliers to the world

Both pics by
Adam Kelleher.
Mark Lloyd with thanks to Ross Newman

Ensign Fleet – December 2016

Alexander Royale Volvo Olympian 829 WIY 759 has been sold to Carters Coaches, Northants.

Ex First DMS44407 Enviro 200 YX09 FMJ comes into fleet as 651 for new service 61 in Brentwood.



Well, no-one has sent me a picture of YX09 FMJ, so these are all I can manage! Amber ceased operation of route 261 (Brentwood to Blackmore) on Friday 16 December 2016. At short notice, Ensignbus registered a replacement service which commenced on 3 January 2017. They have dropped the 2 from the route number to bring it in line with their other routes which all contain two numerics. It also means that they now operate routes 21, 61 and 81 in the Brentwood area. 650 is seen in Brentwood High Street on the first day of operation.



Both pics by
Adam Kelleher.

See EBN633p17 for Adam's picture of the final Ambus on the 261.

EBN633p22



Ensignbus Dealing Stock Movements

December 2016.

Mark Lloyd with thanks to Ross Newman.

Vehicles In

Abellio London	LG52 XYK/XYM	Tridents
	YN51 KVS	
GHA	YJ 60 KBU / KBP	Solos
	YJ 59 GFY / GFX	
Go-Ahead London	LX 06 EZV / EZU / EZW	Darts
	PJ 52 LWP / LWR / LWT / LWV	Volvo B7TL's
	LB02 YXD / YXM	
	LF52 TGO / TGU	
	LF52 TGY / THU / THV / THZ	
	BX04 BBF / BKJ	
	LF52 ZRN/P/S/ZTK/ZNK/N/T/U	
	LK53 AZP / BJO	
	LX05 FAF / FAK	
	SN51 UAH	Dart
London United	LG02 FBF	Tridents
	SN53 KHV/W/Y/Z/KJF	
Metroline	LK05 GGV	Trident
WebberBus	YJ10 EYS/EYU/EYT/EYY	Solos

Vehicles Out

Axe Valley, Seaton, Devon	MX56 ABO	Solo
Compass Travel, Worthing	YX09 FKS / FKU	
Cotswold Green , Gloucester		
	LV52 HDO / LFA	Tridents
	PL51 LGE	Volvo B7TL

Flagfinders, Braintree, Essex	PG04 WHF	Volvo B7TL
Fords Coaches, Althorne, Essex		
	S807 BWC	Trident
Keane Travel , Stanford-le-Hope, Essex		
	PN02 XCM	Volvo B7TL
Marshall's Coaches, Leighton Buzzard		
	PG04 WHC	Volvo B7TL
New Horizon, Clacton, Essex		
	BX04 AZU / AZW	B7TL's Volvo
Rorkies Bus, Margate		
	LK03 CFN	Trident
Rotala PLC	YJ10 EYS / EYU / EYT / EYY Solos	
	YJ59 GFY / GFX	
	YJ60 KBU / KBP	
ThisBus, Aylesbury		
	LX53 BJK	Volvo B7TL
Yorkshire Tiger	YJ57 YCA / YJ62 FBL	Versa's
	YJ59 GHB / GHG	Solo's

Other Movements

Enviro 400	LJ09 OKV	Millbrook Proving Centre, Bedford.
Dart	LR02 BEU	The Fitness Collective , London E14.
MAN	YT0 3AXL	Mike Lawrenson, Preston.
RML2407		The Red Bistro Co Ltd, Glasgow.
Dart	SN51 OAH	Johns School of Motoring, Hackney.
Volvo B7TL	X707 EGK	Select Car Leasing , Reading.Volvo
B7TL	X552 EGK	Wormley Primary School, Broxbourne.
	R842 PRG	MC Tractors, Ely for scrap.
Volvo B7TL	LF52 ZRT	Meritrule Ltd, Kingswood.
Tridents	LK05 GGY / GGE TLO	
Tridents	LG52 XWE / YN51 KVS	Film Services, Windsor.
Solo	MX55BXO	Drew Wilson, Glasgow.

Allocations

256	EU55 BWC	HD to CN 22/12/16
510	LB02 YWX	To KN 22/12/16 in Konect livery, then to HD 30/12.
512	LB02 YXA	To HD by 21/12/16
513	LB02 YXE	To HD 7/12/16 in Hedingham livery
514	LB02 YXF	To HD 11/12/16 in Hedingham livery
560	EU53 MVZ	HD to KN 30/12/16
561	V301 LGC	SY to KN 28/12/16
569	W484 WGH	SY to KN 28/12/16
702	T802 RFG	HD to CN
712	T812 RFG	Anglian to CNU Early December back from Anglian.
723	W823 NNJ	CN to HD after DDA conversion work at H&D Trim 24/11/16.
734	W834 NNJ	HD to CN to allow DDA conversion at H&D Trim

B7TLs and Tridents now cycle from Clacton and Hedingham to Kelvedon from maintenance to service and it is not proposed to list the brief allocations here, only significant transfers.

Recently transferred 740 V161 MEV has been withdrawn by Anglian.

Arrivals

510	LB02 YWX	Volvo B7TL	Wright Gemini H43/29F	Ex Anglianbus via Konect
512	LB02 YXA	Volvo B7TL	Wright Gemini H43/29F	Ex Anglianbus via Konect
514	LB02 YXF	Volvo B7TL	Wright Gemini H43/29F	Ex Anglianbus via Konect

Withdrawals

67	P605 CAY	KN to HD then withdrawn 13/12/16. (last used on School HN2 12/12/16)
71	R626 MNU	withdrawn to Anglian, Beccles 22/12/16
73	R643 MNH	KN to CN 22/12, see below, then withdrawn to Dereham 23/12/16.
75	S300 XHK	Withdrawn to CN 22/12/16
76	S127 RLE	Withdrawn to Anglian, Beccles for disposal 22/12/16
83	M273 UKN	Withdrawn 14/12/16 – parts used to repair 84
84	M276 UKN	Withdrawn to CN 22/12/16
87	P489 MBY	Withdrawn to Anglian, Beccles for disposal 22/12/16
89	N529 LHG	Withdrawn to Anglian, Beccles for disposal 22/12/16
91	N540 LHG	Withdrawn to Anglian, Beccles for disposal 22/12/16
92	P910 RYO	Withdrawn to Anglian, Beccles for disposal 22/12/16

Modifications

723/725/726 have returned from DDA conversion to CN.

Services

Service 34A Bocking – Braintree – Gt Notley was withdrawn as from 8/1/17 due to sustaining ongoing commercial losses. Positioning journeys on the 89/A will be removed as a result. The 89A will no longer serve Deanery Gardens the 0623 from Great Yeldham and the 1925 from Braintree. The 2010 Braintree departure of 89A will also be withdrawn.

Chambers 83/X84 are withdrawn, the 84 and 84A being simplified and the Saturday service being reduced in frequency as from the same date. **83 Leavenheath – Sudbury** withdrawn due to low usage, (couple of round trips from the centre of the village to Sudbury usually by single decker) and the **X84** (early morning commuter link to Sudbury station) will now commence at Long Melford instead of Gt. Waldringfield and be renumbered 84.

General

The final day of general Olympian operation was the 21/12/16 corresponding with the last day of the school term. Olympian 71 R626 MNU actually performed the last "normal" stage carriage service on services 91 and 95 this day. After use on schools, the Olympians were withdrawn with 73/75/84 going to Clacton depot and the remainder travelling North to Anglian depot for disposal on 22/12/16 allowing 510 to be the return vehicle to Essex. 73, R643 MNU was the chosen Olympian to run the farewell service relief of the 87 Brightlingsea – Colchester route on Friday 23 December. After working this route it was withdrawn and was also to make the journey to Anglian.

Final workings for each Olympian (all on 21/12/16 except 73) were:-

71	R626 MNU	HN2	Honeywood School – Kelvedon
75	S300 XHK	HN1	Honeywood to Silver End
76	S127 RLE	024	Stanway to Layer
84	M276 UKN	PL3	Plume School Maldon to Tolleshunt Major
87	P489 MBY	HN3	Honeywood to Kelvedon
89	N529 LHG	PL2	Plume School Maldon to Gt Totham
91	N540 LHG	PL5	Plume School Maldon to Mundon
92	P910 RYO	HN7	Honeywood School to Marks Tey – Surrex
73	R643 MNU	87	Brightlingsea – Colchester 23/12/16

72, 83 and 95 remain at KN withdrawn and partly cannibalised.

After Christmas passed, the Alexander ALX400 bodied Tridents and the original Hedingham President were transferred to Kelvedon. These have had LH added to their fleet numbers to indicate that they will pass under Kelvedon and Feering railway bridges. i.e LH560/737-9/43. (Ironic to see an "L" in the fleetnumbers again!)

As of 31/12/16 the KN allocation was

B7TLs 560/1/9/73/4/5/6/8/9/80/1

Tridents 737/8/9

Plus Olympians 72/83/95 awaiting disposal.

To view more on The Hollies Olympian conversions and the Cafe progress for R216 HCD please refer to Steve's Bus and Train page as follows:- www.busandtrain.blogspot.co.uk/2016_11_01_archive.html

With thanks to David Arnold, Essex-buses yahoo group & John Podgorski.



The Hedingham Olympians upon arrival from Kelvedon, at Anglian on 22/12/16. **John Podgorski.**

Rail Replacement from Ingatestone.



As reported elsewhere in this EBN, the mass rail replacement on Greater Anglia because of Crossrail works over Christmas and New Year saw four 'Borismasters' in use on Ingatestone-Shenfield shuttles on 27th December.

top picture LT698 leaving Ingatestone car park by **Chris Stewart**.

lower picture B&M Coaches Van Hool AC15 BMC in Station Avenue by **David Bateman** on 2 January.

EBN633p26



We haven't had a detailed report of the operations of the Ingatstone based rail replacement nor of the Witham to Stansted Airport arrangements. Hopefully, these will be available for EBN634.

Both pictures by **Chris Stewart**.

EBN633p27

Rail Replacement.

The nearest thing to a report is the attached note from Chris Stewart, for which we thank him.

"Whilst London double deckers have become a familiar sight over the last few years on rail replacement work in Essex, especially outwards from Greater London to Shenfield, Billericay, Ingatestone and Chelmsford, this Christmas period has seen the first recorded use of 'Borismaster' LT class vehicles.

A sign of things to come was when Richard Huggins noted LT699 on test at Ingatestone on 1 October, followed on 26 November by LT709. The big Christmas/New Year shutdown for Crossrail-related works saw four LT class from Abellio at Battersea (QB) working between Ingatestone and Shenfield on days when there was a reduced service on their normal routes and they could therefore be spared. LTs 616, 627, 639 and 697 were out on 27 December, LTs 619, 698, 714 and 768 were recorded by Jonathan Cush on 1 January and two of the four on 2 January were LTs 698 and 783. Of these, LT697 stood out even more as it carries an all-over advertisement for Spotify.

Meanwhile a wide selection of buses and coaches were plying between Ingatestone and Newbury Park, including Ensign's recently delivered tri-axle double deckers - one of which, 401, was caught by David Bateman's camera on 2 January."

A Treat For The Editor!



Dennis Tridents did not take too well to fast service 70, now in the hands of Volvo B7TLs. Alexander Dennis ALX400-bodied 32652 (AU05 MUP) is an exemplar of this revised allocation and also, unusually, has dual front fleet numbers, a small number being carried on the lavender band alongside the nearside headlamp.

Taken in a unusually empty Chelmsford Bus Station in early January by **John G. Lidstone**.

EBN633p28

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

Alder & Ward (Malcolm's Blue Bus Service), Clacton-on-Sea

HLZ 4439 (ex. 2464 GH, GCY 748N), a Leyland with East Lancs B52F bodywork is here from Bourne & Cantwell, Basildon. This vehicle is originally of 1974 vintage but was re-bodied in 1994.

Bourne & Cantwell (L&R), Basildon

Volvo B10M with Plaxton C49FT body, reg. L975 CWY is here from Flavin Consulting, Stanford-le-Hope. This vehicle has been re-registered as A19 LNR, previously carried by an Iriza bodied Scania which has reverted to its original registration of R866 SDT.

Cook, Leigh-on-Sea

C066 OKB, an Iriza i6 C49FT is new here, whilst WWC 820 (ex. L484 HKN & 6 KFC), a Bova Futura C55F has gone to Dolphin, Norwich, Norfolk.

Flavin Consulting, Stanford-le-Hope

T741 JHE, a Scania L941B with Van Hool C49FT body is here from Spratt, Wrenningham, Norfolk.

Kevenly, Wickford

Van Hool T916 C53FT, which was acquired in July from Boyce, Ramelton in the Irish Republic and bore the Irish registration of 08-DL-4298, has been re-registered as K15 DYS.

Terravision, Stansted Airport

This operator's licence has been revoked and the following have all gone from here:

YN08 MLZ	Scania/Iriza	C63FL
YT10 WLA	Scania/Iriza	C63FLT
YT10 WLB	Scania/Iriza	C63FLT
YT10 WLC	Scania/Iriza	C63FLT
YT10 WLD	Scania/Iriza	C63FLT
YT12 YUA	Scania/Iriza	C53FL
YT12 YUB	Scania/Iriza	C53FL
YT12 YUC	Scania/Iriza	C53FLT
YT12 YUD	Scania/Iriza	C53FL
YT12 YUE	Scania/Iriza	C53FL
YN13 XZA	Scania/Iriza	C53FL
BK63 ZTC	King Long XMQ	C55F
YN64 AMC	Scania/Iriza	C63 FL

Send Two and Fourpence ... !

First Essex routes on the Main Road/Broomfield Road corridor (42, 42A, 70, 352) serve a bus stop at the junction of Skerry Rise which is sometimes a timing point. Service 40 also runs along Skerry Rise. Due to a road traffic accident near The Angel pub, buses had to be diverted along Patching Hall Lane and School Lane. First's website reported that Scary Rise would not be served!

ENB633p29

The Overflow Letters Page!

Smaller Operators are temporarily relocated to EBN633p29.

Anthony Spindler from Chelmsford

In EBN632p11, "More about Inspectors" refers to Bob Smith. The only Bob Smith I knew was the one made up to TA Coaching, being an assistant to Geoffrey Dodson who was Coaching Manager from 1978 onwards when ENOC took over from NTSE. He has since retired and was the same age as Geoffrey Dodson.

More on Inspectors

Paul Harvey from Lincolnshire

I was most interested to read about two old bus inspector names from Ted Miles who I remember from my time at EN. Further to Ted Miles comments about Charlie Gunn, when Pier Hill Coach Station closed he moved to the new bus terminus at the Seaway where he supervised the London services. Upon the opening of Southend's Central Bus Station the Seaway terminus closed and Charlie moved to London Road Depot and Bus Station. He performed bus station supervision, ticket checking and late evening regulator duties until his retirement. He was on a rota with fellow bus inspectors Arthur Kemp, Norman Kennedy, Eric Wallace and one other whose name escapes me. The Southend Regulator Inspectors were Doug Wakefield, Alan Martin & Terry Stark. As retirements took place drivers Derek Walden, Barry Smith and Mick Everitt (Rolf Harris lookalike) were promoted. During my time, Hadleigh depot had inspectors Ron Pearman, Terry Withers (chap with the hat - always wore his hat with pride), Jeff Little and Eric Syrett. Duties included depot regulator, ticket checking and Benfleet Station evening supervision. Canvey depot had Inspectors Bill Windsor, Fred Boxall and Mick Ebsworth. Upon closure of Canvey Depot, Bill Windsor retired while the other two transferred to Hadleigh. Upon retirements, drivers Derek Reeve and Derek Goward were promoted at Hadleigh.

When I came to know Bob Smith he had moved from Basildon to National Travel South East at Southend Coaching Office with Denis Freeman at London Road Bus Depot. Bob's role was coach driver allocation and Summer Saturday coach departure supervisor at Basildon Bus Station. Upon closure of London Road Depot, the bus operation moved to the new Prittlewell depot while the remaining coach operations transferred to Hadleigh. Bob transferred to the Coaching Office at Head Office Chelmsford until the Coaching operation closed.

Doug Brown from Hutton (DB from BD)

Thank you for Alan Cross's photo of Bedford OB (EBN631p4) which I have now passed on to an enthusiast Ensign driver. What did come to mind was the bus shelter in front of the OB. This was a bus shelter like no other in this country. It was more of a waiting room than shelter and was kept clean by Greens music store. When Greens closed, it became used for nefarious purposes and became very dirty. Brentwood Urban District Council would not clean it, they said it was a job for Eastern National. It is now a lock-up garage.

Bus Shelters

Paul Harvey from Lincolnshire (2)

Another response from me regarding Alan Colebourne's thoughts on Eastern National Bristol FLF double deck coaches being used on other work. Southend depot used to schedule one on service 2C 0720 from Southend and 0835 from Coryton/Shellhaven. When I use to help my Nan in her shop in Southend during the late 60's, I used to make a point of catching the return journey to Southend from Thundersley Kiln Road about 0920. It was sometimes difficult to hail this bus as also at the same time was other services to Southend including 2 from Grays, 15 from Laindon & 151 from London. Crews on the 2C found it strange why I hailed this service when the other services were picking up at the bus stop. My response was luxury travel and speed of journey as most passengers stood back as they thought the coach was on X10's. I can always remember getting on at my bus stop; the next time we stopped was for me alighting in Southend all done in just under 15 minutes- unheard of these days. When the vehicle arrived in Southend it was then scheduled for working on X10 rota. It wasn't common for these double decker coaches to be used on local bus services in Southend except for the one return journey on service 2C.

In The Know!

The Letters Page

Robert Appleton from Mistley

More on Joint ENOC/ECOC services, Lodekkas and FLFs

In reply to Andrew Colebourne's email in EBN632:

I used to meet Eric Thompson at Ipswich OCM bus station. He was very enthusiastic about ENOC in general, and particularly service 123. Therefore, I feel certain that the date of July 1969 on his photo of VR375 in Clacton bus station is correct. I spotted VR375 in Mistley on service 123 in June 1969, so VR375 was used on service 123 at least twice. Not a one off, but still very rare. I apologise to EBN members reading my article, I will choose my words more carefully in the future.

Regarding FLF coaches at Clacton, I have checked EBEG Newsletters on the Essex Bus Archive for 1968/1969 and 1970, they reveal:

8.68 2600 – CN	10.68 2600 – WG
8.68 2603 – CN	9.68 2603 – BN
5.69/6.69 2608 – CN	10.68 2608 – D/L.
1970: no 2600 series coach FLF allocated to CN.	

Regarding the photo of 2608 at Harwich bus station on EBN632p31, I thought I had seen this photo before. It is in Chris Stewart's Eastern National Lodekkas book on p32, and on page 33 there is mention of FLF coaches allocated to Clacton, and working Essex Coast Express service X80 London – Harwich.

Regret that I did not see the coach FLFs operating to Harwich or Clacton. When I visited Harwich in August 1971 there was no express service X80. Instead there was service 80 Colchester – Harwich which connected with express coach services at Colchester. Normally service 80 was worked by a 1400 series Bristol MW5G/ECW DP41F.

Alan Tebbitt BEM from Truro

Diplomacy at Eastern National!

There is a Facebook site "Chelmsford remembered", a nostalgia site for residents of that fair city, past and present. A recent posting of FLF 2925 at the bus station, prompted a question from a non-bus person, as to why the local buses had CF plates, whilst other depots had the first and last letters of their town, e.g., BraintreeE, ClactonN, SouthernD, etc. Wood Green, and Bishops Stortford being obvious exceptions. It made me wonder if some of EBNs readers ever pondered this.

Since the inception of the DVLA, vehicles owned, or operated by the numerous foreign embassies in London, have their own registration division, the number plates are white, front and rear, with a different font, and consist of three numbers, then the letter D, and three more numbers. In the 1950s, when Eastern National introduced their depot identification letters, embassy vehicles were registered by the local authority, in a common series with all other vehicles. A small black metal plate, with the letters CD, stamped into it in silver, was attached to all embassy transport. Signifying Corps Diplomatique, they would identify the vehicle to the police, and the driver would be excused minor traffic violations, to avoid international incidents. The plates being like those being proposed by ENOC, the Ministry of Transport denied CD to the company, and the obvious Chelmers Ford became the best option.

Did the ministry fear that EN buses would be used to transport loads of foreign spies on clandestine missions, or were they afraid that lines of green buses would be illegally parked outside Harrods, with the drivers claiming diplomatic immunity?

Eds note: I once heard a similar explanation from the late John Corder, Supervisor at Chelmsford.

Terence Challis from Blackpool

More Nostalgia!

Thank you for EBN 632. The photo of ENOC LS YPU 139 on page 2 brought back memories!

When the very first 'Westcliff' LS buses appeared in 1953(FJN162/163), as a pupil at Westcliff High School for Boys, one evening I walked to Kent Elms Corner to ride on one of the very first Westcliff LS buses which I had been told were on the 251 service. I rode on one to Rayleigh and completed the journey to Hadleigh on a Number 1 or 22.

An anachronism on the first LS buses was the rear door which may have been used when they were new but I cannot remember them being used later in their lives. It is interesting that these vehicles, which had coach seats, were the ones chosen for conversion the Channel Airways Coach/Air Services (as modelled by EFE).

The most imaginative and practical use of the rear door was witnessed by me, in the late 1950s, on Service 19 between Maldon and Colchester. A young mother struggled onto the bus with a toddler and push-chair. The conductor, to make more room, took the push-chair and put down the stair well of the rear-door. He then told the driver not to use the rear-doors.

This was at the time that LS buses reigned supreme on the 19/19A services. Mr. Richardson, who was ENOC General Manager at the time, thought that it might give the services more the same appeal as the Green Line services.

In contrast to the above, a sign of my old age is that I have not yet got around to riding on the Blackpool Transport Mercedes Citaros or the even newer Enviro 400 MMC Cities despite having a bus pass!



In addition to the dramatic sight of TfL LTs operating our side of the M25 on the massive rail replacement services from Ingatestone over the Christmas and New Year period, a wide selection of buses and coaches were plying between Ingatestone and Newbury Park, including Ensign's recently delivered tri-axe double deckers - one of which, 401, was caught by **David Bateman's** camera on 2 January.

A Message From Robert Appleton (and apology from the Editor).

Something went a bit wrong with the printing of my article in EBN630.

EBN630p20 the last sentence should read "LM class (Bristol MW5G/ECW B45F) also worked on this service.

EBN630p21 at the top, the following is missing from the paragraph:

"On Saturdays the 0830 Harwich — Ipswich was a very busy journey, many passengers heading in to Ipswich for Saturday shopping. So Eastern Counties allocated a double-decker, which worked 1915 Ipswich — Harwich on Friday evening, stayed overnight at EN's Dovercourt, later"

The Editor apologises for "mashing up" Robert's work! It would be easy to blame the computer but I think it was a "cut & mispaste" error.

Target Dates for EBN634 (February 2017).

By Saturday 29 January 2017

By Saturday 4 February 2017

By Monday 13 February 2017

Reports to Sub-Editors.

Sub-Editor drafts to Editor.

Dispatch by Printers.

Back Cover Photos.

Outer Top

Greater Anglia Rail Replacement. Over the Christmas and New Year period Abellio were using New Routemasters on rail replacement between Shenfield and Ingatestone. The rear end of LTs 698, 706 and 783 are seen together at Ingatestone station on 2 January, probably quite a rare shot. And that is Venus overhead! **Adam Kelleher.**

Outer Lower

Dressed in "Spotify" all-over livery LT697 is seen entering Ingatestone car park.

Chris Stewart.

EBN633p32



The End of an Era

As reported in the Heddingham and Chambers report and elsewhere in this issue most non-PSVAR compliant buses were taken out of regular service by the end of 2016. Heddingham moved their's en-masse and our reporter was there to record the spectacular sight.

top picture

The convoy at Frostenden, Suffolk, at dawn on 22/12/16, not far from their destination of Anglian at Ellough.

They had departed Kelvedon around 0630.

John Podgorski.



Centre picture

The HO Olympians with withdrawn Anglian Solos, and the MAN gas bus at Ellough; 22/12/16.

John Podgorski.



Something a Bit Different!

Lower picture

London Borough of Havering TransBus Trident /ALX400 LX53 JYU (calling at Mardens for minor damage repair) in early January.

John G. Lidstone.



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