

Essex Bus Magazine

Current news and historical features

Issue 687 July 2021



Essex Bus Enthusiasts Group

www.essexbus.org.uk



fb.me/essexbus

Leopards in the Rain

The rather rain-soaked Royal Blue Run on 18 June 2021 (see pages 15-18 and front cover) presented an opportunity to capture Leopards of contrasting eras, both blasting their way up the outside lane of the A127 into Southend. Representing the Leyland Leopard is KAD 359V, a Plaxton bodied PSU5C/4R new in 1980 to National Travel (South West). It could easily have visited the town on National Express 609 in earlier days. The Leopard name was revived in 2013 by Plaxton for a budget body aimed at the school market, built on Volvo chassis. The London Borough of Havering has taken three, including YX70 LTU, a 59-seater on the B8R chassis. It is being followed by YX21 RVA, an Enviro 200 MMC thought to be on its first day in service. Sadly, a damp day at the sea awaits! **Richard Delahay**





For EBN read EBM

From this issue we are delighted to introduce two changes, which the eagle-eyed amongst you may have already spotted. Firstly, there is a subtle change in the title to 'Essex Bus Magazine' rather than 'News', reflecting the fact that for a long time now, our coverage has extended beyond the current news to encompass historical articles and photo features. This doesn't mean that there's any change to our editorial policy, which remains to cover all the topical news of the major fleets in Essex (generally outside of TfL services) and many of the minor operators, balanced by high quality historical material spanning many years of bus operation across the county.

Secondly and more importantly, we are moving to full colour throughout the magazine. The extra four pages of colour trialled in March were well received and showed how the quality of the magazine could be improved but didn't go far enough. Thanks to an excellent deal from our established printers, Direct CDs, we are now able to go to colour throughout every issue. That doesn't mean we will cease using older black and white photos, far from it, but our current news coverage and many of our historical features will benefit from being seen in glorious colour. This does come at a cost, inevitably, and for the rest of 2021, we are subsidising the extra cost from our existing reserves. From 2022, subscriptions will increase to £25 - only the second increase since 2013 - but we think that still represents excellent value for the quality and variety of our 36-page magazine every month.

We hope you will agree and approve of these changes - evolution rather than revolution. Thanks to all who took the time to offer comments earlier in the year when we first added the extra colour in March. Do please drop the Editor or myself a line with your views and keep your letters and reports coming in!

Ian Ransom, Chair

Above: New to Hedingham as L339 in March 2005, Dart 254 retains its original livery. In Clacton on route 98 on 12 May 2021.

David Moth

Front Cover: 'The Royal Blue Run Reaches Essex' is the subject of our four-page centre photo feature this month. Another vehicle taking part in the run was former Crosville Bristol RELL / ECW UFM 53F, with Group member David Edwards at the wheel. Note the 'On Hire to Eastern National' sticker in the windscreen. The Elms, Leigh on 18 June 2021. **Richard Delahoy**

Group Information

Chair
Secretary
Treasurer & Membership
Distribution, Publication & Sales Officer
Publications Co-ordinator
Tours Organiser

Ian Ransom
Alan Osborne
Richard Delahoy
Owen Woodliffe
Paul Harvey
Wayne Bell

Editorial Team

Editor & First Essex and Central Connect

Adam Kelleher
74 Park Road
Brentwood, Essex
CM14 4TU
adamxxx4@yahoo.co.uk

Arriva Southend & Colchester

Richard Delahoy, address opposite
(Arriva Harlow notes still to Peter Mansbridge
petemans_1@hotmail.com)

Ensignbus and Hedingham & Chambers

Mark Lloyd
448 Ipswich Road
Colchester, Essex CO4 4EY
lloydhousehold448@gmail.com

Panther Travel, Lodges and Publicity

Ian Ransom, ianransom2008@googlemail.com

Stephensons & NIBS

Richard Delahoy, address opposite

Smaller Operators

Roger A Smith, 3 Station Mews
Station Road, Witham, Essex
CM8 2FP

Service Changes

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

Ipswich Buses in Essex

Robert Appleton, rcappleton29@gmail.com

Vectare

Chris Stewart, shenfield252@gmail.com

Missing or Defective EBM's

Please contact Owen Woodliffe, 196 Sinclair Road, Chingford
E4 8PT

pat_woodliffe@hotmail.com

Owen stocks a wide range of colour photos, please send an SAE
for details.

Subscriptions

A calendar year subscription is £25. New members may join from
any month, but subscriptions will always run to December from
whichever month the member chooses. Those joining from
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in March would pay 10 x £2.20, i.e., £22. Please contact Richard
Delahoy, 272 Shobury Road, Southend-on-Sea SS1 3TT
richard.delahoy@blueyonder.co.uk

Membership Records & 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, address above.

Reports, Articles & Photographs

Members' reports, articles and photos (prints, slides or
preferably jpgs) are always welcome. Please send to the Editor
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contributions in full, in part or not at all and cannot guarantee
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Dispatch by Printers
The last two dates are fixed, but late news can be sent up to 7th
and will be included if possible, if not it will be held over to the
next month.

31 July

6 August

on or before 16 August

Views expressed in EBM do not necessarily reflect the opinions
of the Essex Bus Enthusiasts Group or members of its
Committee. Every effort is made to ensure accuracy, but the
Group cannot accept responsibility for any errors published.

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Group Notices

Welcome to New Members

Dale Bell, Chelmsford - 901 (re-joined)

Stuart Ray, Ipswich - 1189

Tony Smith, Ashford (Surrey) - 1190

The Running Card by Owen Woodliffe

The following events have been advertised.

Sunday 25 July 2021: Fenland Bus Festival, Whittlesea & Classic Car Show, Ramsay.

Free Bus Services from Peterborough and from Whittlesea to Ramsay. www.easternbusgroup.co.uk

Sunday 1 August: Vintage Bus Day, Mid Norfolk Railway, Dereham Station. Static display and free service to Yaxham. www.midnorfolkrailway.co.uk.

Sunday 8 August: Buses Festival, East of England Showground, Peterborough. www.keybuses.com/buses-fest

Saturday 14 August: Delaine Bus Museum Open Day, Bourne.

Sunday 15 August: Suffolk Bus Run. Haverhill-Sudbury-Ipswich-Bury St Edmunds. www.easterncountiesbusgroup.co.uk (a correction to the address in EBN 686).

Saturday 21 August: Routemasters to Imber.

Sunday 22 August: Lodge's Coaches Car & Bus Show. The Garage, High Easter. Vehicle entries to Andrew Lodge 01245 231262.

Saturday / Sunday 28-29 August: Bedford 90 Leighton Buzzard Light Railway, Pages Park.

Sunday 5 September: RF and Friends -celebrating 70 years of the RF. Epping-Ongar Railway.

Sunday 26 September: Showbus, Hertfordshire Show Ground, Redborne.

Sunday 10 October: South East Bus Festival, Kent Showground, Detling. Apologies, in EBN 686 the web address had a couple of letters missing. The correct address is <https://southeastbusfestival.wixsite.com/sebf>. (With thanks to Richard Lewis.)

Events are subject to restrictions and cancellations as may be ordered or directed at the time. The Group cannot be responsible for any changes due to such circumstances.

Below: Brief details of the new Bishop's Stortford Interchange are provided on page 31 alongside a couple of photos. Here is a photo of the old Interchange from 26 June 2010, with Leyland Olympian / Alexander 34355 on route 33, the week before the route was withdrawn and replaced by the 42A which only went as far as Stansted Airport. **Chris Stewart.**



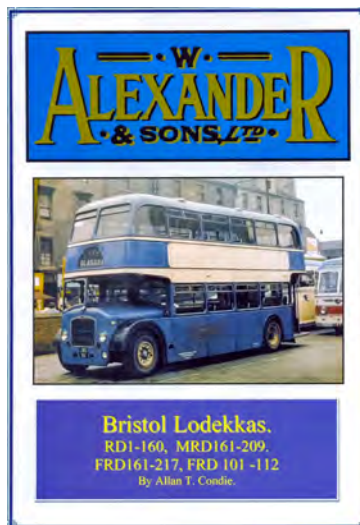
W Alexander & Sons Ltd Bristol Lodekkas

by Allan Condie, self-published, ring bound. Copies are available from Allan direct at 6 St Mary's Drive, Kinnoull, Perth PH2 7BY for £13.95 incl. p&p. Cheques payable to Allan T Condie.

W. Alexander & Sons Ltd, later split into Midland, Fife and Northern (along with the Lawson's subsidiary) took 160 Bristol LDs before a further 103 FS / FLFs arrived, to be supplemented by an additional 15 FLFs from Eastern National in 1971. Allan Condie has made a lifelong study of Alexanders and has put together a 56-page A4 sized album, ring bound with laminated colour covers, within which are 92 monochrome photos chronicling the Lodekkas from the first 1956 deliveries to the last 31' long examples together with some photos of Lodekka chassis, one LD new at ECW and our own LDL prototype 1541 (236 LNO) on loan in 1959 and FLF prototype 995 EHW with Scottish Omnibuses. Several other ENOC examples appear with both Midland and Northern, while the reasons for their transfer - the VRs SMS 31-45H - feature in a further five photos with Midland and one with ENOC at Victoria. The book includes tabulated histories of all the vehicles and the rear covers incorporate a series of colour line drawings of Lodekkas in maroon, blue and red.

This book provides a fine set of photographs with which to study the progression of the Lodekka, the ornate and striking liveries of the Alexander's group and the peers amongst which the ENOC examples found themselves operating. It is also interesting to see the VRs in their original haunts.

See also Chris's article 'Peaceful Demonstrations' on pages 26-27 for more on links between ENOC and Alexander.



Service Revisions

by Paul Harvey

The further lifting of restrictions due to be introduced on 21 June 2021 was postponed and should be introduced on 19 July 2021.

1 September 2020

Dart7 (SB10/SB13) Epping Forest Area / St Margaret's Hospital to Moreton (M, Th) **Epping Forest Community Transport** now operated as a pre-bookable service.

21 September 2020

677 Ilford to Debden Park High School (Sch) **Stagecoach London**. Revision to school timetable.

January 2021

X30 Southend to Stansted Airport (D) **First Essex**. Rerouted between Southend Airport and Prince Avenue via Eastwoodbury Lane, St Laurence Way & Nestuda Way. The Prittlewell Bell bus stop is discontinued and a new stop introduced at Victoria Avenue / Earls Hall Avenue. This change was never announced by First Essex.

26 March

78C/D Wivenhoe / Frating to Brightlingsea Colne School (Sch) **New Horizon Travel** now operates as closed school services C1 & C2.

1 April

Dart87 Harlow to Debden (M-S) **Epping Forest Community Transport**. This DRT service has been extended from 31 March 2021 for a further year due to additional funding being secured.

4 May

473 Fyfield to Brentwood County High School (Sch) **NIBS**. Revision to route and timetable to include service 474 which is withdrawn.

483 Mountnessing to Brentwood St Martins School (Sch) **NIBS**. Revision to route and timetable to include service 485 which is withdrawn.
22 Tilbury Amazon to Canning Town (D) **Ensignbus**. Timetable amendments. Further timetable amendments were introduced on 22 & 28 June.

23 May

7 Cambridge to Saffron Walden (D) **Stagecoach Cambridge**.
Timetable revisions.

Stagecoach 19568 is seen right on Route 7 to Cambridge at Station Street, Saffron Walden on 10 May 2021. **Chris Stewart**
See also inside rear cover.

27 May

720 London Stratford to Stansted Airport (D) **Arriva Kent Thameside**. Service withdrawn although it never started due to Covid 19.

6 June

84 Colchester to Sudbury (M-F) **Go-Ahead Chambers** school day journey 1550 from Norman Way School operate 5 mins earlier at 1545.



7 June

7A/B Grays the Oaks to Stanford le Hope St Clare's Academy (Sch) **Keane Travel**. Revision to timetable.

21 June

21 Ongar to Epping (M-S) **Vectare**. This service was renumbered service 19, see EBN 686 page 9 for more details.

27 June

66 Waltham Cross to Debden (M-S) **Arriva Kent Thameside**. Revision to timetable to improve reliability.

28 June

73/A Tilbury Civic Square to Lakeside (D) **Ensignbus**. Amendments to the Mon to Fri timetable.

99 Tilbury Ferry to Tilbury Asda Circular (M-S) **Ensignbus**. Amendments to the Mon to Fri timetable.

4 July

31/A/B/C/D/X Chelmsford to Burnham (D) **First Essex**. The 1548 service 31X Chelmsford to Maldon on Sundays withdrawn.

5 July

32 Chelmsford to Ongar (M-S) **First Essex**. The schooldays S32 1610 Chelmsford to Ongar withdrawn.

42/A/B Galleywood to Broomfield Hospital / Stansted Airport / Braintree (D) **First Essex**. Minor timetable changes to early morning & evening journeys. The school services S42A & S42B renumbered 42A & 42B.

45/A Moulsham Lodge to Oxney Green (D) **First Essex**. The morning school journey S45 withdrawn. The afternoon S45 renumbered 45.
57/A/B/C Beaulieu Park to Galleywood (D) **First Essex**. The afternoon school journey S57 renumbered 57.

10 July

339 Epping Station to Shenfield Station (S, Su) **London Vintage Bus Hire** summer service reintroduced in connection with the Epping-Ongar railway operations and special events.

28 August

575 Harlow to Romford (M-F) **Go-Ahead London General** service withdrawn.

804 Debden Broadway to Chigwell West Hatch School (Sch) **Go-Ahead London General** school service withdrawn.

With thanks to LOTS, Essex, Hertfordshire & Suffolk County Council's, Omnibus Society (Eastern Branch) Paul Robinson & Richard Delahoy.

There has only been one season when open top seafront buses regularly appeared at Victoria Circus in Southend, so that dates this fabulous shot from **Frank Church** to summer 1955, 66 years ago - on route 66 (which, coincidentally, is also the author's age, but let's gloss over that). It is one of a very small number of colour slides that Frank took.



The subject of our picture is JN 8570, now in the twilight of her years. New in 1937 to Westcliff Motor Services, she is a Bristol G05G with an ECW body that was built from new as an open topper - one of 3 specially ordered for the Southend seafront service. In 1942 ECW fitted a roof but she was converted back to an open topper in 1949. By now she has adopted Eastern National cream & green colours (in lieu of Westcliff cream & red) and sadly, the green has extended to the radiator shell. She is numbered 1244 in the EN fleet and carries the red circle depot allocation marking for Southend depot, which can just be seen above the offside headlight. She lasted until the end of the 1960 season before withdrawal, latterly working at Clacton (see '*Glory Days Eastern National*', page 60).

And the 66? Well, in the early 1950s, the established Westcliff seafront routes were 19/A, Leigh Elms to the Kursaal. Under the new 1955 Co-Ordination Scheme with Southend Corporation, these were renumbered to avoid clashing with the similarly numbered Southend - Maldon - Colchester - Clacton service and combined with the short Southend Corporation 68, which had run from Eastern Avenue/Hamstel Road to the seafront at Bryant Avenue (Southchurch Park). So the new pattern was 67/A, Leigh Elms to Shoebury Common and 68/A, The Elms to Hamstel Road (the "plain" versions of each ran via Chalkwell Station, the "A" versions via Chalkwell Park). In the high season the 68 & 68A both ran every hour, with 67 & 67A both every 30 minutes, alternately to the Kursaal or Shoebury. This gave a combined 10-minute headway along the Western Esplanade as before but now on arrival at the Kursaal, the two buses that terminated there worked a short route 66 via Southchurch Avenue and Southchurch Road to Victoria Circus (Bradley Street - where JN 8570 is seen, alongside the Victoria Station coal offices). This was an old Corporation tram route that became trolleybus 51 and then bus 51 before the Co-Ordination scheme started.

Indeed, in the planning stages it was intended to retain the 51 number - I recently found draft timetables in The Bus Archive and it was still called 51, but somewhere between the date of those plans (3 March 1955) and the 28 May start date, it took the more logical number 66. Former Corporation routes already used numbers 61-64 and the Westborough Road to Chalkwell Station commuter shuttle was renumbered 65 (from 19A), so 66 fitted the bill perfectly. But it only lasted one season; from 1956 on the open toppers kept out of the town centre. The Leigh terminal became the more familiar Thames Drive and buses ran every 10 minutes, alternately as 67 via Chalkwell Park to Shoebury Common or 68 via Chalkwell Station to Hamstel Road. 1956 also saw the Corporation join in the operation of open top double deckers (since tram days). The number 66 was destined not to be used again until 1972 when it was allocated to summer Sunday afternoon short workings between Victoria Circus (Deeping) and Shoebury Common via Pier Hill that had been part of the 7 service until that route was diverted inland away from Shoebury Common via Church Road. These lasted until 1979.

687 for EBM 687



Above: This month, a stunning historical photo of Eastern National Bristol KSW 4162, TNO **687**. The Braintree to Bishop's Stortford branch line closed to passenger traffic on 3 March 1952 (although freight services continued for a further 20 years and the Witham to Braintree section continues in use to this day). Brand new 4162 is seen on 23 February 1952 on the replacement bus service 10, Dunmow to Felsted, at Felsted Sugar Beet Factory and Railway Bridge (Dunmow and Felsted were adjacent stations on the line). 4162 still has its original black grille. The bridge was later demolished.

With thanks to **John H Meredith** from the **James Holden Trains** booklet, **J Wallis**, Archives Department **Felsted School** and **Robert Downton**.

Right: In 1954 TNO 687 was renumbered to 1376 and then became 2333 in August 1964. It was allocated to Brentwood at the time of the 1964 renumbering and remained there until January 1966, which dates this photo (taken at Brentwood garage) to between those dates. In this photo it has the much more familiar silver grille. Note also the unusual spacing between the depot and fleet number plates compared to 2337 next to it. A late Bristol MW is to its right. It still has its via blind in use, though turned to 'Service', 2337 has had its painted over.

Robert Downton Collection



Allocation Changes

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

Period 3 2021/22 (23 May - 26 June)

31785 CR (oos)-CR, 33186 BN (oos)-BN, 33404 HH (oos)-HH, 67902 BN (oos)-BN

New Livery

69431 repainted into the new green 'Essex Bus' livery at Mardens, back at Chelmsford on driver shuttles on 15 June and in service on route 42A the next day. The strapline on the cove panels is 'from £1 Chelmsford city travel'.

School Services

The below reports are from 7 June to 9 July inclusive.

Colchester

(All vehicles listed below allocated to CR. All dates June 2021 and all both mornings and afternoons except where stated.)

17, two-vehicle route: 30564 (7th am, 8th-11th, 14th-18th, 21st-24th, 25th am, 28th-30th, 1 July pm, 2 July, 5-9 July), 30567 (7th-9th, 10th am, 11th, 14th-18th, 22nd-25th, 28th-2 July, 5-9 July), 32547 (21st pm), 32669 (21st am), 37005 (25th pm), 37016 (18th am), 37017 (7th pm), 37054 (10th pm), 37062 (1 July am).

67C: 31785 (8th am, 25th pm), 32087 (11th am, 17th am, 24th), 32477 (9th am, 18th am), 32478 (15th am), 32485 (15th pm, 23rd am), 32547 (21st am), 32669 (21st pm, 22nd pm), 32673 (30th am), 37004 (18th pm, 23rd pm), 37005 (28th pm), 37007 (7th pm, 14th pm), 37010 (16th am), 37015 (10th pm, 14th am), 37016 (8th pm), 37017 (6 July am, 8 July pm), 37020 (28th am), 37034 (11th pm, 16th pm, 17th pm, 7 July am), 37037 (1 July am), 37042 (5 July am), 37054 (10th am, 6 July pm), 37062 (22nd am, 1 July pm, 2 July pm), 37135 (29th am), 37136 (25th am, 5 July pm), 37138 (7th am), 37140 (30th pm, 2 July am, 9 July am), 63334 (7 July pm), 63343 (8 July am), 66816 (9 July pm), 67738 (29th pm), 67739 (9th pm).

Chelmsford

(All vehicles listed below allocated to CF. All dates June 2021 and all both mornings and afternoons except where stated.)

52S: 32641 (14th), 32642 (15th, 6 July pm), 32676 (8 July pm), 36837 (30th, 1 July), 36839 (29th), 36840 (16th-18th, 21st, 22nd, 24th pm, 6 July am), 36841 (9th-11th, 23rd, 24th am, 2 July), 36842 (7th, 8th, 28th, 5 July, 7 July, 8 July am, 9 July), 36843 (25th).

570: 32482 (2 & 9 July), 32483 (9th am, 10th, 17th am, 22nd, 25th, 1 July am, 5 July), 32484 (14th, 15th, 17th pm, 23rd am, 24th, 28th pm, 6 July, 7 July pm), 32551 (7th, 8th, 11th, 18th, 21st, 30th, 1 July pm), 32631 (16th, 8 July pm), 32640 (8 July am), 32641 (29th), 32642 (28th am), 32672 (23rd pm), 32676 (7 July am). Nothing reported on afternoon of 9th.

620: 32482 (1 July am), 32483 (14th, 15th, 23rd, 24th, 2 July), 32484 (7th-11th, 16th, 21st, 22nd, 25th am, 28th, 30th), 32551 (28th), 32641 (18th pm), 32642 (17th, 8 July pm), 32672 (18th am, 25th pm, 5 July am, 6-7 July, 8 July am, 9 July), 36841 (1 July pm, 5 July pm), 66812 (18th am).

S33: 32482 (14th am), 32551 (10th pm), 32631 (17th pm, 18th pm), 32632 (24th am), 32640 (22nd pm, 25th am), 32641 (16th), 32642 (7th pm, 8th, 10th am, 11th, 17th am), 32676 (15th), 36837 (22nd am, 23rd, 29th, 2 July, 6 July am), 36839 (18th, 28th am, 8 July), 36840 (7 July), 36841 (7th am, 30th am, 5 July am), 36843 (9th), 66796 (25th pm), 66797 (14th pm), 66799 (23rd pm).

The following three vehicles are in Park & Ride livery: 67189 (24th pm, 5 July pm), 67194 (6 July pm), 67195 (28th pm, 1 July). Nothing reported on 21st, afternoon of 30th or 9 July.

The basic pattern of one vehicle working **S42A in mornings and S57 & S32 in afternoons** and another working **S42B in the mornings and S45 & S42A in afternoons** continued during this period, although often other vehicles worked some of these journeys. The three principal buses on these routes continued to be 44913, 44914 and 44915. Others used were 42927 (15th), 42932 (14th), 42935 (17th), 42956 (24th), 44004 (7th, 8th, 11th, 24th), 44005 (29th), 44006 (21st, 23rd), 44538 (15th), 44543 (22nd), 44548 (18th), 44598 (18th, 22nd, 23rd), 44599 (22nd), 44900 (18th, 25th, 28th-30th). As reported in 'Service Revisions' on page 5, these journeys were withdrawn or amended after Friday 2 July: S32 & S45 withdrawn, S57 became 57 with no restrictions on passengers, S42A & S42B became 42A & 42B, operating via Broomfield Hospital, with no restrictions on passengers.

Basildon

(All vehicles listed below allocated to BN. All dates June 2021 and all both mornings and afternoons except where stated.)

561, three-vehicle route: 32249 (24th), 32526 (11th, 22nd, 23rd am, 28th-2 July, 9 July), 32532 (7th-10th, 11th am, 14th, 15th, 16th am, 17th, 21st), 32539 (7th, 8th, 18th, 24th am, 25th, 5 July am, 6-8 July), 32540 (10th, 14th, 15th am, 16th-18th, 21st-25th, 28th-2 July, 5 July pm, 6 July pm, 7-9 July), 33086 (5 July pm), 33424 (21st pm), 33425 (10th pm, 15th pm), 33504 (11th pm),

33507 (7th-9th, 10th am, 11th am, 14th-18th, 24th pm, 5 July am, 6-9 July), 33545 (28th-2 July), 33548 (25th), 33557 (21st-23rd), 33572 (16th pm, 23rd pm), 33574 (9th, 25th am), 69918 (11th pm).

625: 32249 (25th, 28th-30th, 1 July), 32526 (10th, 14th-16th), 32531 (9th am), 32532 (23rd), 32539 (24th pm), 32540 (11th), 33424 (7th, 8th, 18th, 5-7 July, 8 July am, 9 July), 33425 (8 July pm), 33504 (17th), 33507 (21st am, 22nd, 24th am, 2 July), 33572 (9th), 33574 (21st pm).

725: 47651 (18th pm), 47653 (7th-11th, 14th-17th, 18th am, 21st-23rd, 24th am, 25th, 28th-2 July, 5-9 July), 47655 (24th pm).

825: 33424 (17th am), 33504 (7th-9th, 10th am, 11th am, 14th-16th, 18th, 21st-25th, 28th-2 July, 5-8 July, 9 July am), 33507 (10th pm, 11th pm), 33558 (30th am, 9 July pm), 33567 (17th pm).

Hadleigh

(All vehicles listed below allocated to HH. All dates June 2021 and all both mornings and afternoons except where stated.)

820: nothing reported on 7th, 33133 (8th, 10th, 11th pm, 14th-16th, 17th pm, 18th am, 21st-25th, 28th-2 July, 7 July am, 8-9 July), 33134 (9th am, 5 & 6 July, 7 July pm), 33136 (11th am), 33373 (9th, 17th am), 42487 (18th pm).

822: 33133 (9th, 5 & 6 July, 7 July pm), 33134 (7th, 8th, 10th, 11th, 14th-18th, 21st, 23rd-25th, 28th-2 July, 7 July am, 8-9 July), 33136 (22nd)

827: 33133 (11th), 33134 (22nd), 33136 (7th-9th, 10th am, 14th am, 15th-18th, 21st, 23rd-25th, 28th-2 July, 5-9 July), 33191 (10th pm), 33405 (14th pm), 47525 (11th pm).

Other Area News & Workings

Further to EBN 686, when seating capacity restrictions were eased on 17 May 2021 standing remained prohibited.

Colchester

(All vehicles listed below allocated to CR. All dates June 2021 except where stated.)

News of the Harwich routes (1 June-4 July). 24 Volvo B7TLs, 4 Volvo B9TLs, 3 Wright StreetLites, 11 ADL Enviro 300 and all 10 of Colchester's Volvo B7RLEs worked on 102/103/104 in this period. On Mondays to Fridays there were still six vehicle duties, three am peak only, three all day. The actual allocation varied from five double-deckers and one single-decker, e.g., 9 June 31785, 32669, 37004, 37020, 37053 and 66828, to one double-decker and five single-deckers e.g., 29 June 37034, 66803, 66810, 67735, 67756 and 67779.

The Saturday duties were either one double-decker and two single-deckers e.g., 19 June 32669, 66800 and 67779, or three single-deckers e.g., 26 June 67742, 67750 and 67755. The Sunday 102 allocation also varied from three double-deckers, e.g., 27 June 32628, 32673 and 37034, to three single-deckers, e.g., 4 July 66800, 66801 and 67756.

On the Clacton routes:

74B: 32087 (29th), 32477 (8th), 32478 (7th), 32485 (28th, 5 July), 37005 (2 July), 37006 (17th, 21st), 37007 (22nd), 37010 (25th), 37015 (19th, 30th), 37016 (10th, 15th), 37020 (8 July), 37034 (24th), 37035 (23rd, 3 & 6 July), 37036 (18th), 37042 (12th, 7 July), 37053 (11th, 16th), 37136 (26th), 37140 (9th, 1 July), 67735 (10 July), 67755 (9 July).

76 (in date order): 32068 (13th), 67742 (20th), 37016 (27th), 37035 (4 July), 67741 (11 July).

Colchester allocated single-deckers on route 70: 63335 (16th), 63338 (8 July), 63342 (7 July), 66798 (15th, 18th), 66800 (23rd, 5 July), 66810 (6 July), 66828 (22nd), 66970 (17th, 2 & 10 July), 66971 (26th, 28th, 6 July), 67735 (7th, 14th, 2 July), 67736 (15th, 22nd, 1 July), 67738 (14th, 17th, 7 July), 67741 (19th, 3 & 8 July), 67742 (16th, 24th, 29th, 30th), 67750 (15th, 28th, 2 July), 67755 (8th & 9th), 67756 (7th, 8th, 25th, 30th), 67779 (11th), 67805 (10th, 29th, 2 July).

Chelmsford

(All vehicles listed below allocated to CF. All dates June 2021 except where stated.)

As anticipated last month, the Sunday 1548 31X from Chelmsford has been withdrawn, after 4 July, as the relaxation of restrictions on passenger numbers means that there is now sufficient capacity on the 1550 31D.

32482 (14th), 32642 (28th, 29th), 67164 (25th - see photo on page 11, 3 & 4 July), 69433 (6 July) on X30. 66814 (15th) and 69421 (21st) on Park & Ride. Driving School 66846 in South Woodham Ferrers (28th). Similar 66863 in Burnham on 6 July.

Basildon & Hadleigh

(All vehicles listed below allocated to BN except where stated. All dates June 2021 except where stated.)

HH63168 has received a super rear advert for Gladwells Pet and Country Store, Lubards Lodge Farm, Hullbridge Road, Rayleigh.

HH33095 was on loan to Basildon between 28 May and 3 June, noted on 5B, 8 and 25. It was back in service at Hadleigh on routes 20 & 27 on 7th. HH33385 was on loan to Basildon between 5 and 15 June, noted on 5, 5B, 9 and 25. It was back in service at Hadleigh on routes 20 & 27 on 16th. HH69515 was on loan to Basildon for one day only on Sunday 27th, on route 25. Green CF69431 was on loan to Hadleigh, on routes 22/28, on the morning and early afternoon of 7 July but was back at CF, on the 36, by the evening.

The Orsett Cock roundabout was closed for demolition from 2100 Friday 18 June until 0500 Monday 21 June 2021. During that time routes 5A/B and 100 were diverted, Orsett was not served, with a shuttle bus service running between Grays Bus Station and Orsett Hospital.

Route 9 continued on Mondays-Fridays with normally four double-deckers (usually Enviro 400s) and one StreetLite. Other types of double-decker: 32249 (7 July), 32526 (17th, 19th, 5 July), 32530 (7th, 14th), 32539 (21st, 29th, 3 July), 32540 (26th), 33086 (8th, 26th), HH33385 (11th). Other types of single-decker: 44909 (26th), 66819 (11th). On Saturdays, the allocation has been much more varied. On 12th, five different Enviro 400s and two StreetLites were noted, on 19th four double-deckers and three StreetLites, on 26th five double-deckers, two StreetLites and one mini-Enviro 200, on 3 July one double-decker and four StreetLites, on 10 July two Enviro 400s and five StreetLites.

Route 94/A continued to be mainly StreetLite operated, although there were more mini-Enviro 200s seen during June and early July: 44908 (9th, 10th, 11th, 17th, 22nd, 24th, 28th, 1 July); 44909 (11th, 12th, 14th, 16th, 18th, 23rd, 29th, 5, 7 & 9 July); 44910 (21st, 25th, 30th, 6 July). Hybrid single-deckers: 67901 (18th) and 69903 (29th, which replaced 47656 on the 1602 from Basildon). Enviro 400s: 33424 (15th), 33504 (30th), 33553 (3 July), 33573 (10 July), 33574 (10th, which replaced 47650 on the 0800 from Basildon and stayed on the route all day, 11th, 10 July).

On X10, plenty of Urban liveried Enviro 200 MMCs, for example on 16th, 67166, 67167 and 67168 all on the route, whilst Essex Airlink liveried 67161 and 67163 were both in the depot. Non-Enviro 200 MMC workings: 47652 (21st), 47653 (18th pm, unusually not on its normal M-F 725 although it had been in the morning), 69902 (17th), 69904 (20th), 69905 (30th), 69907 (18th, 19th), 69909 (28th), 69911 (3 July), 69913 (20th), 69914 (30th), 69918 (18th). 47656 on 25 (8th). HH33095 (22nd), HH33373 (24th), HH33404 (17th), HH36220 (18th) on short 28s. HH69519 on evening 27 (2 July).

With thanks to Robert Appleton, Stephen Barham, Jon Collins, David Edwards, Melvyn King, John Podgorski, Chris Stewart, First Essex, Bustimes, Facebook, Essex Buses Google group and Terminus.

Right: Routes 54 & 56 are nearly always worked by Darts and Enviro 200s, full size single-deckers have been extremely rare around Waveney Drive, Arbour Lane and Queensland Crescent since minibuses replaced Leyland Nationals. 66808 is seen on the late evening odd journey on route 56B that terminates at Woodhall Estate, Skerry Rise on 23 June 2021. It had worked on route 54 prior to this. Photo taken by its driver **David Edwards**.



Right: Last month it was reported that the silver and green X10/X30 livery had come to an end. The photo right, taken at Chelmsford Bus Station on 27 July 2017, unusually includes three vehicles in this livery in one picture, 67162 with 'X10 From Here to Air' branding and 67171 & 67170 with 'X30 From Pier to Air' branding. **Adam Kelleher**





Above: 36839 at Wembley on Sunday 4 July on standby for London Underground rail replacement. Photo taken by its driver **Jack Benec**.

Below: The batch of vehicles that were in silver and green have been repainted into three different liveries, two in 'Essex Airlink' blue, three in new 'Essex Bus' green and the rest in Urban. Former X10 branded 67164 is seen on an unusual working on X30 on 25 June 2021 at Southend Travel Centre. **Richard Delahoy**



Southend

Driver shuttle bus Enviro 200 YX68 UUL (illustrated in both EBN 675 & 685) has again left Southend, probably at the beginning of June 2021. Mercedes Sprinter 1000 (BT66 UAL) continues to be used for shuttles, with the second vehicle now a Vauxhall Corsa car, BV61 XER.

School duplication continued after half-term but with some changes to the actual workings. The morning run out appears to have remained at seven vehicles, albeit with changes to a couple of routes / times, initially by four operators, Travellers Choice x 3, M&M Staffing x 2, Vectare x 1 and Peter Godward Coaches x 1. In the afternoons one journey has been dropped (service 6, although unexpectedly it did run on 24 June but not any other day we have checked), now appearing to be 12 journeys / vehicles initially from four operators (Travellers Choice x 6, M&M Staffing x 3, Peter Godward Coaches x 2 and Vectare x 1).

Grange Travel were no longer involved in this work but reappeared from 28 June with two workings, reallocated one each from M&M and Vectare. Klarners had continued to cover some M&M workings but seem to have been missing on some days and were last observed on 16 June. From observations on various days, we did not see all 12 vehicles on any given afternoon as certain trips appear to have been missed on various days, but we have identified 12 separate workings. Indeed, operation both morning and afternoon seems to have been much more erratic in this half-term than previously, with expected journeys not operating one day but running the next, for no obvious reason.

It is expected that the duplicates will continue until the end of term (either Friday 16 July or the following Wednesday). Whether duplication resumes in September will depend on social distancing rules and their impact on bus capacities and availability of government funding.

Further vehicles seen include:

Grange Travel: BN17 JUO, tri-axle Mercedes-Benz Tourismo, ex Shearings and converted to PSVAR spec and repainted white

Peter Godward Coaches: AC19 PGC, Irizar i6

Vectare: BP17 URL, Mercedes-Benz Tourismo (which ironically had been new to Arriva the Shires, 7003, for use on Green Line 757); YN04 GPJ, Scania K114 / Irizar, still in Gardner Travel livery

Travellers Choice: Volvo B11RT / Jonckheere SB19 GNN, PO17 CLY; Volvo B13RT / Jonckheere 37 HE (originally PO15 KTG); Volvo B11R / Jonckheere PO16 LZT; Volvo B11RT / Plaxton Elite SA17 ELB; Irizar i6s PO20 DTZ.

The SA17 ELx coaches are ex Parks of Hamilton tri-axle Elites that have been re-registered. Expanding and correcting last month's notes, we believe the original registrations were:

SA17 ELB was KSK 983, SA17 ELD was LSK 876, SA17 ELE was LSK 878 and SA17 ELF was LSK 813 - we would appreciate confirmation of this, as sources are conflicting.

The total of different vehicles seen since last September on hire now stands at 71.

Colchester

Short Dart 1559 (EU56 GVG) was transferred to Northfleet on 14 June, with 4039 (GN09 AWM, ADL Enviro 200 B38F) coming to Colchester in its place and entering service on 17 June.

A Volvo B7TL / Wrightbus double-decker, 6151 (UUI 2906), arrived in Colchester in mid-June, intended as temporary cover for 4459 whilst undergoing repairs, but it was not used and returned to Northfleet after a few days.

Park & Ride liveried buses have continued to see use on service 77 on most days, too many to list here. This reflects a vehicle shortage and is not the scheduled plan. The reference last month to 4076 being used on 18 May should have read 4073. 4073 then went on loan to Southend from 8 July. It had previously been on loan at Southend from September 2020 to April 2021 and was illustrated at Rochford in EBN 678.

Harlow

Optare Versas 4231/2/8/9 have been repainted from the old aquamarine / cream livery to the latest light blue livery, leaving 4237 as the only Versa at Harlow retaining old livery.

Publicity

In our December 2020 issue I gave a very critical review of the company's website timetables ('Arriva's Website Timetable Shambles'). I am pleased to say that a recent look shows the problems have been cured, with journeys now presented in the correct time order, terminating points for short workings showing correctly and only key timing points shown, not all stops (so that timetables fit onto individual pages). In Southend, services 7 & 8 are now shown as a combined table once again (however due to a glitch, the actual

timetable wouldn't display when checked on 30 June), although when searching for the 7 or 8, you need to enter '7/8' - just putting in either 7 or 8 fails to find them.

New Sub-Editor

Peter Mansbridge has been sub-editor for Arriva for the last 13 years, but he has for a while lived outside of Essex. It has been agreed that from this issue Richard Delahoy, who lives in the Southend area and already provided a lot of the Southend and Colchester information to Peter, will take over as sub-editor. For now, Peter will still contribute Harlow notes. So, can you please send Southend and Colchester reports to Richard and Harlow ones to Peter, details on page 2. We offer our thanks to Peter for all his contributions over the years.

With thanks to Matthew Evans, Richard Lewis, Peter Mansbridge, Keith Sadler, Grange Travel & Travellers Choice drivers, Harlowride.co.uk.

Below: A destination display that can still be seen, though less often than before 17 May when most seating restrictions were removed, Arriva Southend 4259 in Acacia Drive on 16 April 2021 on route 1.

Bottom: The only clue that this Higer bodied Scania K41 of Klarners Coaches is working a school extra on Arriva Southend service 8 is a scribbled route number in the nearside of the windscreen. Klarners had been covering some of M&M's workings for Arriva but that seems to have ceased by mid-June. YN69 XWM in Maplin Way, Thorpe Bay on 20 April 2021. Both **Richard Delahoy**



Fleet

Dart 456 has been withdrawn as anticipated. The acquired Scania N270 OmniCity, YN56 FEO, (see EBN 685) has been numbered 7056 and is being converted to a mobile vaccination centre for the NHS, to be driven by Stephenson's staff.

Services

Essex CC contract awards are for 418, Epping to Loughton M-S, (currently with Trustybus) from 26 July and 804, Debden to Chigwell, schooldays (from the start of term in September). Both are expected to be operated by Mercedes Sprinters, 301 on 804 and 302 on 418.

The evening route 7 service between Rayleigh and Hockley was diverted via Down Hall Road, Rayleigh and Hambro Hill on the evenings of 24/25 May due to resurfacing works at the junction of Hockley Road and Websters Way in Rayleigh, this coming hot on the heels of the First route 20 shuttles via Hambro Hill the week before due to the closure of Hullbridge Road as reported last month.

With thanks to Daniel Hickey and the Companies.

Right: In EBN 685, Eastern National 3428, AEV 798, a 1933 Leyland TD2 chassis with a 1946 Beadle body, was illustrated on route 105 to Walton passing Hollytrees Museum at the end of Colchester High Street. Here is the modern incarnation of the route, Stephenson's 449, YX10 FFK, in Osborne Street, Colchester on 15 June 2021, with the English flag proudly flying over the tower of St Botolph's Church (a certain football tournament running at the time being purely coincidental, of course). These days the 105 is an Essex CC contract that runs roughly hourly jointly with the 107 variant. **Richard Delahoy**



Right: Galloway Coaches 6399 PP, a Mercedes-Benz Tourismo, at Marden Ash Ongar, 29 June 2021, working a school duplicate on NIBS route 21 (with the 21S number in the windscreen).

Robert Downton



Photo Feature - The Royal Blue Run Reaches Essex

Text by Richard Delahoy. All photos taken 18 June 2021.

The annual Royal Blue Run, organised by the Thames Valley & Great Western Omnibus Trust to celebrate the history of coach operations across the south west, included an Essex leg this year. The Trust explain that the Royal Blue Runs were established in 2002 so that owners and their passengers could relive the pleasures of long-distance luxury coach travel for which their carefully preserved vehicles were originally intended. The aim is to follow original Royal Blue routes as closely as possible and to travel at a leisurely pace redolent of the times, whilst creating a wonderful spectacle for innocent bystanders and dedicated photographers alike, thanks to the hard work and resources the owners have devoted to restoring and maintaining their fine coaches.

The 2021 Run had originally been planned for 2020 to mark 140 years since the foundations for Royal Blue were set in 1880 and the Centenary of the registration of the National Omnibus & Transport Company (NOTC). It connected together the constituent territories of NOTC's successors, Eastern, Southern and Western National via Royal Blue's HQ town of Bournemouth and the HQ towns of NOTC (Chelmsford) and the three National successor companies (ENOC Chelmsford, SNOC & WNOC Exeter) together with the Western and Southern National area depot towns of Weymouth (SNOC Somerset & Dorset area), Plymouth (South Devon & East Cornwall area and Central Repair Works), Newquay (a major joint WNOC Cornwall Area and SNOC North Devon & North Cornwall Depot), Bideford (SNOC North Devon & North Cornwall Area and Central Repair Works relocated during the Second World War blitzing of Plymouth), Taunton (WNOC Somerset & East Devon Area), Trowbridge and Stroud (WNOC Gloucestershire & Wiltshire Area). So, an ambitious programme over four days! Some vehicles participated in the whole event, others just for individual days.

The Essex leg started from North Weald on 18 June (after an overnight stop in Harlow for some participants) and travelled via Chelmsford, Southend, Basildon, and a stop at Ensignbus's premises at Purfleet before heading into Kent and beyond. Eleven vehicles completed the Essex leg, comprising pairs of Bristol LSs, Bristol MWs, Bristol REs, Leyland Leopards and AEC Reliances and one modern bus, an Enviro 200 of The White Bus, making a very surprising appearance. Many displayed route number X26, recalling the Eastern National service from Southend to Southampton and Bournemouth / the Isle of Wight and which offered Royal Blue connections onwards as far as Exmouth. The run started in heavy rain, but this eased by the time most left Southend.

Below: A very recent, splendid restoration on its first public outing, 278, TBD 278G, a former United Counties RELH in original livery, of the type seen in Southend on their express service from Bedford. It is passing The Elms, Leigh. **Richard Delahoy**



The day started with torrential rain as seen in these two photos of AEC Reliance / Harringtons at North Weald Station. HLP 10C, in Premier Travel livery, was new to Surrey Motors. AMX 9A was new to Valliant, Ealing, and later was operated by Premier Travel, but is now back in Valliant livery. Valliant ran coach services to Clacton. Both **Chris Stewart**.



Three different styles of ECW bodywork on Royal Blue coaches, from newest to oldest.

Right: Bristol MW 2267, 56 GUO, battling through the rain on the A127 heading into Southend.



Below right: Showing the later style of ECW body on Bristol LS coaches with the later hinged windscreens, Royal Blue 2200, OTT 43, also on the A127 heading into Southend. Owner and well-known preservationist Roger Burdett waves to the photographer.



Below: In contrast, Bristol LS coach 1286, MOD 973, dating from 1952, has the early style front windscreens with curved corner glass. It heads past The Elms, Leigh, followed by Leopard FDV 803V (see inside front cover), the White Bus's YX70 OHT and two First Essex StreetLites, after the rain had finally subsided.

All **Richard Delahoy**





Above: Displaying the traditional roof mounted luggage racks which were unique on LSs delivered to the Western / Southern National fleets, Royal Blue liveried 1286 (MOD 973) and 2200 (OTT 43) wait in the rain at North Weald. **Chris Stewart**

Right: a 1967 timetable for route X26 from **Richard Delahoy's** collection.

EASTERN NATIONAL		Express Coach Service	
X26		BOURNEMOUTH	
With connections to Weymouth, Lyme Regis, Southsea & Exmouth			
Saturdays only, 25th March to 28th October, 1967			
		A	B
SOUTHEND, London Road opp. E.N. Office		dep 0715	0815
Westcliff, opposite Corp. 515, London Road		arr 0733	0833
Lough, London Road, Elm Hotel		arr 0759	0859
Hartleigh, Church		arr 0736	0836
Hartleigh, E.N. Depot		arr 0738	0838
South Benfleet, Tarpole Corner		arr 0745	0845
Pleace Broadway, Century Cinema		arr 0752	0852
Chelmsford, Bus Station		arr 0705	0815
Billericay, Sun Corner		arr 0740	0847
Basildon, Town Centre, Bus Station		arr 0755	0902
Wickford		arr 0758	0905
Basildon, Town Centre, Bus Station		arr 0754	0904
Trentworth, White Horse		arr 0756	0906
Basildon, Town Centre, Bus Station		arr 0746	0846
Basildon, Town Centre, Bus Station		arr 0746	0846
BOURNEMOUTH, The Square, Coach Station		dep 0810	0910
Weymouth, Edward Street		dep 0815	0915
Bridport, Car Park, West Street		arr 0828	0928
Lyme Regis, Holmeham Car Park		arr 0835	0935
Southsea, The Triangle		arr 0845	0945
EXMOUTH, opp. Bus Shelter, Imperial Rd.		arr 0855	0955
SOUTHEND, Bus Shelter, Imperial Rd.		dep 0945	1045
Southsea, The Triangle		arr 0928	1028
Lyme Regis, Holmeham Car Park		arr 0935	1035
Bridport, Car Park, West Street		arr 0945	1045
Weymouth, Edward Street		arr 0955	1055
BOURNEMOUTH, The Square, Coach Station		arr 1000	1100
Basildon, Town Centre, Bus Station		arr 1010	1110
Wickford		arr 1015	1115
Basildon, Town Centre, Bus Station		arr 1020	1120
Trentworth, White Horse		arr 1025	1125
Basildon, Town Centre, Bus Station		arr 1030	1130
Bridport, Car Park, West Street		arr 1035	1135
Lyme Regis, Holmeham Car Park		arr 1040	1140
Southsea, The Triangle		arr 1045	1145
EXMOUTH, opp. Bus Shelter, Imperial Rd.		arr 1055	1155
SOUTHEND, Bus Shelter, Imperial Rd.		arr 1105	1205
Southsea, The Triangle		arr 1128	1228
Lyme Regis, Holmeham Car Park		arr 1135	1235
Bridport, Car Park, West Street		arr 1145	1245
Weymouth, Edward Street		arr 1155	1255
BOURNEMOUTH, The Square, Coach Station		arr 1200	1300
Basildon, Town Centre, Bus Station		arr 1210	1310
Wickford		arr 1215	1315
Basildon, Town Centre, Bus Station		arr 1220	1320
Trentworth, White Horse		arr 1225	1325
Basildon, Town Centre, Bus Station		arr 1230	1330
Bridport, Car Park, West Street		arr 1235	1335
Lyme Regis, Holmeham Car Park		arr 1240	1340
Southsea, The Triangle		arr 1245	1345
EXMOUTH, opp. Bus Shelter, Imperial Rd.		arr 1255	1355
SOUTHEND, Bus Shelter, Imperial Rd.		arr 1305	1405
Southsea, The Triangle		arr 1328	1428
Lyme Regis, Holmeham Car Park		arr 1335	1435
Bridport, Car Park, West Street		arr 1345	1445
Weymouth, Edward Street		arr 1355	1455
BOURNEMOUTH, The Square, Coach Station		arr 1400	1500
Basildon, Town Centre, Bus Station		arr 1410	1510
Wickford		arr 1415	1515
Basildon, Town Centre, Bus Station		arr 1420	1520
Trentworth, White Horse		arr 1425	1525
Basildon, Town Centre, Bus Station		arr 1430	1530
Bridport, Car Park, West Street		arr 1435	1535
Lyme Regis, Holmeham Car Park		arr 1440	1540
Southsea, The Triangle		arr 1445	1545
EXMOUTH, opp. Bus Shelter, Imperial Rd.		arr 1455	1555
SOUTHEND, Bus Shelter, Imperial Rd.		arr 1505	1605
Southsea, The Triangle		arr 1528	1628
Lyme Regis, Holmeham Car Park		arr 1535	1635
Bridport, Car Park, West Street		arr 1545	1645
Weymouth, Edward Street		arr 1555	1655
BOURNEMOUTH, The Square, Coach Station		arr 1600	1700
Basildon, Town Centre, Bus Station		arr 1610	1710
Wickford		arr 1615	1715
Basildon, Town Centre, Bus Station		arr 1620	1720
Trentworth, White Horse		arr 1625	1725
Basildon, Town Centre, Bus Station		arr 1630	1730
Bridport, Car Park, West Street		arr 1635	1735
Lyme Regis, Holmeham Car Park		arr 1640	1740
Southsea, The Triangle		arr 1645	1745
EXMOUTH, opp. Bus Shelter, Imperial Rd.		arr 1655	1755
SOUTHEND, Bus Shelter, Imperial Rd.		arr 1705	1805
Southsea, The Triangle		arr 1728	1828
Lyme Regis, Holmeham Car Park		arr 1735	1835
Bridport, Car Park, West Street		arr 1745	1845
Weymouth, Edward Street		arr 1755	1855
BOURNEMOUTH, The Square, Coach Station		arr 1800	1900
Basildon, Town Centre, Bus Station		arr 1810	1910
Wickford		arr 1815	1915
Basildon, Town Centre, Bus Station		arr 1820	1920
Trentworth, White Horse		arr 1825	1925
Basildon, Town Centre, Bus Station		arr 1830	1930
Bridport, Car Park, West Street		arr 1835	1935
Lyme Regis, Holmeham Car Park		arr 1840	1940
Southsea, The Triangle		arr 1845	1945
EXMOUTH, opp. Bus Shelter, Imperial Rd.		arr 1855	1955
SOUTHEND, Bus Shelter, Imperial Rd.		arr 1905	2005
Southsea, The Triangle		arr 1928	2028
Lyme Regis, Holmeham Car Park		arr 1935	2035
Bridport, Car Park, West Street		arr 1945	2045
Weymouth, Edward Street		arr 1955	2055
BOURNEMOUTH, The Square, Coach Station		arr 2000	2100
Basildon, Town Centre, Bus Station		arr 2010	2110
Wickford		arr 2015	2115
Basildon, Town Centre, Bus Station		arr 2020	2120
Trentworth, White Horse		arr 2025	2125
Basildon, Town Centre, Bus Station		arr 2030	2130
Bridport, Car Park, West Street		arr 2035	2135
Lyme Regis, Holmeham Car Park		arr 2040	2140
Southsea, The Triangle		arr 2045	2145
EXMOUTH, opp. Bus Shelter, Imperial Rd.		arr 2055	2155
SOUTHEND, Bus Shelter, Imperial Rd.		arr 2105	2205
Southsea, The Triangle		arr 2128	2228
Lyme Regis, Holmeham Car Park		arr 2135	2235
Bridport, Car Park, West Street		arr 2145	2245
Weymouth, Edward Street		arr 2155	2255
BOURNEMOUTH, The Square, Coach Station		arr 2200	2300
Basildon, Town Centre, Bus Station		arr 2210	2310
Wickford		arr 2215	2315
Basildon, Town Centre, Bus Station		arr 2220	2320
Trentworth, White Horse		arr 2225	2325
Basildon, Town Centre, Bus Station		arr 2230	2330
Bridport, Car Park, West Street		arr 2235	2335
Lyme Regis, Holmeham Car Park		arr 2240	2340
Southsea, The Triangle		arr 2245	2345
EXMOUTH, opp. Bus Shelter, Imperial Rd.		arr 2255	2355
SOUTHEND, Bus Shelter, Imperial Rd.		arr 2305	2405
Southsea, The Triangle		arr 2328	2428
Lyme Regis, Holmeham Car Park		arr 2335	2435
Bridport, Car Park, West Street		arr 2345	2445
Weymouth, Edward Street		arr 2355	2455
BOURNEMOUTH, The Square, Coach Station		arr 2400	2500
Basildon, Town Centre, Bus Station		arr 2410	2510
Wickford		arr 2415	2515
Basildon, Town Centre, Bus Station		arr 2420	2520
Trentworth, White Horse		arr 2425	2525
Basildon, Town Centre, Bus Station		arr 2430	2530
Bridport, Car Park, West Street		arr 2435	2535
Lyme Regis, Holmeham Car Park		arr 2440	2540
Southsea, The Triangle		arr 2445	2545
EXMOUTH, opp. Bus Shelter, Imperial Rd.		arr 2455	2555
SOUTHEND, Bus Shelter, Imperial Rd.		arr 2505	2605
Southsea, The Triangle		arr 2528	2628
Lyme Regis, Holmeham Car Park		arr 2535	2635
Bridport, Car Park, West Street		arr 2545	2645
Weymouth, Edward Street		arr 2555	2655
BOURNEMOUTH, The Square, Coach Station		arr 2600	2700
Basildon, Town Centre, Bus Station		arr 2610	2710
Wickford		arr 2615	2715
Basildon, Town Centre, Bus Station		arr 2620	2720
Trentworth, White Horse		arr 2625	2725
Basildon, Town Centre, Bus Station		arr 2630	2730
Bridport, Car Park, West Street		arr 2635	2735
Lyme Regis, Holmeham Car Park		arr 2640	2740
Southsea, The Triangle		arr 2645	2745
EXMOUTH, opp. Bus Shelter, Imperial Rd.		arr 2655	2755
SOUTHEND, Bus Shelter, Imperial Rd.		arr 2705	2805
Southsea, The Triangle		arr 2728	2828
Lyme Regis, Holmeham Car Park		arr 2735	2835
Bridport, Car Park, West Street		arr 2745	2845
Weymouth, Edward Street		arr 2755	2855
BOURNEMOUTH, The Square, Coach Station		arr 2800	2900
Basildon, Town Centre, Bus Station		arr 2810	2910
Wickford		arr 2815	2915
Basildon, Town Centre, Bus Station		arr 2820	2920
Trentworth, White Horse		arr 2825	2925
Basildon, Town Centre, Bus Station		arr 2830	2930
Bridport, Car Park, West Street		arr 2835	2935
Lyme Regis, Holmeham Car Park		arr 2840	2940
Southsea, The Triangle		arr 2845	2945
EXMOUTH, opp. Bus Shelter, Imperial Rd.		arr 2855	2955
SOUTHEND, Bus Shelter, Imperial Rd.		arr 2905	3005
Southsea, The Triangle		arr 2928	3028
Lyme Regis, Holmeham Car Park		arr 2935	3035
Bridport, Car Park, West Street		arr 2945	3045
Weymouth, Edward Street		arr 2955	3055
BOURNEMOUTH, The Square, Coach Station		arr 3000	3100
Basildon, Town Centre, Bus Station		arr 3010	3110
Wickford		arr 3015	3115
Basildon, Town Centre, Bus Station		arr 3020	3120
Trentworth, White Horse		arr 3025	3125
Basildon, Town Centre, Bus Station		arr 3030	3130
Bridport, Car Park, West Street		arr 3035	3135
Lyme Regis, Holmeham Car Park		arr 3040	3140
Southsea, The Triangle		arr 3045	3145
EXMOUTH, opp. Bus Shelter, Imperial Rd.		arr 3055	3155
SOUTHEND, Bus Shelter, Imperial Rd.		arr 3105	3205
Southsea, The Triangle		arr 3128	3228
Lyme Regis, Holmeham Car Park		arr 3135	3235
Bridport, Car Park, West Street		arr 3145	3245
Weymouth, Edward Street		arr 3155	3255
BOURNEMOUTH, The Square, Coach Station		arr 3200	3300
Basildon, Town Centre, Bus Station		arr 3210	3310
Wickford		arr 3215	3315
Basildon, Town Centre, Bus Station		arr 3220	3320
Trentworth, White Horse		arr 3225	3325
Basildon, Town Centre, Bus Station		arr 3230	3330
Bridport, Car Park, West Street		arr 3235	3335
Lyme Regis, Holmeham Car Park		arr 3240	3340
Southsea, The Triangle		arr 3245	3345
EXMOUTH, opp. Bus Shelter, Imperial Rd.		arr 3255	3355
SOUTHEND, Bus Shelter, Imperial Rd.		arr 3305	3405
Southsea, The Triangle		arr 3328	3428
Lyme Regis, Holmeham Car Park		arr 3335	3435
Bridport, Car Park, West Street		arr 3345	3445
Weymouth, Edward Street		arr 3355	3455
BOURNEMOUTH, The Square, Coach Station		arr 3400	3500
Basildon, Town Centre, Bus Station		arr 3410	3510
Wickford		arr 3415	3515
Basildon, Town Centre, Bus Station		arr 3420	3520
Trentworth, White Horse		arr 3425	3525
Basildon, Town Centre, Bus Station		arr 3430	3530
Bridport, Car Park, West Street		arr 3435	3535
Lyme Regis, Holmeham Car Park		arr 3440	3540
Southsea, The Triangle		arr 3445	3545
EXMOUTH, opp. Bus Shelter, Imperial Rd.		arr 3455	3555
SOUTHEND, Bus Shelter, Imperial Rd.		arr 3505	3605
Southsea, The Triangle		arr 3528	3628
Lyme Regis, Holmeham Car Park		arr 3535	3635
Bridport, Car Park, West Street		arr 3545	3645
Weymouth, Edward Street		arr 3555	3655
BOURNEMOUTH, The Square, Coach Station		arr 3600	3700
Basildon, Town Centre, Bus Station		arr 3610	3710
Wickford		arr 3615	3715
Basildon, Town Centre, Bus Station		arr 3620	3720
Trentworth, White Horse		arr 3625	3725
Basildon, Town Centre, Bus Station		arr 3630	3730
Bridport, Car Park, West Street		arr 3635	3735
Lyme Regis, Holmeham Car Park		arr 3640	3740
Southsea, The Triangle		arr 3645	3745
EXMOUTH, opp. Bus Shelter, Imperial Rd.		arr 3655	3755
SOUTHEND, Bus Shelter, Imperial Rd.		arr 3705	3805
Southsea, The Triangle		arr 3728	3828
Lyme Regis, Holmeham Car Park		arr 3735	3835
Bridport, Car Park, West Street		arr 3745	3845
Weymouth, Edward Street		arr 3755	3855
BOURNEMOUTH, The Square, Coach Station		arr 3800	3900
Basildon, Town Centre, Bus Station		arr 3810	3910
Wickford		arr 3815	3915
Basildon, Town Centre, Bus Station		arr 3820	3920
Trentworth, White Horse		arr 3825	3925
Basildon, Town Centre, Bus Station		arr 3830	3930
Bridport, Car Park, West Street		arr 3835	3935
Lyme Regis, Holmeham Car Park		arr 3840	3940
Southsea, The Triangle		arr 3845	3945
EXMOUTH, opp. Bus Shelter, Imperial Rd.		arr 3855	3955
SOUTHEND, Bus Shelter, Imperial Rd.		arr 3905	4005
Southsea, The Triangle		arr 3928	4028
Lyme Regis, Holmeham Car Park		arr 3935	4035
Bridport, Car Park, West Street		arr 3945	4045
Weymouth, Edward Street		arr 3955	4055
BOURNEMOUTH, The Square, Coach Station		arr 4000	4100
Basildon, Town Centre, Bus Station		arr 4010	4110
Wickford		arr 4015	4115
Basildon, Town Centre, Bus Station		arr 4020	4120
Trentworth, White Horse		arr 4025	4125
Basildon, Town Centre, Bus Station		arr 4030	4130
Bridport, Car Park, West Street		arr 4035	4135
Lyme Regis, Holmeham Car Park		arr 4040	4140
Southsea, The Triangle		arr 4045	4145
EXMOUTH, opp. Bus Shelter, Imperial Rd.		arr 4055	4155
SOUTHEND, Bus Shelter, Imperial Rd.		arr 4105	4205
Southsea, The Triangle		arr 4128	4228
Lyme Regis, Holmeham Car Park		arr 4135	4235
Bridport, Car Park, West Street		arr 4145	4245
Weymouth, Edward Street		arr 4155	4255
BOURNEMOUTH, The Square, Coach Station		arr 4200	4300
Basildon, Town Centre, Bus Station		arr 4210	4310
Wickford		arr 4215	4315
Basildon, Town Centre, Bus Station		arr 4220	4320
Trentworth, White Horse		arr 4225	4325
Basildon, Town Centre, Bus Station		arr 4230	4330
Bridport, Car Park, West Street		arr 4235	4335
Lyme Regis, Holmeham Car Park		arr 4240	4340
Southsea, The Triangle		arr 4245	4345
EXMOUTH, opp. Bus Shelter, Imperial Rd.		arr 4255	4355
SOUTHEND, Bus Shelter, Imperial Rd.		arr 4305	4405
Southsea, The Triangle		arr 4328	4428
Lyme Regis, Holmeham Car Park		arr 4335	4435
Bridport, Car Park, West Street		arr 4345	4445
Weymouth, Edward Street		arr 4355	4455
BOURNEMOUTH, The Square, Coach Station		arr 4400	4500
Basildon, Town Centre, Bus Station		arr 4410	4510
Wickford		arr 4415	4515
Basildon, Town Centre, Bus Station		arr 4420	4520
Trentworth, White Horse		arr 4425	4525
Basildon, Town Centre, Bus Station		arr 4430	4530
Bridport, Car Park, West Street		arr 4435	4535
Lyme Regis, Holmeham Car Park		arr 4440	4540
Southsea, The Triangle		arr 4445	4545
EXMOUTH, opp. Bus Shelter, Imperial Rd.		arr 4455	4555
SOUTHEND, Bus Shelter, Imperial Rd.		arr 4505	4605
Southsea, The Triangle		arr 4528	4628
Lyme Regis, Holmeham Car Park		arr 4535	4635
Bridport, Car Park, West Street		arr 4545	4645
Weymouth, Edward Street		arr 4555	4655
BOURNEMOUTH, The Square, Coach Station		arr 4600	4700
Basildon, Town Centre, Bus Station		arr 4610	4710
Wickford		arr 4615	4715
Basildon, Town Centre, Bus Station		arr 4620	4720
Trentworth, White Horse		arr 4625	4725
Basildon, Town Centre, Bus Station		arr 4630	4730
Bridport, Car Park, West Street		arr 4635	4735
Lyme Regis, Holmeham Car Park		arr 4640	4740
Southsea, The Triangle		arr 4645	4745

Vehicle Back in Fleet

852 A057 HCD Long term withdrawn, engine repaired and back on road 29 June 2021

Loan Vehicle

613 SN62 AVY Last used end of May and now appears transferred back to Konectbus. It is seen right working the 89 service Braintree to Great Yeldham, approaching the High Street stop in Halstead at 1710 on 26 May. **Mark Lloyd**

Withdrawn Vehicles

288 HW54 BUF To Alpha for scrap by 23 June
514 LB02 YXF Long term off road mechanical issues - long term repair at CN

Significant Allocations

523	KN to CN	by 3 June	
811	KN to CN	by 2 June (spotted initially on service 74 on 2 June)	
811	CN to KN	by 21 June	818 CN to KN by 18 June



Fleet News

The acquired Enviro 400s are to be refurbished at Hants & Dorset Trim before entering service, the first, LK56 EUC, is projected to receive a new fleet number in the 630-640 series when complete but this is to be confirmed nearer the time. President 587, PL51 LDU, worked the Clacton 5/A service, first time noted in normal service, usually restricted to schools' contracts. 470, EU05 CLJ, Volvo B7RLE / Wrightbus was repainted into current fleet livery by 8 June. 470 returned to Sible Hedingham depot on 10 June and entered full service on 12 June. Scania OmniLink 454, YT11 LVF, was loaned from SY to KN for five days from 10 June. Presidents 566/577 which were long term withdrawn, 577 as long ago as October 2019, were released for scrap in the early part of June along with 568, W458 WGH, from Clacton depot which was recently withdrawn. This leaves Presidents 500/565/69-75/79/80/84/86-88 in service.

Service News

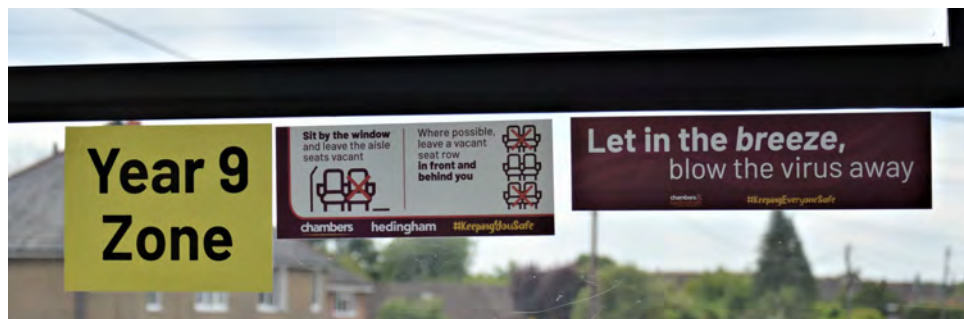
88 and 95A duplicates did in-fact return after the half term break.

Other News

Ex 701 T801 RFG Trident East Lancs has been purchased by Southern Transit from Ensign to use as a semi-preserved vehicle in the fleet.

With thanks to John Podgorski & the Hedingham website.

Below: **Signs of the Times.** As part of social distancing on school buses, the intention is that year groups should sit separately from each other, hence these signs upstairs in Chambers 875. The top deck is nominally segregated into years 9, 10 & 11, whilst years 7 & 8 are expected to sit below. The signs were of no relevance to Richard's journey on the 1305 Sudbury to Colchester 784 on 15 June but would be applicable at school times. **Richard Delahoy**



Acquired Vehicles

Three Mercedes 0350 Tourismos have been acquired, BP17 URL from Arriva the Shires and NH17 EFH & NH17 HFH from National Holidays. BP17 URL has been seen working in Southend on schools' extras and was new in August 2017 for Green Line service 757 to Luton. The other two are believed to be based at Loughborough. Previously unreported are Scania / Irizar i6 403 (YR20 VHT) based at Loughborough and Mercedes Tourismo BF65 HVN, new to First Aberdeen (24101) which was noted last year in Nottingham but has also been reported as working from Rettendon. BP17 URL is seen below at Rayleigh Station on 18 June 2021 on a school duplicate for Arriva Southend route 1, alongside Arriva 6503 on the normal service. **Richard Delahoy**



Other Vehicle News

A white Mercedes-Benz Sprinter / Ilesbus, CN21 XJH, was noted working on route 61, Brentwood to Blackmore, on 9 July, as seen right. **Chris Stewart**. It is possibly a demonstrator (showing as fleet number 991 on Bustimes). Optare Versa demonstrator OP07 ARE was returned in mid-May upon the arrival of Solo 299.



Services

As illustrated in EBN 685, there were two route 21s that serve Ongar, NIBS Buses run route 21 hourly between Brentwood and Ongar and Vectare operate the once a day 21 each way, Ongar-Epping, as a positioning journey for route 13, Epping- Waltham Abbey. Although there is minimal opportunity for confusion, Vectare renumbered their 21 to 19 from 21 June to, as they put it "avoid conflict in the Ongar area". From 26th, a Saturday service was also introduced, again once a day each way, but with the morning journey only extended from St Margaret's Hospital to Epping Station as a 19C. Further to EBN 685, on 18 June, the company announced that all buses have now been fitted to accept Contactless Payments.

New Vehicles

CC21 GAL and CE21 GAL, Alexander Dennis Enviro 200 MMC 9.75m, B34F, 05/21

These were briefly reported in EBN 685. They are the first new vehicles for Central Connect / Trustybus and have USB charging points and wood effect flooring. They entered service in late May. They have been used almost exclusively on Herts CC route 386. CE21 is illustrated on page 31. It was also reported in EBN 685 that two more were due, these are scheduled for delivery around October.

Disposal

Solo RRZ 5463 was removed from the depot on a low-loader on 24 June. This leaves just two vehicles in Trustybus livery.

Services

Sprinter CC04 GAL has returned to work Hertford local services but on Sundays has been a regular bus on Essex CC 66A (Waltham Cross to Loughton via Upshire). A variety of types now appear on the 542/A.

With thanks to Robert Downton, Owen Woodliffe and 'routeOne' magazine.

Right: Although StreetLite CC11 BUS (ex SN54 CVR) is route-branded for Herts CC route 386, it has regularly operated on other routes recently. On 10 June it is seen entering Hertford Bus Station after a brief layover nearby, to take up service on recently acquired Herts CC route 308 to Cuffley. It is passing the Friend's Meeting House, the oldest Quaker building in the world dating back to 1610, parts of which are incorporated in the current structure. **Owen Woodliffe**



Below: Dart SLF / East Lancs P056 JFE in as acquired 'Here East' wrap, although with the name removed and replacement panels on lower front nearside, on route H4 at Hertford Bus Station on 26 May 2021. **Alan White**





Ensignbus

omnibus suppliers to the world

by Mark Lloyd

Dealer Stock Movements May & June 2021

Vehicles In May 2021

From **First Essex**: Trident LN51 GMU (fleet number 33088, reported in First Essex news last month)
From **Go Ahead London**: Volvo B12B YN55 WSV
From **Golden Tours**: Volvo B9TLs BF62 UYN/P, BV13 ZCZ, BF63 HEJ, WB12 POT
From **Lothian Buses**: Volvo B9TLs SN57 GNO/P, SN08 BWJ-M/O-P/U-Z/BXA-M
From **RATP London**: Volvo B7TLs PG04 WHT/V, Scania YN08DHE-G/K/O, YT59 PBU
From **Seven Sisters Bus & Coach**: Tridents T819/20 RFG
From **Stagecoach Midlands**: Solos KX55 PFK, KX57 KGA
From **Tower Transit**: Enviro 400s SN11BPU/V/X-Z/BRF/V/Z/BSO/U/V/X-Z/BTE/O/U, SN12EHC, Volvo B9TLs BN61 MWZ/MXA-G/L BF62 UYB/C/E/G
From **Uno Buses**: Tridents SN51 SYR/Y

Vehicles Out May 2021

Volvo B9TLs SN08 BWJ-L: **Als Coaches, Liverpool**
Volvo B9TLs SN08BWO/P/U/BXE/F/K: **Brylaine Travel, Boston, Lincolnshire**
Trident LV52 HH0, Volvo B7TLs WR03 YZV/YZW: **C&G Coaches, Peterborough**
Volvo B9TLs SK07 CBF/CBY/CCD, SN57 DFC: **Fords Coaches, Althorne** (see 'Other Operators', page 25)
Volvo B7TLs LX54 GZL/M: **Fowlers Coaches, Holbeach Drove**
Volvo B7TLs W542 WGH, LX54 GZH/N: **GDS Travel, Long Sutton, Cambridgeshire**
Volvo B11RTs BX65WDA/D Volvo B7RLEs SN57 DCX/DDF: **Ipswich Buses** (see 'Ipswich Buses in Essex', page 24)
Volvo B12B YN55 WSV: **Panther Travel, Harwich**
Volvo B7Ls EU05 DVW/DVX: **Seven Sisters Bus & Coach, Eastbourne**
Spectra YJ51 ZVM: **St Andrews Leisure, Rochester, Kent**
Volvo B9TLs SN08 BWM/V-X/Z/BXA/B: **Stotts Travel, Oldham**
Volvo B9TL SN57 GNJ, DAF LJ51 DKL: **Transdev**
Volvo B9TLs BJ11 EBL/DTZ/EA0/DZZ: **Tyrers Coaches, Adlington**
Solo KX55 PFK: **Vectare, Loughborough** (reported in Vectare news last month and often working in Brentwood)
Enviro 400s LK57 AXF, LK58 KHU/LK58 CNV: **Warrington Buses**
Volvo B9TLs SN57 GNF/GMV/Y/Z: **Wheelers Travel, Southampton**

Vehicles In June 2021

From **First South West**: Volvo B7TLs LT52 WWG/P
From **Lothian Buses**: Volvo B9TLs SN08 BXO-S/U/X-Z/BYA-D/F-G
From **RATP London**: Scania YN08 DHJ, YN56 FCC-G/J/FBA
From **Stagecoach Highlands**: Volvo B12B SV59 CHY
From **Thames Valley Buses**: Versas YJ56 EVM/N

Vehicles Out June 2021

Enviro400 LK58 KHO: **Aintree Coachlines**
Volvo B9TL BN61 MWZ: **Coach Services, Thetford**
Tridents T819/20 RFG, LK51 UYE: **First South West**
Volvo B9R YY63 OJD: **First Scotland**
Volvo B9TL SN57 GMU: **Grant Palmer Dunstable**
Volvo B9TL SN57 DFK: **Keaney Travel, Stanford-le-Hope, Essex**
Volvo B9TLs SN57 DFF/G/L/GNP/GMO: **Marshall's Coaches, Leighton Buzzard**
Volvo B7L LX05 KNZ, Volvo B7TL LK04 HYS: **Seven Sisters Bus & Coach, Eastbourne**
Volvo B9TLs BF62 UYA-C/E/G, BN61 MXC/F/G/L: **Tyrers Coaches, Adlington, Lancs**
B9TLs SN57 GNO, SN08 BXC/D/J/M: **York Pullman**

Route 68

The B type replica 946 WAE was used on 13 June 2021 for duplicates and Trident 339 TSU 639 was also used in place of Ayats 371.

Ensignbus Fleet

Previous Enviro 200 601 (CX65 BUF) was sold to Redline, Aylesbury. New 601, as mentioned last month, is an ex-ADL demonstrator, now registered E17 SGN. It has the classic Enviro 200 design but is fitted with a Euro 6 engine. The transfer of the fleet number occurred on 6 April.

BCI Excellence 150 (LX17 GKL), ex green & silver, has been repainted blue & silver, the blue a slightly lighter shade than normal and in heavier proportion to the front dash and in addition to wheel rims.

Three more Enviro 400s are being used temporarily on TfL schools work to release seat-belted buses for private hire work. They are 901 (SN11 BTU), 902 (SN11 BPY) and 903 (SN12 EHC).

Kowloon Motor Bus, Hong Kong's only Wrightbus StreetDeck, numbered W651 (WJ 1984), has been acquired and is to be converted to single-door and re-seated as a private hire vehicle. Unlike UK StreetDecks, this has the Mercedes-Benz OM936 6-cylinder engine instead of the usual 4-cylinder OM934. No underpower issues with this. Single-door conversion was due to start w/c 28 June. A photo is on the rear cover.

Enviro 400 MMC 132 (YX66 WLH) has been on loan to First Eastern Counties. It was first reported in service on Excel route D on 9 June. It is a temporary replacement for Scania / Enviro 400 City 36902 whilst repairs are undertaken. It has been given temporary fleet number 34432. It is seen below in Crown Road, Dereham on 12 & 21 June 2021, by the latter date it had acquired Excel stickers.

Both **Kevin Smith**. (Another route D featured in the 'Colour Archive' last month.) With thanks to John Lidstone and Ross Newman.



The ex-Lothian Buses Volvo B7RLE / Wrightbus Eclipse hired from Ensignbus, 2 (SN57 DDF), illustrated on page 30 of EBN 686, returned to Ensignbus on 29 May, to be re-seated from B38F to B44F. Ipswich Buses have now purchased SN57 DDF, and renumbered it from 2 to 160, which was its Lothian Buses fleet number. Also purchased from Ensignbus is sister SN57 DCX, allocated fleet number 161 (but this was not its Lothian number, that was 155). 161 returned from the paint shop after repaint into Ipswich Buses livery on 9 July. 160 just reached Essex on 2 July when it worked both journeys on service 194, 0811 from Langham and Boxted to East Bergholt High School, and 1545 return, instead of the usual 55 (PN52 XBO), DAF DB250 / East Lancs Lowlander.

On 29 May two coaches were acquired from Ensignbus. They are BX65 WDA/D, tri-axle Volvo B11RT with Caetano Levante C55FLT bodies. They were new to Go North-East in 2015. They are Euro VI, PSVAR compliant, and fitted with seat belts. Fleet numbers 2 and 3 are allocated. From 14 June, 2 (BX65 WDA) became the regular vehicle on Ipswich School contract 2A from Feering, replacing 63 (YN06 TFZ) Scania N94UD / East Lancs OmniDekka. However, on 1 July, Scania OmniCity 48 (SGZ 3348) worked the morning Ipswich School contract 2A from Feering, as shown right, turning off the A12 into Capel St Mary. Ipswich School broke up for the summer holidays on 2 July.



Optare Versas 148/150/152 (YK08 EPE/EPJ/EPV) were withdrawn at the beginning of June. Subsequently 148 was advertised for sale by the Stafford Bus Centre following a repaint and reseating. This left 149 (YK08 EPF) as the solitary Versa still in service, but this was withdrawn at the end of June. 149 was last reported working in Essex on 2 June, working on Colchester routes 4 & 11.

83 (KX58 GUV), the ADL Enviro 200 used by the NHS as a mobile COVID-19 vaccination centre, was in Colchester on Saturday 19 June.

Also on Saturday 19 June Scania OmniCity double-deckers worked on services 92 Ipswich - Manningtree and 93 Ipswich - Colchester, instead of the normal Saturday allocation of saloons. 33 (YR61 RRV) on 92, 30/35 (YR61 RPV/RTV) on 93. However, a week later on 26 June, saloons returned with Enviro 200s 84 (MX09 HHS) on 92 and 75 (GD10 MVM) & 81 (YX63LGE) on 93. 81 working on 93 was very unusual, because it has Nacton Nipper branding for Ipswich town service 3, and Ipswich Buses work hard to keep route branded buses on the correct routes. Then on Saturday 3 July Scania OmniCities returned, with 32 (YR61 RRU) on 92 and 38 (YR61 RUU) on 93. The other double-decker that worked on 93 was 62 (PJ54 YZV) Scania N94UD/East Lancs OmniDekka.

With thanks to Adam Kelleher, John Podgorski, Bustimes, Ipswich Transport Society Journal, Ipswich Buses Enthusiast Facebook Group, Ipswich Buses website.



Ipswich Buses Scania / OmniDekka 61 leaving East Bergholt High School on 13 April 2021, working 0810 Ipswich - Colchester 93A. As reported in EBN 685, 61 and sister 62 are instantly recognisable due to their light blue / white / green livery, dating from 2013 when they were used to provide additional capacity on the Ipswich Park & Ride service at peak times.

Both photos **Robert Appleton**

Other Operators

by Roger A Smith

Fords Coaches, Althorne

YN07 LHE, Scania K340EB6 / Berkhof C65Ft sold to Wren Kitchens Barton-upon-Humber December 2020, re-registered F2 WRN. Had been new to Burtons Cambridge in May 2007. Volvo B9TLs SK07 CBF / CBY / CCD, SN57 DFC have been acquired from Lothian Buses via Ensignibus.

Lodges, High Easter

Bedford Super Vega 675 OCV was acquired from Lewis Coaches of Henstridge, Suffolk in 2020 and has now had its petrol engine replaced by a 330cu diesel so is now an SB5 (ex-SB3). It was new to Crimson Coaches, St Ives, Cornwall in 1962. It has been repainted into Lodges' livery.

Lodges acquired Bedford OB / Duple Vista LTA 908 from Richard Tarrant of Little Leighs in May 2021 and after restoration it will join Lodges other four OBs in the heritage fleet. It was new as 1432 to Western National in December 1949.

Right: LTA 908 in the depot at High Easter on 23 May 2021. **John Wakefield**



With thanks to Paul Harvey, Ross Newman, John Wakefield, Owen Woodliffe and the PSV Circle.

Below: SF56 TYT a Neoplan Skyliner of Milestone, Canvey Island on rail replacement at Newbury Park on 8 May 2021. **David Bell**





For those of us around in the early 1970s, Alexander (Midland) became a familiar name with the exchange of 15 blue VRs, SMS 31-45H, which became 3005-3019, for an equal number of the last manual gearbox Eastern National FLF6Gs, 2865-2873 (RVW 391-4D, RWC 941-5D) & 2878-2883 (SVX 277-9D, UEV 219-21E). (2874-2877, STW 762-5D, had Bristol engines and remained in Essex.) But prior to that there had been links between ENOC and Alexanders (before the split into Northern, Midland and Fife) as the following reveals.

Eastern National had two of the three Bristol SCX prototypes, 395/6 (724/5 APU), the former having a Gardner 4LK engine (as did all the production examples of the model) and 396 being new with a Perkins P6. This had been intended as an alternative to the 4LK but persistent problems with oil leakage led to the option being withdrawn and 396 itself was re-engined with a 4LK in 1958. (The third prototype was Eastern Counties Eastern Counties LC501 (TVF 501), which appears to have led a fairly uneventful life from delivery in 1955 until withdrawal in 1969 (and further use by a couple of contractors). It isn't recorded as being used by any other BTC operators when new.)

395 did a tour of BTC operators between delivery in 1954 and 1956; it is known to have gone to Mansfield District, United Counties, Bristol Tramways, Hants & Dorset, West Yorkshire, Crosville, and Cumberland (only the last two and UCOC actually ordering any, Crosville of course in considerable quantity). Little known until now - certainly to your author - is that 396 appeared with W Alexander & Sons early in 1955, as can be seen in the photograph on the next page at Callendar Riggs, Falkirk. Lack of fleet number plates and very shiny paintwork suggests strongly that it went there straight from ECW, from whom it is recorded as delivered in December 1954. Quite a trek in an SCX6P, but nothing like it would have been with a 4LK! Sadly, we were denied the sight of Alexander blue SCs as no orders were forthcoming.

Both the SCXs settled down with Eastern National until withdrawal, with the rest of the SC4LKs, in the first four months of 1964 (most were victims of the major service changes of 19 April which made 36 saloons surplus to requirements), whereupon the pair passed to Vaggs Coaches of Knockin Heath, Shropshire, along with EN sisters 601-4 JPU. 724 APU was withdrawn after a major accident in 1969 but was photographed by **Tony Wilson** whilst still in service (with the ubiquitous '007' blind display), as seen above. The others lasted in service with Vaggs until the mid 1970s.

Opposite: In a tenuous link between Alexanders and SCs, former ENOC 3008 (SMS 34H) is seen in Caernarfon on 17 March 1984, being one of a number of former Alexander (Midland) examples which passed to Crosville from EN. Crosville were a prolific user of the frugal SC4LK and the Silver Star MW6G coach EDV 510D behind had succeeded a pair of ex-EN examples, 606/10 JPU. **Pete Thorley**



Alexanders had also used the unique flat floor 1958 built LDL prototype, 1541, later 2510, (236 LNO) for a short while at Grangemouth when new.

Above: early on in its ENOC life, SCX4G prototype 395 (724 APU) is seen at Tilbury Ferry in the company of Express bodied L5G 295 (MPU 27), awaiting departure on the 53 road, although the SC probably only worked as far as Chelmsford. **EBEG Collection**

Top right: 724 APU with Bristol Tramways. The dates of its loan to Bristol Tramways appear to be unrecorded (unless anyone knows the details), but it was long enough to warrant fitting a blind. It is seen loading for Frampton Cottrell, a village (much enlarged in more recent years) to the north-east of the city then served by Country service 26. The late **Gordon Richmond**, copyright **Bristol Vintage Bus Group**.

Right: 396 (725 APU) with W Alexander & Sons early in 1955 at Callendar Riggs, Falkirk.

Jim Thomson (courtesy **Allan Condie**)



Letters

Doug Brown from Brentwood (DB from BD)

Brentwood Titans

Further to the photos of FJN 206 in EBNs 683 & 684 and the photos of FJN 204 & FJN 205 in EBN 686, I can remember we had two of these Leyland PD2/12s with Leyland bodies at Brentwood when I was a driver there between 1962 and 1968, FJN 205/6. These Leylands were my favourite buses due to the synchro gearbox, less hard work than the crash gearbox of the Bristols, and they were the buses where I threw my conductor off on the Widford roundabout and other exploits. If either of these were in the depot when we were due to take a bus out for the 264 or a 30A I always asked the shunter if we could take one of them. He never refused as many drivers didn't like them due to very heavy steering on a full load. They were sold when I was still working for Eastern National, and I was very sorry to see the last of them go in 1967 and a year later I left as well.

Editor's Note: FJN 205 was numbered 1139 when Doug joined in 1962, and FJN 206 was 1138. They became 2119 / 2118 respectively in the August 1964 renumbering. Unfortunately, we don't have allocation details pre-January 1964, but by that date both had left Brentwood, 1138 was at Hadleigh and 1139 at Southend, and there were none of these vehicles allocated to Brentwood at the time or subsequently. Doug is a little out with his dates, all the remaining Leyland Titans were withdrawn in 1965, many in October, with 2119 the last to go in December. **Chris Stewart** backs up what Doug has written, he adds that despite the influx of Bristol FLFs in the early 1960s (over 100 by August 1964), crews would take the FJN Leylands on the 251 between Southend and London Wood Green well into the decade, despite them being of lowbridge layout, because they were faster.

Peter Carr from Sawbridgeworth

Various Points re EBN 686

Nice piece about the Wood Green closure in EBN 686. I'm not sure how many people know, but Eastern National's use of the garage didn't end on the last night, 13 June 1981. The withdrawn semi-automatic FLFs (and one or two of the late manual FLFs) were driven to Wood Green garage where they were to be prepared for disposal to dealer W. North. The actual date of sale is recorded as June 1981, although most were not ready to go until July. Robin James, a driver at Bishop's Stortford who was also qualified as a fitter (he had been the garage fitter in the early 1970s and had kept up his mechanical qualifications) told me a week or so after the closure that he had been asked to go to Wood Green to prepare the withdrawn FLFs, a task that was expected to take up to two weeks. He agreed to take my camera with him and photograph the vehicles for me. The identifiable vehicles that he photographed were 2877, 2894, 2895, 2899, 2900, 2911, 2912, 2920, 2924, 2929, 2930, 2931, 2945. As far as I recall, he did this for between one and two weeks. It's possible that there may have been other fitters there as well. Sad to see Wood Green in that state. Also, sad to hear of Robin James's death last year. Above right: A photo of the closed Wood Green garage in July 1981, to compare with the photos of the garage in EBN 686. Note the fence and the 'Eastern National' lettering removed from the garage roof. In front is 2931, which had been converted to OMO, and behind is 2900. **Robin James**



The 'Blind Spot' was really interesting, showing a mixture of Bishop's Stortford and decidedly non-BS destinations. Difficult to see the reason for the mix, as BS certainly never operated to the various Southend / London / Brentwood places shown, amongst others. The inclusion of Havers Estate dates the blind as being no earlier than November 1964, when EN took over the London Transport section between Station Road and Havers Estate, which had been worked as the tail-end of their routes 350 and 350A into Bishop's Stortford from Hertford. It had been worked by one-man RFs, but the heavy loadings on the Havers Estate section had caused operational

difficulties on what was otherwise a relatively lightly loaded rural service. Bristol FLF 2810 (new in October 1964) came to Bishop's Stortford specifically for this service and spent all its working life at that garage.

Alan Tebbit wrote about Bristol LD 2480 being available for use for driver training, and I thought readers may be interested to see a photo of it in use as such, which I took at Bishop's Stortford garage in 1972. For some reason it carried a BE (Braintree) garage code-plate. [Editor's note: 2480 officially transferred from Chelmsford to Braintree in March 1972 before returning to Chelmsford in December that year, there is no official record of it being allocated to Bishop's Stortford in this period]. I recall breaking down in this bus on a journey to Maldon on one of the rest day workings that I did conducting at Chelmsford at around this time; Danbury Hill proved too much for it and it ground to a halt halfway up!

Ian Pritchard has also written in about 2480 and submitted a photo (right). He writes "I was interested to read Alan 'Tebzy' Tebbit's reminiscences, in his letter in EBN 686, of training to be a driver at Chelmsford depot and his memories of the vehicles used. I have attached a front view photo of 2480, one of the vehicles Tebzy mentioned was used for driver training, taken in 1967 at Chelmsford garage. Unfortunately, it didn't have the 'Driver under Instruction' board on at the time, but the removable front bulkhead window can be seen through the driver's windscreen.

Right: 2480, on the right, outside Bishop's Stortford garage during 1972, this time with the driver training board. The main bus in the photo is Chelmsford's 2448, on loan to BS, displaying 'Service' as the destination. These are both in 'interim' Tilling / NBC livery - still in Tilling green but with top cream band and black beading overpainted green, main band painted white without black beading and fleet name above the radiator grille (no side fleet name), still with green wheels. NBC livery would be completed with the adding of white side fleet names with NBC symbol, the removal of the italicised front fleet names and the wheels painted light grey originally, but not long afterwards a darker grey, plus repaints would receive the lighter green. The 1967 and 1972 livery variations on 2480 make an interesting comparison. **Peter Carr**

Right: Back to the closed Wood Green depot in July 1981. The front three FLFs in this photo are 2931 (converted to OMO), 2894 and 2899. Note that blinds and fleet & depot plates have been removed as well as the NBC badges from the radiator grilles and fleet names have been painted over. **Robin James**



Further to Richard Delahoy's 'Blind Spot' article last month, I have in my collection this top part of a blind which also came from a Dual-Purpose MW. It appears to only cover coach destinations as opposed to the mix of bus & coach for the one illustrated last month.

Gary Sharpe from Colchester

Tollesbury Depot

It was nice to see Richard Delahoy's picture of Osborne's garage in EBN 686 with the two ex-Doncaster Reliances 8625/9 DT in view. Richard asked if anyone had more information on these. They came from Silver Service at Darley Dale, presumably via a dealer and were for spares only, I cannot say if there were any owners between Doncaster and Silver Service. Later, they were moved inside the garage and gradually stripped until the remains were scrapped some years later, in fact they outlasted the Bedford SB5 in the picture; TPU 649/50K did not find favour and were gone within two years. A correction to EBN 686: these were new, to Osborne's, in May 1972 not February 1974. The infamous garage clock deserves a mention, it never worked reliably and despite attempts to get it going through both Osbornes and Hedingham ownership it refused to function for more than a few days at a time!

Below: Close-up photos, taken the same day, of the vehicles featured in Richard's photo on page 5 of EBN 686 of Tollesbury garage on 5 February 1974. Top, 51, TPU 650K, a Bedford SB5 with Duple Vega coach body and bottom, the pair of ex-Doncaster Corporation AEC Reliance / Roe buses 8629/5 DT. Both **Richard Delahoy**



New Bishop's Stortford Interchange

by Owen Woodliffe

The previous bus interchange at Bishop's Stortford, which opened in 1986, was on the south side of Station Road, part of the town one-way gyratory, and consisted of a layover area adjacent to the kerb with a central island for through services. Terminating services occupied the south side with two stops for loading to the west of this. A photo is on page 3. It closed on 5 June 2019 when the first phase of the Goods Yard redevelopment scheme commenced, and stops were relocated to Dane Street. Layover buses still used the area which was not closed off by hoardings.

A new link road parallel to the railway line between Station Road and London Road opened, albeit unfinished, in January 2021. The new 'Interchange' is a grand name for a pair of bus stops, one south of the station building with no letter, so is presumed for alighting, and Stop E on the other (west) side for all services. Buses turn by use of a roundabout 100 metres south of the station, as shown by Arriva 4113 on route 308 on 24 June, and some three or four buses have kerbside layover as shown by Central Connect's brand new CE21 GAL on route 386 on the same date. So, instead of four bus stops with shelters previously, there is just one with a shelter for all services. Services do not use all of the link road as this would by-pass well used stops in South Street. When Phase 2 is complete the Goods Yard site will have 550 homes, retail, leisure and a multi-storey car park. Both photos **Owen Woodliffe**. With thanks to **John Card**.



Bus Spotting in the Digital Age

Richard Delahoy takes a closer look at vehicle tracking that's available on-line via a web browser

The website **Bustimes.org** gets frequent mentions in Essex Bus Magazine but do you realise just what it shows? Under the Government's "Bus Open Data Service", all operators are now required to make tracking data accessible to web designers and sites like Bustimes.org and LVF (London Vehicle Finder) are the result.

Looking at Bustimes first, the site provides access to timetables, fleet lists - which also show the livery carried - as well as tracking data that shows what each individual bus is actually doing (and the history from the past month or so). You can also see all the buses on a given route. There's also a live map showing the position of all active buses. Go to <https://bustimes.org/>, select Regions, England South East, then look down the list of Operators. Click on the selected operator, then go to the Vehicles tab. (Incidentally, whilst NIBS and Stephensons each have separate entries here, if you go to East Anglia rather than South East and select Galloway, the entire Eastern Transport Holdings group is shown in one entry).

The map view is interesting, since you can see all buses (that have ticket machines reporting tracking data) across the area or just those of a selected operator. To see all operators, use the Map button top right on the yellow header band on any page; to see just one operator, go to that operator's entry first, then select Map from the three tabs just under the operator's name.

So, if you are looking for say First 37007, the bus in Eastern National privatisation livery, you can see where it is now and click through to a map and timetable for the journey it is operating.

bustimes.org

Home · First Essex · Vehicles

37007 - WX55 VHR

Volvo B7TL Wright Eclipse Gemini

 Eastern National

Edit · Flickr

Wednesday 19 May 2021 ▾

Service	Journey	To	
70	06:22 0625		Map
70	06:30 0635	Chelmsford City Centre	Map
70	08:28 0842	Colchester Town Centre	Times
70	10:39 1040	Chelmsford City Centre	Times
70	12:34 1245	Colchester Town Centre	Times
70	14:35 1440	Chelmsford City Centre	Times
70	16:26 1650	Colchester Town Centre	Times
67	18:59 1900	West Mersea	Times

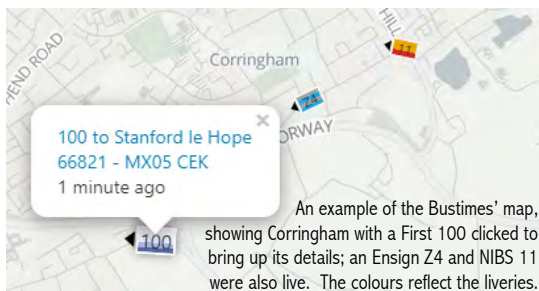
Here's what it showed as this article was being prepared - after a day on the 70, it was on its way to West Mersea on the 67: Turning to LVF, this London-centric site has recently expanded its coverage to regional fleets including many Essex area operators. It's more quirky and not very intuitive to use, so read the help page first to find out what codes you need to enter - see our website www.essexbus.org.uk and go to the Links page to access these. You need to specify search criteria, rather than viewing pre-prepared lists as on Bustimes.

You can search by various criteria, including Registration number, Operator / Fleet number, Route and Stop Code / Stop Name. You can also look for ranges of numbers, so for example, if you want to see what all First's Volvo hybrid single deckers 69901 to 69919 are being used on, you would search for 'EN 69901-19'. The results are too small to reproduce legibly here, but the system shows how many of the 19 buses were actually on the 100 route as you might expect, what other routes they are operating on and which are not in service - looking when this article was written, at 1430 on 20 May, the answer was 15 on the 100, 1 on the 8A and 3 not in service, one of which had last worked on the 25.

Neither Bustimes or LVF are available as an app for phones yet but can be accessed via a web browser on your phone, making it easy to track down that elusive bus for your next ride or photo. If you know the codes to use, LVF is easier than Bustimes to use on a phone, although bookmarking specific pages in Bustimes makes access easier whilst out and about.

We should add that all these systems, and bus operator apps, rely on data from the ticket machine - so if that's defective, there's no data. If the driver selects the wrong route number, that's what will appear in the data, although the map will faithfully show where the bus really is. They also use the fleet number programmed into the ticket machine or base plate and these can occasionally differ from the actual fleet number, e.g., if a machine is changed over in service.

Hopefully this short article will encourage you to look at these sites and explore more of what they have to offer.



An example of the Bustimes' map, showing Corringham with a First 100 clicked to bring up its details; an Ensign Z4 and NIBS 11 were also live. The colours reflect the liveries.

Contrasting with the Stagecoach Enviro 400 illustrated on page 5, F W Moore Ltd. t/a Viceroy. PVX 104 is at the same location, Station Street, Saffron Walden, on service to Dunmow. **Bob Beaumont Collection** with thanks to **Chris Stewart**. It was one of a pair of AEC Regal III's with Watson bodies (the other being PVX 105) new in 1950. Viceroy suddenly abandoned their stage services in 1969 and Eastern National stepped in adding the Saffron Walden to Dunmow service to the Dunmow to Chelmsford 33.



Panther in Porthmadog

The highly distinctive Panther Travel livery is instantly recognisable, even when shorn of fleet names and a long way from Essex. DC52 PAN, an East Lancs bodied DAF DB250, new as Arriva PN52 XBH, was sold to Lloyds Coaches of Machynlleth in August 2020 and is seen here in Porthmadog working for them on 9 June 2021. We illustrated it with Panther back in EBN 674. **Richard Delahoy**



Rear Cover Photo Captions

Top: On page 26 there is a photo of a Bristol SC with '007' on the blinds. Here is another vehicle with the same route number, in this case the blinds reflect the fact that the route is registered as 'FWC007'. Fourways 4, LN51 KYP, ex Metroline Dennis Trident / Plaxton President, at their depot on 5 May 2021. **Ian Ransom**

Bottom: As reported on page 23, Ensignbus have acquired Kowloon Motor Bus, Hong Kong's only Wrightbus StreetDeck. It is seen in Sutherland Boulevard, Leigh on its first test run in the UK on 24 June 2021. **John G Lidstone**



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