

Essex Bus News

No. 663; JULY 2019



Essex Bus Enthusiasts Group

£4

www.essexbus.org.uk



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where sold



Upper picture

The first round-trip on Ensign's night-time 'Jetlink' service X1 was operated by BCI FBC6108BRZ1 145 (LX17 DZF) from Southend Airport to London Victoria. On the return trip from London Victoria leaving at 0305, a diversion route was shown to the new drivers and during this, Director Ross Newman most kindly turned the bus to position it with the stunning backdrop of St Paul's Cathedral.

John G. Lidstone.

Lower picture

A beautiful sight in North Essex on a spring afternoon, magnificent former Sunderland Corporation Transport Crossley DD42/3 13 (GR 9007) has livery colours which evoke Colchester Corporation Transport and its Crossleys.

John G. Lidstone.

This bus was not used for the Group Tour on 4 July, but it was on display.

Front Cover Picture.

On Thursday 11 July, Arriva Southend launched a bus repainted into the traditional Southend (Corporation) Transport blue and cream livery, 29 years after the last bus in those colours was taken out of service (it was Fleetline 211, JTD 391P, in July 1990, in case you were wondering!). The bus chosen was E400 6499, complete with gold lettering to mark 100 years of route 1 (Southend to Rayleigh via Hadleigh and Thundersley) and it looks absolutely superb!

Richard Delahoy.



EBN663
inner front
cover

Essex Bus News 663

July 2019

Editor & Sub-Editors

Magazine Editor

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

First in Essex & Trustybus

Adam Kelleher
74 Park Road
BRENTWOOD CM14 4TU adamxxx4@yahoo.co.uk

Ensignbus/Hedingham/Chambers

Mark Lloyd
448 Ipswich Road
COLCHESTER CO4 4EY Lloydhousehold448@gmail.com

Arriva including Network Colchester

Peter Mansbridge petemans_1@hotmail.com

Stephensons of Essex

Richard Delahoy, details opposite.

Panther Travel & Publicity

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

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Black & White Photo Sales

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

Essex Bus News is the "house magazine" of the...

Essex Bus Enthusiasts Group

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

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

Subscriptions

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:

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

Printed by

Directcds Ltd
Unit 2, Gentlemans Field, Westmill Road,
WARE,
Herts
SG12 0EF
01920 465023 www.directcds.co.uk

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.

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.

Small car park on site **but only accessible via Parkway and Cedar Road West**, other public car parks nearby.

Tea and coffee making facilities. Members and guests welcome. £2.00 donation towards cost of room hire, please.

Thursday 25 July

Thursday 26 September

Thursday 24 October

Thursday 28 November

Thursday 12 December

David Moth, Bristol VRTs in service throughout Britain 1990 – 2005.

Owen Woodliffe, Anniversaries and Centenaries (mainly Ribble & Devon General).

Alan Osborne, Islands.

Philip Kirk, the Bus Archive.

Richard Delahoy, 20 years ago.

NORTH ESSEX MEETINGS by Dave Arnold.

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

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

Friday 9 August

Friday 13 September

Friday 11 October

Friday 8 November

Friday 13 December

Keith Woods.

Trevor Brookes.

tba.

Steve Maskell.

Alan Moore, Malta since 1991 plus Hong Kong since 2002.

A Blast From The Past –

Paul Harvey.



Southend Transport LBN 202P Leyland PSU3C Plaxton 202 at Southend Central Bus Station during 1978 on service 4 to Landwick.

Paul Harvey.

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

EVENTS

Saturday 20 July

Sunday 21 July

Saturday 27 July

Saturday 10 August

Sunday 11 August

Sunday 11 August

Open day at Metroline Potters Bar Garage

Alton Bus Rally and Running Day.

Essex Bus Rally, Barleylands, Billericay.

Group stall at this event

Bedford St Johns Depot Open Day. Celebrating 100 years.

10.00-1600. Free shuttle service from All Hallows Bus Stn and Elstow P&R.

Rock Around the 1950's. Ipswich Transport Museum 11-16.00.

Canvey Transport Spectacular. Waterside Farm, Canvey. The Bus Museum will **NOT** be open.

Further details are be on the Bus Museum's Facebook page and at <http://www.canveyisland.org>.

Group Stall at this event

Apologies for wrongly saying the museum was closed on 16 June. Your Editor's fault, not Owen's.

Sunday 18 August

Sunday 18 August

Sunday 25 August

Saturday 31 August

Sunday 8 Sept

East Anglia Transport Museum, Carlton Colville. 999Day.

Key Publishing Buses 2019 Festival, Heritage Motor Centre, Gaydon

Transport Day, Colne Valley Railway, Castle Hedingham

Don's of Dunmow 70th Anniversary Event at Parsonage Down garage from 10.00.

Lodges Bedford Coach Day linked to EOR's 'London's 60's Scene' event.

SALES

The Group Stall is to be at The Essex and Londoner Rally and Canvey Transport Spectacular with our Publications at special rates for Group members:

Fleet Records Vol 1, Vol 2 (Almost sold out) and Vol 3

Eastern National and Thamesway in London and

Grey-Green and Contemporaries – Part 1 to 1960 -some unopened boxes found in Tom McLachlan's house.

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

What a Load of Pants!



Saucy Southend has its topless buses, but Arriva in Harlow show a little more decorum by putting pants on one of their buses, seen here in Harlow Bus Station on a sunny 29 June.

Tony Higgs.

No Essex girl jokes if you don't mind! **Ed.**

EBN663p3

Three tracks on my blind

Richard Delahoy ponders numbers.

In pre-electronic destination blind display days, the default option for displaying route numbers was often the ubiquitous 3-track number blind. Of course, other styles were available – London Transport had to be different (weren't they always?) with a single-track display, and some municipalities went for twin-tracks, including Manchester, who had a very extensive selection of route numbers to display. At the other extreme, Bristol OC was well known for its four track displays.

The advantage of the three-track display was its flexibility, especially with letters as well as numbers on one or both of the outer tracks. When new routes were introduced, or there was a wholesale renumbering, as EN indulged in in 1955 (to eliminate duplication and to sort more logically some ex Hicks and Westcliff services), it was simply a case of the conductor setting a different combination. Flexibility might be lost a little if there were not enough letters to accompany the 0-9 numbers, but that was easily overcome by replacing the offending track with a new blind with more letters.

EN might however have wished they'd followed the Bristol example when some Clacton area routes in the 1xx series were given suffix letters - such as the 115A (Holland on Sea to Jaywick Sands, EN Office, in case you were wondering) - but they came up with an ingenious solution, by adding 10, 11 and 12 to the left hand track. So that route would be shown as 11 5 A.



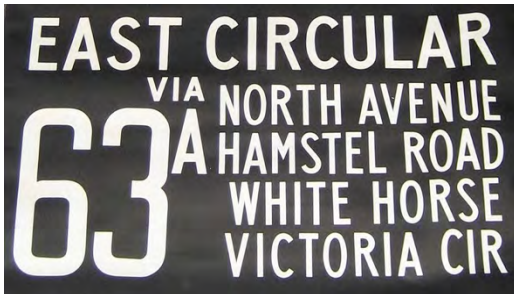
<<< Left

Four into three will go! Frustratingly, I can't find a shot showing a letter suffix on the third track, but this shot of an LS shows how EN coped with suffixed numbers at Clacton in the 1950s and 1960s, with "11" on the first track. In this case, the third track shows a black blank.

Incidentally, does anyone know exactly when the use of these suffixes on three-digit numbers started - and when they finished? They were certainly already in use at the time of the 1955 renumbering. And has anyone a list of all the suffixed three-digit numbers that EN used? I could trawl through old timetables, but I'm sure one of our knowledgeable readers will have the answer!

But back to the standard 3-track display. For EN and many others, this was often combined into the familiar overall three-part display, comprising separate destination, intermediate and number displays. But in smaller operators, sometimes there was just a single display, with all the required information being shown on one blind. Some operators – and not just small ones – didn't even bother with route numbers, or didn't show them on buses.

Which brings me to my home town of Southend. Route numbers were not introduced until around 1949. Prior to that, the buses and trolleybuses had generally had a single blind box, although in the 1930's, some buses featured two equal-sized small rectangular displays, a destination and a passing point. You might have expected Southend Corporation to have started their route numbers at 1, but recognising that Westcliff Motor Services and Eastern National already had well established numbers, SCT opted for 51 upwards, plus 28A/B/C. The only exceptions were a couple of routes already subject to individual joint agreements with Westcliff, the 5A/B and 25 group. The result was the fitting of buses (of both electric and internal combustion types) with large single boxes of about 30" x 18" to show everything on one blind. Such displays were of course the epitome of inflexibility.



SCT's pre-co-ordination displays put route number, destination and passing points into a single display. This example for one of the trolleybus routes is from a section of blind I acquired some years ago on eBay and hangs on my office wall in a mock blind box.

With the finalisation of the Co-Ordination Agreement with EN and Westcliff, which would take effect from the beginning of 1955, SCT needed to create more flexibility and adopted the three-part overall display as used by their new partners but, curiously, opted to do so with single track number blinds. Now of course this meant that every different number had to be included, plus perhaps some extras for possible future use. SCT buses could in theory work any route wholly within the co-ordination area, and that meant a list of no fewer than 45 separate numbers (plus another 10 if cross-boundary routes were included). Indeed, the list was to get even longer as more services were introduced, so that by the mid-1960s, the number blind comprised 75 entries plus just 2 black blank spaces (of which more anon). All this could seriously tax conductor's hands and wrists, if say you took over a bus that had previously worked on the 3 but today was on the 62, for example! The only concession to this mass blind-winding was that on some versions, there was an extra display for 1 between 6B and 7, reflecting the regular interworking between the 1 and the 7/8 at Rayleigh High Street.



The downside of a three-track display: the driver or conductor of LS 1211 shows how not to do it!

So why did SCT not opt for a three-track number display? I don't have an answer, I'm afraid. Cost may have been a factor. They had had to spend £3,139/12/6d (about £86,000 today) to re-equip the existing fleet with the new displays anyway. Perhaps it was a similar view to that of LT's, in that a single blind will always show the number clearly provided it is centred in the box, whereas with three separate tracks, sloppy crews did not always line them up correctly. And in later years, as individual blinds broke, they were sometimes replaced by ones with a different font or size, making for seriously messy displays. A downside of the single track, a by-product of all that winding, was that the very long blinds would sometimes twist on the rollers and eventually might jam or tear. This was a much greater problem with the vastly wider destination or passing point blinds but could also happen with numbers.

And so this brings me nicely to tell the tale of one of only two occasions when I was stopped by the Police whilst driving a bus. By the time I was driving Southend Fleetlines, there was just one blank display on the number blinds, in the middle-ish, between 19 and 20. At the far ends the only space at the end was on white linen. Park that thought.

A lot of the work that I did in the early 1980s was rail replacement, often emergency jobs. Strictly I was working for and paid by Ensign Bus, as ST couldn't employ part-timers at that time (because of their union agreements) but could sub-contract work to Ensign with buses, and as I was in full ST uniform I looked the part. One particular rail emergency came up in the early evening, with the wires down somewhere on the Great Eastern line. I was phoned at home, having just arrived back line from my day job in London by train on the other line, the LTS (the "misery line"). The message was to get to the garage, grab a bus and get out as quickly as possible. I quickly changed, drove to the garage and was allocated a Fleetline that had just come off service on the 62. I needed to set the front blind to a blank number, "Emergency service for rail passengers" on the intermediate and (probably) a blank destination. Some of that could be done whilst driving (or rather, whilst sitting at red traffic lights) to save time, but the rear number 33 feet behind me was more difficult. To save time I decided to wind to the very end as I knew that was the shortest distance. Duly done, I set off and put on my lights as it was fast getting dark. I was only a short way down Victoria Avenue when blue flashing lights appeared behind me and I was flashed in to the next lay-by (outside the branch of Lloyds Bank where I'd started my working life some years earlier).

Unsure what I'd done wrong, I pulled in and the policeman came round to the cab. "Driver, you are showing a white light to the rear. Do you realise that's an offence?". I could do no more than agree and apologise, saying that I'd change it. He waited for me to do so, as I wound down from the white blank, past 251 and counting down to 20 (not every number arithmetically in between was on the blind, thankfully) to reach the middle, solitary, black blank. Satisfied, I was allowed on my way. So my attempt to save a few seconds had backfired somewhat, but at least I didn't get a ticket.

Eventually ST realised the folly of their ways, and from the W-registered batch of Fleetlines onwards (plus coaches) specified three track numbers. But why didn't they have black blanks at the very start and end of those long single-track numbers? It would have saved my embarrassment!

And the other time I was pulled over by the boys in blue? It was on the A23 south of the M23 and I was taking a scruffy ex London Transport DMS to Brighton to be repainted at the Corporation works there. At this time, Ensign were using a number of external contractors to repaint sales stock buses, in this case DMS426, intended for China Motor Bus in Hong Kong. The police were concerned as to why a London bus was so far out of the city and thought it might have been stolen. I duly explained all, but they were in no hurry to allow me on my way, being interested in the story of why the buses were being sold off, despite having stopped me just round a left hand bend on a fast section of road, causing heart stopping moments for a number of other drivers who encountered us at the last minute!



One versus three: contrasting displays for Southend Co-ordination Area service 21, Leigh to Prittlewell, a route operated by both SCT and EN at different times. Not only does this highlight the difference in number styles but also the choice of different passing point descriptions for a fairly short and simple route. Note the different font sizes on each track of the EN display. **All photos from the author's collection.**

LODGE'S

Andrew Mead.

Vehicle movements

BU18 YUB Mercedes Benz Tourismo C49F
BY19 YKU Mercedes Benz Tourismo C53F
Bedford OB coach FFS 867 entered service 5/19

Returned to EvoBus, Coventry 4/19
New 4/19

Work is now advanced on the Model T Ford.



First Leeds B9TL
36218 (BJ12
VXB) arriving at
Hadleigh Depot.
**John G.
Lidstone.**

EBN663p6

Ensign to NIBS

Chris Stewart.

The start of Ensign operation on Brentwood/Hutton local service 81 was the subject of an earlier piece in EBN552. That was 9 years ago – blue and silver buses took over on 4 May 2010 and were eventually joined in January 2016 by more on the 21 (Warley/Brentwood to Ongar – part of the former Townlink service to Harlow with the Ongar-Harlow section becoming Trustybus 420). Still more appeared on 1 October 2018 when the 31 starting running in competition with First's 37 to and from the Bishop's Hall Estate and Danes Way in Pilgrim's Hatch. First had re-routed the 37 in February 2018 prompting Ensign to register a service over the original route, only for local pressure to force First into reverting to the original routeing. Ensign withdrew their application...but then decided to take on First after all over the same roads. There were also Lakeside X-numbered extensions of the 81 and 21, later replaced by an X90 from Brentwood. All of the services were commercial, notwithstanding that the 81 had replaced First's 81/82 which were being withdrawn as unremunerative.



Upper picture A regular sight which is now history – three, or even four, Ensign buses could be found together from time to time at Brentwood Station as with these three Enviro on 3 June 2019.

Chris Stewart.



Service bus 703 (PX12 BSY) passes RT8 at the Hanging Hill Lane stop in Rayleigh Road, Hutton having completed the loop of Woodland Avenue, Wash Road and Hutton Drive.

Chris Stewart.



Picture Passing 'The Robin' pub, better known to London Transport passengers as the 'Robin Hood & Little John' terminus of the 247 to Collier Row (via Upminster Common, Harold Wood, Gidea Park and Romford), Ensign director Ross Newman very kindly holds back for the photographer on the inbound 21. The 247 had RTs until 1976, as did the Country Area 339 on this same road. **Chris Stewart.**

To the surprise of many, however, Ensign announced earlier this year that they would cease operation of the 21, 31, 81 and X90 after 15 June and that the services (except the X90) would be taken over by NIBS. To mark the occasion, 1939 RT8 was 'dressed' appropriately for Ensign's last day and worked two round trips each on the 31 and 81, with one trip to Ongar and back on the 21. Ensign had used a wide variety of double deckers intermittently on the 21 and 81 (including hybrids) during their tenure, but never to my knowledge on the 31, trees being the main hazard and requiring very careful negotiation with RT8. From 17 June, a fleet of (mainly – one is currently still white) red and yellow YX10-plate Dart E200s took over, since supplemented occasionally by either or both of the StreetLite WFs and one of the slightly older Darts. Combined with the ECC contracted 269 (Brentwood-Grays), the four routes are being promoted as the Brentwood Network with a comprehensive timetable leaflet online.



The 81 is a modern-day combination of Eastern National's 253 (Hutton Industrial Estate) and 264 (Hutton Drive), on the latter we see one of Brentwood depot's last pair of LDs, 2535 (58 PPU) at the terminus in Hutton Drive. It will reverse round the corner before setting off back to Brentwood. **Chris Stewart.**

EBN663p8



Above NIBS have in fact operated over the 81 route once before – on Boxing Day 1986, ECC funded services to cover for the lack of Eastern National journeys. The EN services had gone over to minibuses in October 1986 (breakdowns excepted) but Bristol REs had worked over these roads before, so the two NIBS examples TU0259/60J (ex-Western National) were really quite at home. Not that they carried many passengers...

Chris Stewart.



Just up Long Ridings Avenue, Hutton from where the photographer lived in the 1980s, RT8 heads towards Woodland Avenue on its afternoon circuit of the 81.

Chris Stewart.

Service Revisions

by Paul Harvey.

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

Highlights and Lowlights of the Period.

- § Trimming back on long standing Stephensons 16 and Chambers 84
- § reliability adjustments across the county
- § First 51 moves further into the new Channels Estate

28 April 19

- 822 Canvey to Southend High School for Girls (Sch) First Essex
- The morning journey withdrawn from Southend High School for Girls and operates from Southend Victoria Station to the Travel Centre Southend.

8 June 19

- Jetlink X1 London Victoria to Southend Airport (D) EnsignBus
- New non registered service with one return journey via Lakeside departing London at 0305 and Southend Airport at 2340.
- As of 11 June, service suspended due to objections from Southend Airport Authorities (updated information).

17 June 19

- 33 Lakeside to Grays (M-S) EnsignBus
- Minor revision to timetable affecting Mon to Fri pm peak journeys (updated information).
- 44 Lakeside to Grays (D) EnsignBus
- Minor revision to timetable affecting isolated journeys on weekdays (updated information).
- 73/A Lakeside to Tilbury (D) EnsignBus
- Minor revision to timetable affecting isolated journeys on weekdays (updated information).

1 July 19

- CR&S Thorley Park to Bishop Stortford (M-F) Bishop Stortford Town Council
- This pre-bookable flexi service suspended until further service.
- 51 Great Baddow to Channels (M-S) First Essex
- Minor change to timetable and route. To operate via Albatross Way, Belfry Crescent & Brassie Wood on the newly opened section of Channels Estate.



Slightly cheating!
Ensignbus 132,
YX66 WLH, an
Alexander Dennis –
Enviro 400 MMC,
pretending to be
on route 73 whilst
operating the
Detling circular
service at the
South East Bus
Rally on a gloomy
6 April 2019.
Maurice Austin.

25 July 19

- 134 Clacton to Holland on Sea (M-F) Go Ahead KonnectBus (Hedingham)
Revised timetable with Mon to Fri service operating every half hour between 0900 & 1415. Service introduced on Saturday mornings every half hour between 0900 & 1300. During the school summer holidays this service will be operated by an open top bus and will continue to operate during weekday afternoons until 1730.
- 135 Clacton to Great Clacton (M-F) Go Ahead KonnectBus (Hedingham)
Service revised to operate from Asda via Valley Road, Holland Road & Skelmersdale Road. The afternoon journeys which only operated during school holidays withdrawn.
- 137 Clacton to Burrsville Park (D) Go Ahead KonnectBus (Hedingham)
Revised routing within Clacton Town Centre terminus now Pier Avenue. No change to the weekday timetable but extra journeys on a Sunday from Clacton at 1200 & 1630.

26 July 19

- 26 Corbets Tey to Palmers College (Coll) EnsignBus College service withdrawn.

28 July 19

- 1 Harlow to Sumners Circular (D) Arriva Kent Thameside
Revised timetable to improve reliability to journey times.
- 8 Harlow to Old Harlow (D) Arriva Kent Thameside
Revised timetable to improve reliability to journey times.
- 86 Harlow to Waltham Cross (M-F) Arriva Kent Thameside
Revised timetable with increase running time with off peak frequency reduced to two-hourly.
- 87 Harlow to Debden (M-S) Arriva Kent Thameside
Revised timetable to improve reliability to journey times.
- 508-510 Harlow to Stansted Airport (D) Arriva Kent Thameside
Revision to timetable to improve reliability.
- 724 Harlow to Heathrow Airport (D) Arriva Kent Thameside
Revision to timetable to retime journeys to improve reliability.

29 July 19

- 16 Chelmsford to Wethersfield (M-S) Stephenson's of Essex
Revised timetable and route operating from Chelmsford to Finchingfield via Great Bardfield and Wethersfield.
The new terminus will be Finchingfield.
- 84 Colchester to Sudbury (M-S) Go Ahead KonnectBus (Chambers)
Revised timetable with reduced service frequency during the day.

2 September 19

- 451 Great Dunmow to Newport (Sch) Stephenson's of Essex School service extended to/from Felsted.



What was this
1998 Mercedes
O814 Optare
Nouvelle, S559
SMJ doing in the
layby in main
Road, Little
Waltham earlier
this month?
It was new to Tex
Coaches and then
moved to Shoreys
Travel Flitwick.
John Salmon.

Essex County Council Ongoing Bus Service Consultations

Consultation - 08 May 2019

Changes to the use of Concessionary Bus Passes on Essex County Council run Park and Ride services.

Essex County Council is consulting on the use of the older person's bus pass on County Council run Park and Ride services in Essex. We are also consulting on making a reduced charge for people using the disability based bus pass before 9am on the Park and Ride services. This consultation gives you the opportunity to let us know your views about the proposals.

The consultation commences from 08 May and will run **until 31 July 2019**, it is available online at:

www.essex.gov.uk/park-and-ride-fares-consultation

Recent closed consultations

Chelmsford Park & Ride Consultation January 2019

Closed 22 March 2019

Essex County Council is reviewing the ticketing options and fares offered and days of opening for the Chelmsford Park and Ride Services.

OUTCOME The consultation is being assessed.

Consultation on proposals for a review of Essex County Council's supported Evening and Sunday local bus services - Consultation December 2018

Closed 22 March 2019

Essex County Council (ECC) is reviewing the way it supports local bus services which operate on evenings and Sundays and carried out a public consultation. The consultation also included proposals regarding delivering ECC services differently and devolving ECC funded local bus services to communities.

OUTCOME The consultation is being assessed.



Brentwood Community Transport (BCT) YY63 KXZ at High Street, Brentwood on route 898, 17 June 2019. 2013 Volkswagen.

Robert Downton.

With the aid of the bustimes website and a bit of luck, I was able to enjoy travelling by the following on 20 June 2019, it was a good way of meeting for evening drinks in Hatfield Peverell

62408	YS03 ZKE	0725	service 71	Chelmsford, Parkway to Colchester, Osborne Street
65679	YR52 VEH	0915	service 65	Osborne Street to Tollgate, Sainsbury
65688	YS03 ZGK	0950	service 71	Tollgate, Sainsbury to Osborne Street
65691	YS03 ZKL	1025	service 104	Stanwell Street to Ardleigh, Lion
65684	YR52 VEY	1057	service 104	Ardleigh, Lion to Osborne Street
65677	SN51 UYL	1202	service 67	Colchester, High Street to West Mersea, High Street
65690	YS03 ZKK	1318	service 67	West Mersea, High Street to Osborne Street
62410	YS03 ZKF	1359	service 64	Colchester, Town Station to Greenstead Library
62410	YS03 ZKF	1420	service 64	Greenstead Library to Osborne Street
65681	YR52 VEL	1450	service 66	Osborne Street to Colchester, North Station
65679	YR52 VEH	1459 (5 mins late)	service 65	Colchester, North Station to Osborne Street
65689	YS03 ZKJ	1516	service 61	Colchester, Osborne Street to North Station
37134	SN57 HDJ	1532	service 62	Colchester, North Station to Colchester, High Street
65688	YS03 ZGK	1625	service 71	Colchester, Osborne Street to Hatfield Peverel, Station Road

For those interested, 321330 worked the 2133 Hatfield Peverel to Chelmsford.
You won't find that in Adam's lists, it was a Greater Anglian train!

This was a very timely trip as Julian Elliott told the EBEG meeting a week later that the Scania's were likely to be replaced soon. I remember driving these when brand new – I may have been the first to put one out of action! **Ed.**

John Rugg's "A Day Out On The Buses"

in EBN662p25 omitted details of the South Woodham Ferrers to Chelmsford trip at 1117, despite John supplying the information!
It was 42941 WA56 OAO AD Dart Pointer B37F. Apologies to John.

This bus was described in detail by Adam in Acquired Vehicles in EBN662p12 but he has added the following clarification in response to a comment by John Rugg: I don't refer to the buses coming from FD&C in EBN652, I wrote that they were new to FD&C. The note in EBN652 is further information to that in EBN651, which clearly shows that they were collected from First Greater Manchester Oldham depot but new to FD&C.



National Express - SH189 (BK14LGE) at Elizabeth Street Victoria SW1 5/6/19 on Route A7 Victoria - Stansted Airport 2014 Scania K440/Caetano Levante C57FLt **Robert Downton.**

Acquired Vehicles

36216	BJ12 VWY	YV3S4R222CA156573	AG554	H45/27F	06/12	First Games Transport
36217	BJ12 VXA	YV3S4R224CA156574	AG555	H45/27F	06/12	First Games Transport
36218	BJ12 VXB	YV3S4R228CA156576	AG556	H45/27F	06/12	First Games Transport
36219	BJ12 VXC	YV3S4R226CA156740	AG557	H45/27F	06/12	First Games Transport
36220	BJ12 VXD	YV3S4R221CA156743	AG558	H45/27F	06/12	First Games Transport

In 2012 First purchased 200 buses for work at the London Olympics, 100 Alexander Dennis E40D / Enviro 400, 33656-33755, and 100 Volvo B9TL / Wright Eclipse Gemini 2, 36181-36280. After the Games, all the B9TLs were allocated to the Hunslet Park, Leeds depot of First West Yorkshire. 36217-36220 were collected from there on 22 June 2019, 36217 & 36218 were delivered to Hadleigh, the other two to Chelmsford but only temporarily before also going to Hadleigh, 36220 on 25th and 36219 on 27th. 36216 was delayed as it was on loan to Bradford but was picked up for Hadleigh on 14 July. All are in Urban livery. The lower deck seating arrangement is unusual on these vehicles compared to other First Essex buses in having so many tip ups for a double decker, three side facing behind the staircase on the offside, two side facing opposite these and another rear facing in the nearside wheelchair headrest. 36217, 36219 and 36220 have adverts for Contactless on the rear between decks, on 36219 and 36220 these extend over the rear lower deck windows. 36218 does not have this advert. 36218 entered service on route 21 on the afternoon of 24 June and 36217 entered service on route 27 the next afternoon. 36220 entered service on route 27 on the morning of 27th and 36219 entered service on the same route in the morning two days later. Over the coming weekends these will have headlights modified to LEDs.

66708	YK53 GXT	YV3R6G7173A005919	G224	B43F	12/03	First West Yorkshire
66709	YK53 GXU	YV3R6G7133A005920	G225	B43F	12/03	First West Yorkshire

Volvo B7RLE / Wrightbus Eclipse Urban. Collected by First Essex drivers from Bramley depot, Leeds on 9 June, 66708 to Basildon and 66709 to Colchester (driven by Group member Wayne Bell). Both in Urban livery with LED blinds. 66708 was at Hadleigh on 12th for an inspection and service before returning to Basildon. It entered service on route 25 on the afternoon of 17 June and was on route 8 the next day. It has a small "First Essex" name & f symbol over the doors with a small "First" name & f symbol over the driver's cab. Uniquely, it has a small "Essex" name in this style (lower case apart from capital first letter) halfway down on the cove panels both sides. It has Bramley depot stickers both sides and a super rear advert for YPP Lettings (Your Perfect Property) of Leeds. 66709 also had this super rear ad but it was removed at Colchester. As at 12 July, 66709 had not entered service.

Vehicle on Loan

60651	T833 MAK	YV3R4A510XA005000	B40	B41F	05/99	Mainline 833
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Volvo B10BLE / Wrightbus Renown. Arrived at Colchester on 26 June from First Greater Manchester. Later it moved to Chelmsford (seen at Westway on 10 July). In Driver Training livery.



Second day in service for Hadleigh B9TL 36219 (BJ12 VXD).

John G. Lidstone.

Allocation Changes

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

Period 2 2019/20 (28 April – 25 May) - additional to EBN662

42940 FG-CF, 42941 FG-CF, 42944 FG-CF, 42945 FG-CF, 68510 CF (out of service)-CF

68510 may have returned to service before this date. It has replaced sold 20514. However, both it and the other two remaining yellow school buses, 68520 & 68532, are due for withdrawal at the end of the summer term which is the end date of the Colchester High School closed contract for seat-belted school buses.

Period 3 2019/20 (26 May – 29 June)

32476 CR (out of service)-CR, 33073 HH-BN, 33133 HH-BN, 33190 HH-BN, 33229 HH-BN, 33570 BN (out of service)-BN, 36217 FG-HH, 36218 FG-HH, 36219 FG-HH, 36220 FG-HH, 41512 BN (out of service)-Disposal, 41513 BN (out of service)-Disposal, 41521 CF-CF (Publicity Vehicle), 41525 BN (out of service)-Disposal, 41527 BN-BN (out of service), 41539 CF (out of service)-Disposal, 41540 BN-Disposal, 41542 BN-Disposal, 41544 CF (out of service)-Disposal, 42519 BN-BN (out of service), 43846 CF-CF (out of service), 47658 BN-BN (out of service), 60651 FG-CR(DS) loan, 62409 CR-CR (out of service), 66708 FG-BN, 66709 FG-CR (out of service), 66800 CR-CR (out of service), 66801 CR (out of service)-CR, 66816 CR (out of service)-CR, 67160 BN (out of service)-BN, 69901 BN-BN (out of service), 69919 BN (out of service)-BN



Picture First Essex 'Publicity Bus' 41521 (LX03UEY) Transbus Dart Caetano single decker in Victoria Circus, Southend-on-Sea on 2 July 2019 for 'FIRST ESSEX CATCH THE BUS WITH US' campaign during 'Catch The Bus Week' with Sheena Karin, Marketing Manager in attendance on the First Essex stand. **Alex Cranfield.**

33133 was on route 21 early morning on 25 June before transferring to Basildon and entering service there on route 8 later that morning. 33073 transferred to Basildon the next day and 33229 the day after. 33190 was on route 21 on 27 June then on Basildon's 512 the next day. These were displaced at Hadleigh by B9TLs and in turn they have displaced Basildon Caetanos to scrap.

A note about vehicles shown as "out of service". If a vehicle has been withdrawn but not yet sold it will be shown thus, plus also vehicles that have not been in use for around a month or more. Vehicles out of service for a short period of time, for example for repaint or routine maintenance, are not recorded.

Disposals

41512, 41540, 41542 and 41544 to Alpha Recovery June 2019.

41527 and 42519 to Alpha Recovery July 2019 (41527 seen being towed away from Basildon depot on 8th).

Repaints

67166 from X30 livery to Urban livery, first day back in service after repainting was 3 July. "Essex" main fleet names and depot stickers on lower deck panels both sides. X30 branding on cove panels and on rear removed (also the large "First f Essex" fleet names at front of cove panels replaced by standard cove panel size "First Essex" names on nearside and "Essex" on offside, both with f symbol), but "Luggage Racks, Leather Seats, USB Charging, Free WiFi" lettering retained (the black areas around the windows have not been repainted). It retains its luggage racks and on the driver's cab door it still has "Welcome Aboard X30" lettering, plus X30 interior adverts. Ironically, this bus was on display in Chelmsford High Street in November 2016 showing the new X30 buses and livery.

69519 was seen heading to Westway from Hadleigh on 8 July for repaint, with its route 22/28 branding removed.

Caetano Watch

The recent sales of 41512, 41513, 41525, 41527, 41539, 41540, 41542, 41544 & 42519, the withdrawal from service of 41543 and the use of 41521 as a Publicity Vehicle left only seven Caetano bodied Darts in service at the beginning of July and none left in service at Chelmsford. Of these seven, 41524 has not been in use since the 2nd, 41522 is at Hadleigh covering for StreetLite 63165 which is at Wrightbus for repair, and 41494, 41514, 41523, 41538 & 41541 are at Basildon. However, 41521 returned to service at Basildon on 9 July.

Barbie Livery

The above cull of Caetano Darts leaves 41541 as the only remaining Caetano in service in Barbie livery. Volvo B7RLE 66821 is the only other vehicle in Barbie livery at Basildon. Neither Chelmsford nor Hadleigh have any vehicles still in this livery, but Colchester has five Scania L94UBs, 65677, 65679, 65681, 65682 and 65684. So only seven vehicles in total remain in the once ubiquitous Barbie livery.

B7TL / ALX400 Seating Capacities

W and X reg Alexander ALX400 bodied Volvo B7TLs 30887, 30888, 30894, 30900, 30901, 30902 and 30903, all except 30894 no longer with the company, have previously been recorded in various EBNs when acquired as H49/29F. This seating capacity has come from various sources, including British Bus Publishing's First Group books and Bus Lists on the Web. However, Woollybus's publication "2019 First Group Fleet Book" has the ones still in service as H49/27F. A recent physical check of 30894 revealed it to indeed have only 27 seats downstairs, in the following layout: five seats at the rear, two doubles each side over the rear wheel arch (one each side rear facing), three further doubles each side, one side facing single at the front offside and one side facing tip up in the nearside wheelchair area. First Eastern Counties 30913, although never owned by First Essex was part of the same batch, and this has also been recently checked and has the same layout as 30894. It is therefore assumed that the others are also H49/27F. H49/27F is also the seating capacity of newer 51, 53 and 05 registered ALX400 bodied Volvo B7TLs, as correctly reported in relevant EBNs, although for these vehicles the single front offside seat is forward facing and the tip up is rear facing as part of the wheelchair backrest. It is of course feasible that the W and X reg were originally 29 seats downstairs with two more tip ups in the wheelchair area and that these were later removed, perhaps to meet PSVA regulations, but this has never been reported. If anyone has any further information (interior photos would be useful!) please contact the Sub-Editor.

Destination Displays

A couple of updated destination displays have been noted recently. On the Monday to Saturday 2000 351 from Chelmsford, which is the only journey extended beyond Brentwood Station to Warley, the traditional "Warley Eagle Way" (with via points underneath) has been replaced with "Brentwood & Warley" (with via points underneath), as seen on 42557 on 9 July. On route X10 (at least on some vehicles) "Stansted" above "Airport" has been replaced by a one line "Stansted Airport" (neither has via points) as seen on 67162, also on 9 July.

Maintenance

Panther Travel are now carrying out some repair and maintenance work on behalf of First Essex at their Weeley workshop, a converted farm barn which opened last year. As reported last month, CR62409 (now out of service with accident damage) had a new floor fitted there, and during June CF32485, CR67755 and CF66795 have had work undertaken there.

Catch the Bus Week 1-7 July

First Essex had a stall at Colchester High Street on 1 July, Southend High Street (Victoria Circus) on 2nd, and Chelmsford High Street on 3rd all between 1100 and 1500, giving help on planning bus journeys throughout Essex, finding timetable information and purchasing tickets, with 41521 in attendance at each event. There was also planned to be a similar event at Basildon East Town Centre on 5th, but this was cancelled.

Other Vehicle News and Workings – Colchester

All vehicles listed below allocated to CR)

66803 carries Basildon depot stickers from its couple of months there earlier this year.

67805 has an advert for mobile ticketing and Contactless on its roof, featuring an image of two mobile phones (already on when it was acquired).

Further to EBN661, work continues on the redevelopment of the Magdalen Street former depot site and “The Sportsman” bus stop west-bound’s temporary move to near Aldi has been made permanent.

Route 62/A/B branded Volvos seen working on other routes during June: 37133 on 75B (27th) plus on 88 on 3 July; 37134 on 61 (4th), 75 (29th) plus on 103/4 on 2 July; 37135 on 17 (26th) plus on 70 on 3 July and 17 & 65 pm peak on 4th; 37136 on 17 (6th & 26th); 37139 on 65 pm peak (24th), 88 (27th).

Other double deckers seen operating on routes 103/4 during June: 32087 (17th), 32476 (13th), 32478 (Saturday 8th plus 5 July), 32481 (14th plus 1 July), 37015 (13th), 37140 (14th), plus 37016 on 2 July and 37037 on 3rd.

Some sightings of Barbier liveried Scania L94UB / Wrightbus Solars during June: 65677 on 65 (5th & 7th), 75 & 174 (8th), 67 (11th, 17th & 20th), 66 (23rd), 103 (27th & 28th) plus on 71 on 3 July; 65679 on 1A (2nd), 71 (6th & 24th), 174/5 (19th), 67 (20th plus 5 July) plus 64 on 4 July; 65681 on 71 (7th, 13th & 14th), 174 (11th & 28th), 97 (15th), 65 (25th & 26th), 64 (30th) plus 67 on 9 July; 65682 on 88A (2nd), 71 (7th, 11th, 18th & 21st plus 4 July), 1A (9th), 67 (13th), 61 (14th), 65 (19th & 20th); 65684 on 71 (4th & 5th), 67 (13th, 25th & 27th), 75 (16th) plus 65 on 6 July.

1 June 67755 on 75

2 Sunday. 32478 on 62A, 32481 & 37037 on 61, 62409 on 102 (the day before its RTC whilst on 67), 67742 on 76

4 33044 on 62, 33178 on 65 all day, 67756 on 71

7 32480 & 33044 both on 65 in pm peak, the latter remaining on this route for the rest of the evening

9 Sunday. 65689 on 102 & 106, 67735 on 74A 14 62410 on 71

20 63340 & 65688 on 71 21 33086 on 70 am peak into Colchester, 66810 on 62

22 67742 on 71 25 63338 on 75B, 67805 on 62

26-28 A burst water main on the B1025 Mersea Road, Langenhoe by Abberton Road led to the road being closed between Abberton and the “Peldon Rose”. Route 67 diverted via Peldon village, thus bringing a regular First Essex service back here, albeit temporarily. 27 66801 on 71

29 63332 on driver shuttles

1 July 32068 on 175, 62408 & 67737 on 71 (62408 again the next day)

4 37017 on 65 all day, 67779 on 174

7 33086 & 33184 on 65 9 37037 on 62



First Essex 63334 (SK65 PXR) Wright StreeLite in Pier Avenue, Clacton on 26 June on service 97 to Walton on Naze. **Ken Coldwell.**
EBN663p17

Other Vehicle News and Working – Chelmsford

(All vehicles listed below allocated to CF)

9-15 June was “Marvel Week” on route X30, with drivers dressing up as Marvel superheroes. £460 was raised for charity with the company making an additional donation.

3 June	X30 liveried 67168 on 71 (and on 31C on 19th)
5	32640 on 525
7	32651 on 525
9	Sunday. 42561 on 351, MMC 44662 unusual on 80A
11	44543 on 70
13	X30 liveried 67170 on 71 (and on 70 on 25th)
14	44537 on 70
15	32483 at MC Trucks, Witham
19	42944 & 44545 on 71, 44662 again unusual on a Brentwood service, on 37
26	DS62191 on driver training on A12 at Marks Tey
27	DS66179 on driver training on A12 at Marks Tey
28	42939 on 71A
1 July	MMC 44661 unusual on 37, X30 liveried 67167 on 42B whilst at the same time 69532 passed by on X30
2	66806 removed from Westway on a V G Nash low loader, but not known where to, 67165 on X30
3	66794 on X30
4	X30 liveried 67171 on 351
9	44661 on X30



Two days - two “exciting” things in Rayleigh. Both while I was driving so no photos nor a clear view but 67161 (X10 branded E200) on evening 825 yesterday (26/6) and this morning 36218 (Wright bodied BJ12xxx) on 20 (27/6). There was also what looked like a YS03xxx reg on 25 but I didn’t get a clear view apart from the start of the registration.

Ian Dann.

Your Editor realises this is not a CF based bus!

Other Vehicle News and Operations – Basildon & Hadleigh

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

- Stop J at Basildon Bus Station was still closed when seen on 4 July.
- Chelmsford's 41521 was on loan to Basildon from 17 June until 24th. On 24th it worked Basildon's 16 and 10 in the morning then was on Chelmsford's 31 series in the afternoon. It was then taken out of service to be used as a Publicity Vehicle (see below) but returned to service at Basildon on 9 July on route 16.
- Hadleigh's 69518 was on loan to Basildon from 11 July, on 8 that day and on 100 the next.
- | | | | |
|---------|--|--------|---------------------------------|
| 17 June | X10 liveried 67160 very unusual on 9A and also very unusual on 5 on 20th | | |
| 18 | X10 liveried 67163 on 100 and again the next day | | |
| 22 | 69915 on 100, the first observation of the split registration destination blind on the section from Chelmsford to Basildon, displaying "Basildon" on top line and "for Grays & Lakeside" on second line. 69905 also seen with this destination on 27th, but most vehicles still display the previous Lakeside and via points blinds. | | |
| 26 | X10 liveried 67161 on 825 | | |
| 27 | 33047 & 33558 on 9, very unusual to have two double deckers on the route, 47653 & 66826 on 100, 47657 on 512 | | |
| 29 | 33567 on 9, 33568 (very unusual) & 66708 on 100 | 1 July | 69911 on X10 |
| 2 | 33568 on 511, HH69518 on Basildon's 8 | | |
| 4 | X10 liveried 67160 on 8 whilst 100 liveried 69912 was on X10 | | |
| 9 | 41514 & 41541 on 9, 66821 on 100 | 11 | 41494 & 41541 on 9, 41514 on 9A |



First Essex 36217 (BJ12VXA) Volvo B9TL Wright Gemini 2 arrived at Chichester Road, Southend-on-Sea from Hullbridge on route 20 on 4th July 2019.
Alex Cranfield.

Timetable Leaflets

Further to EBN661, the discontinuation of printing timetable leaflets, with the consequent green benefits, is actually a First Essex initiative rather than a First Group one.

Service Vehicle

ST15 OSD is a white, two-door, Ford Fiesta, which was seen on driver shuttles on 2 March 2019 and again on 3 July. As it only seats four, it is not often used in this role.

Preserved Vehicle

Bristol VR 3209 (XNV 882S) was new to United Counties in February 1978 and passed to Milton Keynes Citybus before being acquired by Eastern National in October 1986. In the July 1990 split it moved to Thamesway. In July 1991 it was sold to Ford Coaches of Althorne and it later moved on to Emblings. It is now preserved and has been restored to original United Counties NBC livery, fleet number 882 (first seen thus in October last year).

Sources own observations, and with thanks to M Allen, R Appleton, S Austin, S Barham, D Bell, W Bell, J Benec, N Clark, T Clark, L Cornwell, I Dann, D.Edwards, J Elliott, J Gill, R Hannah, S Karim, J Lidstone, W Morrison, G Norris, P Paske, J Podgorski, S Quay, J Salmon, S Simister, J Southern, C Stewart, R West, Bus Lists on the Web, Flickr, Essex Buses Google group and Terminus

EBN663p19

Acquired

From Ensign have come three more ADL E200s for the NIBS fleet (to be used on the ex-Ensign Brentwood area services):

415	CSK 282	ex Ensign 602
417	DK09 OBH	ex Ensign 650
419	CN11 FBE	ex Ensign 604.

They join 418 (MX59 AVN, reported last month) and all should be in NIBS fleet livery by the time this issue is published.

Scania coach 200 (X400 MTT, a Plaxton bodied Volvo B10M) will be returning to the Stephenson's fleet from Galloways. It has been resealed to C57F and will be based at Boreham from September for a new school contract.



Upper picture. Stephenson's OmniDekka 640 (YN55 NJV) unusually on c2c rail replacement.

John G. Lidstone.

Lower picture. On the first day of NIBS operation, Enviro 200 YX10 FFL (450) pulls round from Rayleigh Road to the Green Dragon stop in Shenfield. The front destination was working, but as is often the case has failed to register. A London double decker on Shenfield School service is just about visible behind the NIBS bus

Chris Stewart.

EBN663p20

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

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

Acquired Vehicles

KC03 PGU, Transbus Mini Pointer Dart, B29D, new to Sovereign (583) 07/03

Acquired circa May 2019, first seen in service on 13 May on route 7B. New to Sovereign, then to Centrebus and then Uno. Both these changes of ownership were due to St Albans local routes changing hands. All white livery with LED blinds.

YP59 OEN, Scania N230UD / Scania OmniCity, H41/22D, new to London United (SP154) 01/10

YP59 OEO, Scania N230UD / Scania OmniCity, H41/22D, new to London United (SP155) 01/10

YP59 OES, Scania N230UD / Scania OmniCity, H41/22D, new to London United (SP157) 01/10

YP59 OEU, Scania N230UD / Scania OmniCity, H41/22D, new to London United (SP159) 01/10

YP59 OEV, Scania N230UD / Scania OmniCity, H41/22D, new to London United (SP160) 01/10

YP59 OEW, Scania N230UD / Scania OmniCity, H41/22D, new to London United (SP161) 01/10

YP59 OEX, Scania N230UD / Scania OmniCity, H41/22D, new to London United (SP162) 01/10

Acquired from Transdev London via Ensignbus May (OES & OEU) and June (the rest) 2019. They join YP59 OET as reported in EBN 662.

At least OES, OEU and OEV have an amended livery of red with blue skirt which rises up diagonally behind the rear wheels with another diagonal blue line in front of this, but no yellow. It is not known if these have been fully repainted or merely had the blue added to the existing overall red. They have silver "Central Connect" fleet names above the doors and driver's cab plus on the front dash panel, with a silver arrow partly surrounding this, with route branding at the top on side cove panels for routes 420 (in blue) and 420A (in white), although rather high up for passengers to read clearly. On the rear engine covers panel is advertising for the connection to the Central Line at Epping. They have white LED blinds with the front route number on a red background. OES was first seen in service on 19 June, OEU on 1 July and OEV on 27 June.



Trustybus Harlow YP59 OES at Rail Station, Epping, Essex in new Central Connect red and blue livery; 2010 Scania N230UD/Omnicity H63D ex London United SP157.

Robert Downton.

EBN663p21



Mark Lloyd with thanks to Ross Newman.

Ensignbus Dealing Stock Movements - June 2019

Vehicles in

Abellio	BX54 DJV	Volvo B7TL's
	BX55 XLZ/XMB/XMO/XMZ/ XNG/XNKXXNR/XNW	
	LF55 CYZ/CYX/CYV	ADL
	SN13 CHZ	E400

Bournemouth Yellow Buses

DX57 REU/TWV Volvo B7RLEs

Go-Ahead NE FJ08 KLF / KLS Scania's

Go-Ahead London LX03 ECW / ECV Volvo B7TLs

PJ02 RFE

Hedingham W826 NNJ Trident

Metrobus YM55 SXO/SXP/SXR Scania's

YN06 JXW/JXX

Metroline LK07 AZN/AZO/AZP/AZR E400s

LK05 GGF/GGA Trident

Nottingham City Transport YN55 NGE/F/G/J/U/V/X/Z Scania's

YN07 EYH / EYJ / EYK

YN08 MLE / MLK

YT59 OZN/O/P/R

YN06 TGY

RATP London YP59 ODS Scania

Stagecoach London LX09 AEA/ACI /AEK/AEL/FZT

Scania's

LX58 CFJ / CFL

Tower Transit BJ11 EAA/C/EBM/N. Volvo B9TL's

Vehicles Out

Acme Transport Services, Bishops's Stortford, Essex

FJ08 KLF Scania

Brylaine Travel, Boston, Lincs

YD63 UZW / UZX / UZV Solo's

Connexions Buses, Harrogate

YN56 NVB/E/F/G Scania's

Dons Coaches, Dunmow, Essex

YN08 MLF / MLJ Scania's

East Yorkshire MS BX55 XNL / XMG /

BX54 DIY Volvo B7TL's

Faresaver, Chippenham, Wilts

YJ66 AOA / ANU / ANX / ANV Solo's

First Scotland LK55 KKT E400

Galleon Travel, Roydon, Essex

YP59 OEN/O/V/X/W Scania's

Grayscroft Coaches, Mablethorpe, Lincs

YN55 NKJ / NHU Scania's

Johnsons Coaches, Worksop, Notts

YN55 NGZ/X/F/E/G/J Scania's

Tending Travel, Clacton, Essex

SN51 SYH Trident

Vision Bus, Bolton YP59 OEA/C/D/E/F Scania's

WB Chambers, Maidstone YN56 AOM / AOR Solo's



Ensign on c2c rail replacement with B7TL 101 (PIJ 601).

John G. Lidstone.

EBN663p22



Other Movements

E400 LK55 KKJ

Cronins Coaches, Cork, Eire, converted to half open top

Volvo B7RLE DX57 REU

Wexford Bus, Wexford, Eire

Scania YN56 NVO

Runwood Green Farm, Maidstone

RM1627

Dualway, Dublin

Scania YN55 NKT

Sabai Sabai SA , Brussels, Belgium

RML2745

Food on the move Caterers Ltd, Gloucester

Volvo B7TL PJ02 RFE

Red RM , Brentford.

The following have all gone to

Shelton Motors for scrap

Darts KX06 LYT

KM51BEO

SN03 LEJ

SN51 UAG

Volvo B7TLs W534 WGH / LJ53 BDF

Trident T802 RFG

Solo YJ56 AOP

ENSIGN FLEET – June 2019

Mark Lloyd with thanks to Ross Newman.

602 CSK 282

604 CN11 FBE

650 DK09 OBH

All E200 MPD B29F to NIBS.

604 was new to New Adventure Travel Cardiff

650 was new as LL09WYN to Lloyds of Machynlleth.

Volvo Wright Gemini Eclipse 2 B9TL's BJ11 EAA / EBN which

will become 133 / 134.

The **two new tri-axle BCI's** have now been registered after a 6-week delay allocating registration numbers.

405 LX19 EAV

406 LX19 EAG

Trident ALX400 open topper

TSU 639 carries fleet number 339.



First appearance around Southend of new Ensignbus BCI FBC6123SR1 405 (LX19 EAW) on emergency c2c rail replacement, at Leigh station with BCI 146 behind.

John G. Lidstone.

Arriva Southend / Harlow / Colchester.

Alexander Dennis E400 MMC 6259 (YX17 NFG) in Sapphire livery has been transferred into **Southend** from Hemel Hempstead. First used at Southend on 25 June, it has replaced ADL E400 MMC 6516 (SN66 WJO) which has transferred to Hemel Hempstead from Southend.

ADL E400 MMC 6599 (SN66 WHS) has been repainted in a heritage livery based on **Southend Transport** blue/cream colours, celebrating 100 years of route 1 (1919- 2019) and was launched on Thursday 11 July. E400 6509 (SN66 WJE) has received rainbow stripes near to the front and lettering 'Supporters of Southend Pride 2019'. Pictured, outer rear cover of this issue.

Over the next month we expect the withdrawal of all the DAF/Wright Cadets (3514, 3531, 3532, 3935, 3937, 3960), the 04 registered VDL SB200/Wright Commanders (3963, 3964, 3965), all of which will be placed in storage at **Southend**, and VDL SB200/Wright Pulsar 3756 which will transfer to Maidstone. This will eliminate all but three of the DAF/VDL single deckers from the Southend fleet. Replacements are expected to be ten 62-registered Optare Versas from Hemel Hempstead (11.1m examples 4185-94, we presume. Note that longer 11.7m Versas are unsuitable for use on routes 7/8).

Harlow allocated ex Arriva North West VDL SB120 / Wright DK55 FXL / YV have been renumbered to 3512/3 (they were numbered 2525/54 with Arriva North West and carried these initially when in service from Harlow).

Former **Colchester Borough Transport** Leyland Lynx 30, H130 LPU has been acquired by Roy Campbell from the White Rose Bus Group for continued preservation. Roy is based in Buckinghamshire and is looking for help and/or storage whilst it undergoes restoration into its original state. If storage was available, he would be willing to pay on a monthly basis although any assistance at all would be appreciated. If you can help, please contact Roy via mobile: 07976 889292.



Arriva 6529 (YX17NFG) Alexander Dennis Enviro 400MMC in Sapphire livery photographed in Chichester Road, Southend-on-Sea, on 4 July 2019 operating for Arriva Southend on route 1 to Shoeburyness Renown. **Alex Cranfield.** EBN663p24

A663 KUM and LJN 663P for EBN663.

Robert Appleton.



Above Eastern National 1005 (A663 KUM) at Bishops Stortford Interchange on 13 July 1995. Leyland Tiger with Duple Dominant bus body and 47 dual purpose seats, new to West Yorkshire PTE in 1983. Acquired from Yorkshire Rider in April 1995, allocated to Chelmsford depot for Venturer service 33/33X Southend - Chelmsford - Stansted Airport - Bishops Stortford.

Robert Appleton.

Below Eastern National Leyland National 1755 (LJN 663P) was new in 1975. In Harwich Road, Mistley, May 1977, working from Harwich depot on service 103 Harwich - Colchester.

Robert Appleton.

(I know we had Leyland National 1754 last moth, but 1755 is in a different livery).



EBN663p25

Mark Lloyd

With thanks to Essex-buses yahoo group, J. Podgorski & Hedingham buses website.

Vehicles Transferred					
453	YT11 LVE	Scania K230UB	Omnalink	B46F	Ex Konect, new to Anglian

Vehicles Withdrawn		
10	S291 TWW	Withdrawn w/e 21 June
289	EJ02 KYY	Withdrawn by 14 June — believed to be chassis condition
294	OU57 FGZ	Transferred to Konect
295	SN10 CCX	Transferred to Konect
515	LX05 EZK	Spares donor for single door conversions — scrap by Alpha w/c 3 June
567	W457 WGH	Alpha for scrap by 28 June
576	W517 WGH	Gone from Clacton by mid-June
722	W822 NNJ.	Withdrawn at Clacton 16 May on MOT expiry. Being cannibalised
726	W826 NNJ	Withdrawn at SY early June, to Ensign by 29 June
738	T108 DBW	Withdrawn at KN on MOT expiry 17 June.

Significant Allocations							
259	HD to KN;	4 June	259	KN to HD;	10 June	259	HD to KN 3 July
267	SY to CN	by 8 July					
268	SY to CN						
287	HD to KN						
293	CN to KN						
453	Konect to SY						
458	u to CN						
527	u to CN						
528	u to CN						
572	SY to KN						

Fleet News

287 HW54 BUE appeared in service by 6 June with a red dash panel with Hedingham fleetname on basic blue & grey Konect livery, it had reverted to its blue dash by 19 June. 453 has been transferred from Konect, appearing on service for Chambers in Anglian livery and Konect fleetnames, these have quickly been changed to Chambers. 575 W516 WGH went under repair for nearside accident damage following a collision 11 June. 874 PN09 ENC was at Ensign near readiness for delivery on 29 June.



Hedingham 817
(YN06 JYB)
Scania N94UD/East Lancs
new to Metrobus in 2006
in Station Road, Clacton on
service 4A to Jaywick
on June 26.
Ken Coldwell.



Picture
268 AE59 AWM one of the ex-Carousel MCV bodied Enviro 200's at Chambers was transferred from Sudbury to Clacton at end of shift on 21 June. Suitably with names changed it is seen at work on the service 5A in Clacton departing Pier Avenue on the 1130 journey on 24 June. It was also special as the service operated as 5A permanently rather than alternating every half hour between 5 and 5A, as Tyler Drive was closed due to a serious house fire the night before.

Mark Lloyd.

Service News

From 1 July 2019

Closed contract PL1 (Tollesbury-Tolleshunt Darcy-Goldhanger-Heybridge Basin-Plume School, Maldon) withdrawn. Replaced by existing parallel registered bus route 95A and alterations to PL3 (Tolleshunt Darcy-Tolleshunt Major-The Tothams-Plume School, Maldon) and PL2 (Tiptree-Gt Totham-Wickham Bishops-Plume School, Maldon).

Thursday 25 July 2019 Changes to stop allocations at Pier Avenue:

From the above date where customers board their buses at Pier Avenue will change:

Hedingham X76 departures towards Jaywick will use Stop A, departures towards Colchester will continue to use Stop B

Hedingham 4 & 4A departures towards Jaywick will use Stop A (currently Stop C)

Please note: 1932 northbound departure will use Stop B

Hedingham 134 will depart from Stop C (currently Stop B)

Hedingham 135 will depart from Stop D (currently Stop B)

Panther Travel 14 will depart from Stop B (currently Stop D).

All other services are unaffected by these changes.

Other News

9002 EK56 MGE Ford Transit van has suffered engine failure at HD. It is intended to be repaired.

Accident damaged Vito crew bus R006 TUU is still at HD withdrawn.



Ian Ransom with thanks to Adam Barham

Disposal

Dennis Dart SLF/Plaxton DC02 PAN (VU02 TTZ) sold with number plate to a2b Travel Cambridge.

Acquired

Enviro 200 YX10 BGO and has entered service, after conversion to single door

Similar YX10 BCU and YX10 BGK have been converted and painted plain white for resale

Ex-First Essex Volvo B12M/Plaxton WV02 EUP has been purchased, engine rebuilt and has been upseated to C56F and still dda compliant.

Reregistered

Scania K360/Plaxton OF61 OXF is now upseated to C49FT and registration changed to AB61 PAN.

This will be used for the summer in plain white.



Upper picture
Panther Travel
(YX10 BGO)
AD Enviro 200 outside
Clacton Rail Station on
26 June on service 14
from Harwich.

Ken Coldwell.



Lower picture
Panther Travel
(DC61 PAN)
AD Enviro 200 outside
Clacton Town Hall in
Station Road, Clacton
on 26 June on service
2 from Mistley.

Ken Coldwell.

Other Operators.

Roger A. Smith.

With thanks to the PSV Circle.

Blueline, Canewdon

V42 MOA, V45 MOA, V431 MOA and V499 MOA, all H74F Plaxton bodied Volvo B7TLs, along with X675 YUG, a Volvo B7TL with Plaxton H79F body have all gone from here.

Bone (Tendring Travel), Thorpe-le-Soken

YJ08 DXK, a Tempa Safari C51FT is here from McMackin, High Wycombe, Bucks.

Jones, Braintree

Alexander Dennis E20D (B29F) registration YX15 XMO has gone to Hughes, Llangejni, North Wales.

Kings Coaches, Stanway (details kindly supplied by **Peter Mobbs**)

Arriving on 30 April, on hire from Moseley PCV, South Elmsall was CT14 LCT, a MAN/Van Hool TX16 Alicron (ex-Leon's Coach Travel, Stafford).

CT14 LCT remained until 30 May when it was replaced by MJ13 WMC, a MAN/Van Hool TX16 Astron (ex-Go Goodwins, Eccles. This is currently still at Stanway.

Kings took ownership from Evobus (UK) Ltd, Coventry, of long-awaited Mercedes-Benz, 2-axle Tourismo, KC19 ABC (Vin no. WEB41055523001577), C53Ft, on 24 May, but not possession until 10 June when it was sent straight on tour to North Norfolk, not arriving at Stanway until 13 June.

KC12 ABC, owned by Evobus from 24 May, is still at Stanway, on hire until the end of July.

Klarners, Colchester

KL54 KCL (ex-BX54 EDR), a Setra S315GT, C49FT is understood to have gone to Howells, Deri, South East Wales.

M&M Staffing, Cooksmill Green

Neoplan N2216/3SHDL, has been re-registered as MM15 BUS from OU15 ZVX. See picture EBN663p32.



Picture left

Unusual colour at Stanway!! Dark blue with maroon and white squiggles.

MJ13 WMC - MAN/VanHool TX16 Astron (ex. Go-Goodwins Coaches, Eccles, Manchester). On loan from 30 May.

Peter Mobbs.

Picture right

Early Autumn colours at Stanway! Metallic maroon/plum/red?

CT14 LCT - MAN/VanHool TX16 Alicron (ex. Leon's Coach Travel, Stafford) on loan 30 April to 30 May.

Peter Mobbs

Letters

Robert Downton, our Ongar omnibologist.

That Bridge and EN 1600s.

EBN is good as always this month, but interesting date on front cover!!! (See Eds note below).

Always enjoy Alan Tebbit's articles. Reading about the rail over arch at Chelmsford, we also had notices at Brentwood regarding this bridge, as we did turns on the 351 with Chelmsford and were warned of the consequences. It brought memories of the first time as a nervous (young) new driver I went through this arch, having only had my licence a few weeks - scary - ! I also remember talking in the Chelmsford canteen as I of course had to go back through it on the return trip; one of the drivers there gave me the tip Alan mentions regarding lining up the road seam with the steering column (it could have even been Alan).

Alan also mentions in letters the 1600 series RE's; we had two at Brentwood for a while 1604 & 1606. 1604 was what can only be described as a pig, the gearbox was awful (stirred it up and took aim) I was later told the linkage was worn, it disappeared after a while. But 1606 like 1610 used to fly. It tended to be used on overtime turns and local private hires and I used to try to be allocated 1606 when I could. Strangely, some drivers didn't seem to like them, complaining they couldn't master the gearbox. Everybody to their own I suppose. Time to put way the memories, strange how things always seemed to be better in times past.

Robin Jenkinson from Rickinghall Superior.

Cooks Coaches.

Having submitted the old Viceroy and Kings photographs, I thought I had dealt with the two oldest Essex companies but Richard's photo of the Cooks Bova reminded me they are definitely older than Kings and I must not forget Lodges. I have a photo of Cooks Bedford OB CHJ 76 but all is not what it seems. It has a Duple body and, if new to them it takes them back to 1947, but if you compare it with Kings KEL shown in EBN661, there are differences. The destination boxes are more pointed, the door slides into the bodywork and there is less ornamentation round the bottom edge. When Duple could not cope with the demand for Bedford OB, Scottish Motor Traction built some for them and they were of this style. If anyone has a Cooks fleet list I would be very interested to know when Cook's started and did CHJ have a Duple or an SMT body?



Picture above Cook's Bedford OB CHJ 76 as described by Robin.

Robin Jenkinson.

Eds note I am not certain when Cook's started, but their attractive website says:

"We are a family business having been operating in the Southend-on-Sea area of Essex (40 miles east of London) for over 100 years during which time we have built up a reputation for reliability, honesty and courtesy." I am certain that plenty of our members will know and look forward to their response!

EBN633p30

Letters Overflow

Doug Brown, DB from BD

Easy on the Pedals!

John Rugg's comments about First Essex drivers in EBN662 reminded DB from BD of advice he had received to try to give passengers the same sort of ride as one would like to have. Go easy on the accelerator and brake pedals which is also good advice for the "health" of the vehicle. He has told us the following story...

"I once bought 53 passengers back from Gatwick to Southend. After a while on the M23, my passengers stopped talking and I heard snoring and other bodily noises, which gradually got louder. At the Dartford Tolls, the attendant said "driver, you have a coachload of corpses" and he stood to attention as I passed through. At Southend, I cut the engine and opened the passenger door, but no-one got out. They were all asleep, all 53 of them! I had to put the radio on full volume to wake them up. One passenger said I have been on hundreds of coach trips but never fallen asleep before, what did you do? I told him when I come to work, I take my boots off and put my slippers on. Another said, "I didn't notice the brakes go on at all". Eventually, all the passengers wandered off. That's the way to do it!"

Richard Delahoy from Thorpe Bay

Downgraded? Certainly Not!

I was disappointed to read John Lidstone's caption to his excellent cover photo in last month's EBN, where he described First Essex route 26 as having been "downgraded". Prior to the April changes it had no need for the (elderly) double deckers previously used on it, other than as a way of getting those buses and drivers to/from Southend to work other routes that don't pass Hadleigh depot and hence had no easy way to arrange crewed reliefs. It has now been extended through to Southchurch to improve scheduling efficiency by linking it to the 24, reducing wasted dead mileage on the 24, where buses previously ran dead from Hadleigh depot to Southend. Buses now work Hadleigh-Southchurch (via Leigh Broadway) as a 26, then 24 Southchurch to Southend and back, then 26 Southchurch back to Hadleigh. Meanwhile, by cutting back 27 from Southchurch to Southend, the problem of getting 'deckers onto the 20 at Southend has been solved more neatly as those routes can inter-work at Southend.

The changes saw 26 converted to single deck operation (except for one journey) with more modern buses allocated to the route (usually Streetlites, although some older Darts do appear). They offer a greater number of accessible seats than the old 'deckers previously used, helping the predominately elderly passengers on the 26 who find stairs difficult and who shunned the upper deck previously. The replacement buses are considerably more fuel efficient and many offer wi-fi, which the deckers didn't. They are certainly better suited to the route, which has been extended to make it a more useful cross-town service (recreating part of the old 25 group from Co-Ordination days). More journeys have been added in the morning peak and the service continues into the evening, giving 8 more journeys a day overall on weekdays. Hardly a "downgrade" in my books!

Alan Tebbit, BEM, our South-West correspondent. The Jurassic Mule.

Operator of The Jurassic Mule, Derek Gawn has called it a day. Last year was the only one that showed a profit, albeit a small one. In addition, we would be restricted to only 20 days operation, as a VR cannot be made DDA compliant. We are running a Gala weekend, 1 & 2 September, to coincide with the Seaton twilight carnival. Travel will be free, but timetables will be available at Seaton, outside the tramway station. Timetable will not be available on line, we need every penny to cover diesel costs. Should be a good do.

The Editor 1

Sackcloth & Ashes.

What a boo-boo allowing the wrong date to appear on the front cover of EBN662! My apologies.

It was caused by a simple cut and paste done without sufficient care being taken over the necessary updating. A few of you have gently teased me, several have told me about similar things happening in professionally produced magazines. but most of you have been politely quiet!

I have had some little **June** stickers printed which will be available at the next Chelmsford EBEG meeting; if anyone unable to get to that meeting would like one, please do ask and I will post you one. I will need your address as I don't have access to the membership records — we guard those very carefully! I shan't keep any details.

The Editor 2

From Famine to Feast.

After several months of virtual famine from our photographic contributors, this month has been frantic with sufficient being sent in to fill three or four EBNs! Of course, you have responding to events which have been quite prolific in the past few weeks. What this means is that coverage of the Go-Ahead Southend sea-front open-top, the group tour to the north Essex borderlands and the 200 years of Southend route 1 are given skimpy coverage in this issue. Hopefully, we can report on all these in the August issue but that does depend on what else happens! So, apologies to those of you whose contributions have not been selected this month. Nothing will be discarded, hopefully we can use your creativity in a future edition, meanwhile my thanks for your efforts.



Upper picture
Originally new to Reading
Buses and locally with
Ensignbus, YJ51 ZV0, an
Optare Spectra is seen in
a vehicle graphic
company's yard in
Colchester.

Paul Smith.

Lower picture
M&M Staffing of
Chelmsford supply
ground staff for rail
replacement services but
also have 3 coaches,
MM18BUS a Neoplan
Tourliner is seen parked
up in Barton Road lay-by
in Cambridge.

Paul Smith.



Target Dates for EBN664 (August 2019).

Before ...	Saturday	3 August 2019
Before ---	Friday	9 August 2019
On or before	Monday	19 August 2019

Reports to Sub-Editors.
Sub-Editor drafts to Editor.
Dispatch by Printers.



Kings of Stanway.

<<< Upper picture
Six years of age and still magnificent!
Kings of Stanway,
Colchester KC60 ABC,
Van Hool TX16A
“Diamond Anniversary”
coach
on a National Trust
Supporters Group trip to
Compton Verney on
Sunday 9 June.
John Salmon.



<<< Lower picture. Kings Coaches of Stanway, Colchester are one of Essex's premier operators, having a policy of continual investment in their tastefully liveried fleet. Recent events have involved short-term loans of several differently liveried vehicles, these are described in the “Other Operators” report on p29 of this issue. Marking a welcome return to “normality” is KC19 ABC, Mercedes-Benz, Tourismo, delivered from Evobus, Coventry when it was sent straight on tour to North Norfolk, not arriving at Stanway until 13 June.

Peter Mobbs.
EBN663 inner rear cover

Pride of Essex?

Top picture

Scarborough in Southend!
East Yorkshire B9TL,
BX55 XMC, last of 8 converted
to open-top, starts its long
journey north from Mardens,
Benfleet (via Ensign for
finishing).

John G. Lidstone.



Centre Picture

East Yorkshire 886 in Sewerby
at the beginning of the 2019
season on open-top service
100 between Bridlington &
Flamborough. Hopefully this is
the one at Hedingham! What I
have picked up is this vehicle is
being transferred to another
Go-Ahead company so have put
two and two together. Of course
it can all backfire....!!

Paul Harvey.



Bottom Picture

Special LED display now carried
by Arriva 6509 to complement
the Essex Pride symbols applied
by the craftspeople at Mardens.

John G. Lidstone.



www.essexbus.org.uk



fb.me/essexbus

EBN663 outer rear cover