

Essex Bus News

**No. 623
March
2016**



Essex Bus Enthusiasts Group
www.essexbus.org.uk

£4
where sold



Left:
Former
Clacton
Caetano-
bodied Dart
43857 is
seen in
Veruan on
2nd March,
photographed
by former
Essex
resident
Si Coates,
who now
drives for
First Kernow
in Cornwall.



above: Freshly-repainted Volvo 32485 passing through Braintree Bus Park on the 70, complete with Chelmsford garage codes (which, whilst true, is ironic in a way as the vehicles don't generally live there as such!) Compared to the picture I sent you last month of scruffy 32484 on the Sunday 352, this one did look rather smart and clean. **Jonathan Cush.**

Front Cover Picture.

The Carters business is now in the process of being sold to Ipswich Buses (the sale excludes the heritage vehicles). Here we see Trident 405 (former Metroline TP366) on 16 February 2016 working route 93 in Stratford St Mary.

Russell Young.

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*Owen also stocks a wide range of colour photos;
Send SAE with your requirements*

Black & White Photo Sales

Robin Jenkinson, 23 Wheatfields, Rickinghall, DISS, IP22 1EN,
Using the order form available on-line.

Welcome to new members:

R A Edwards, St Albans — 1098
David Cope, Kelvedon — 1099

Subscriptions

Held for yet another year

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

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

Data Protection Act

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

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Reports and observations

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

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

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

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

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

MID-ESSEX MEETINGS by Maurice Austin.

Quaker Meeting House, corner of Parkway and Rainsford Road, Chelmsford, less than 10 minutes walk from the Bus and Rail stations; continue along Duke Street past Civic Centre and cross to far side of Parkway. There is a small car park on site, other public ones nearby. Tea and coffee making facilities. For those who need other refreshment, there are plenty of excellent pubs and eating establishments nearby. Members and guests welcome.

£2.00 donation towards cost of room hire, please.

Doors open at 1915 for an informal chat and often impromptu slide show, with the main talk or show from 1945 to 2145.

Thursday 24 March

Thursday 28 April

Thursday 26 May

Thursday 23 June

Thursday 28 July

Other **2016** dates, all Thursdays;

Peter Carr, "Trams and other Things". A selection of Peter's vast range of pictures, UK & Europe.

Fred Lawrance. South East England bus operators 1940's to 1960's and a few 1970

Featuring M&D, East Kent, Hastings Tramways and Southdown

Life Member Bob Palmer, "Pure Nostalgia".

tba

Owen Woodliffe, tba

22 September, 27 October, 24 November, 15 December

NORTH ESSEX MEETINGS by Dave Arnold.

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

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

Friday 11 March.

Friday 8 April. NOTE CHANGE.

Friday 13 May.

Other **2016** dates, all Fridays

Gary Sharpe.

AGM followed by David Grimmett, "Driven to Distraction - on 47 years in the industry and still going".

Richard Delahoy, "20 Years Ago".

10 June, 8 July, 12 August, 9 Sept, 14 October, 11 November, 9 December.



**A
Blast
From
The
Past.**

Ex Eastern National 1713, WNO 562L Leyland National seen with Yorkshire Terrier in Sheffield during 1992.

Paul Harvey.

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

EVENTS

Saturday 19 March
Sunday 20 March

Auction of London's transport collection at Croydon Park Hotel, Altyre Rd, Croydon.
Ipswich Bus Rally. Free network of services linking Rally Site with Bus and Rail Stations and Museum.
ipswichbusrally@yahoo.co.uk

Fri/Sat 25/26 March

Depot Discovery Tours, Acton Depot. Book at www.ltmuseum.co.uk

Sat/Sun 26/27 March

Easter Gala. East Anglia Transport Museum. 01502 518459

Sat/Sun 26/27 March

Medway Festival of Steam & Transport. Chatham Dockyard 01634 823800.

Mon 28 March 28

Easter Egg Trail. Ipswich Transport Museum.

Saturday 2 April

South East Bus Festival at Detling. arrivabus.co.uk/south-east-bus-festival **The Group Stall here.**

Sunday 10 April

LT Country Bus Running Day, East Grinstead.

Sat 16 April

Silver End 90th Anniversary Celebrations featuring Heritage Buses.

Sat/Sun 16/17 April

Colne Valley Railway Vintage Vehicle Weekend, Castle Hedingham. 01787 461174

Sunday 17 April

London Bus Museum Spring Gathering at Brooklands. londonbusmuseum.com

Sat 4 June

Stephensons Olympian Running Day. www.stephensonsofsex.com

Sunday 26 June

Basildon Bus Rally at Barleylands, Billericay. www.basildonbusrally.com **Note changed date. Group Stall here.**

GROUP TOUR

Saturday 28 May 2016

THE SUFFOLK PANTHER

Departing Colchester Bus Station at 0830 and using Panther Travel's ex Leyland Olympian commuter coach, we shall be visiting a selection of interesting Suffolk operators, both large and small.

Highlights of the trip will be visits to Ipswich Buses, Beestons, Borderbus, Bucklands and Venuturer Coachways. Lunch stop will be taken in Woodbridge. Return to Colchester approx 1830.

Fare is £20. To book, please send cheque payable to E.B.E.G together with S.A.E. to Keith Woods, 34 Normandie Way, Bures, Suffolk CO8 5BE

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



Terravision Scania at St. Pancras having dropped off passengers from its Liverpool Street stop to be taken onward by Stanstead Citylink.

Owen Woodliffe.

Resolution!

By Chris Stewart.

The photo of City (ex Rose Bros) ONO 289 in EBN622 is most definitely in Brentwood. Prior to the City takeover by Westcliff-on-Sea Motor Services in 1952 this was actually the premises of the associated Brentwood Engineering Company. On closure in 1997, the depot - which had passed to ENOC in 1955 - and adjacent Thermos factory (which incorporated the main City headquarters and workshop buildings behind) were demolished to make way for a Sainsbury's superstore.



above: At least five Leyland Nationals (one advertising Lancaster Garages), an ex Southdown VRT/LL driving trainer and a Bristol RE are visible.
ENOC, courtesy Geoff Dodson.



Taken from the roof of the photographer's office in Brentwood High Street, the former City headquarters and workshops (home of Thermos from 1952 onwards) are being demolished to make way for a Sainsbury's development. The WMS/EN depot is in the extreme upper left corner.
Chris Stewart.



Lovely Red Buses!

After just a short period in outside storage after acquisition last autumn, 1957 Guy Arab MkIV (5LW) / Roe KCF 711 finally emerged from the paintshops at Mardens of Benfleet yesterday Friday 5 February, freshly painted, as is the interior.

This Guy was of note as being new to an independent, H. C. Chambers & Son of Bures, of course and spent some time at the Canvey museum and more recently tucked away at the Blackwater site.

Like RM978, this is owned by Mardens - although reports apparently floating around are wrong. Similarly, SCT 336 is often quoted as owned by the Canvey Museum, again, this is owned by Mardens.

Once RM978 and KCF are completed, work will resume on Mardens' RT, RT2976 (NLE 744).

Both pictures by **John G. Lidstone**.



Service Changes by Paul Harvey.

Amber Coaches

10 April 16	37	M-F	South Woodham Town Service: contract service withdrawn.
	268	Sch	Blackmore to Grays: contract service withdrawn.
11 April 16	12	M-S	Wickford to Billericay: new contract service replacing 221, 222 & 225.

Arrow Taxi's

11 April 16	DART1	M-S	West Uttlesford DRT: new flexible DRT contract service.
	DART2	M-S	East Uttlesford/West Braintree DRT: new flexible DRT contract service.
	DART3	M-S	North East Braintree DRT: new flexible DRT contract service.

Arriva Kent Thameside (Colchester & Harlow)

10 April 16	4	M-F	Colchester to Stanway: contract service withdrawn.
	4	M-F	Colchester Hythe to Stanway: new contract service.
	11	M-F	Colchester Circular via Highwoods: new peak hour contract service replacing Hedingham.
	59	D	Chelmsford to Harlow: Sunday contract service withdrawn.
	66	Sun	Colchester to Rowhedge: contract service withdrawn.
	67B	Sun	West Bergholt to West Mersea: contract service withdrawn.
	70	Sun	Colchester to Braintree: contract service withdrawn.
	75	Sun	Colchester to Maldon: contract service withdrawn.
	77/A	M-F	St Osyth Beach to Colchester Tufnel Way: new contract service replacing Panther Travel.
	105/7/9	M-S	Colchester to Walton: contract service withdrawn.
	115	Sch	Weeley to Thorpe Le Soken: school contract service withdrawn.
	501	Sun	Harlow to Ongar: Sunday contract service withdrawn.



picture: Network Colchester 3534 on route 105 in Park Road, Burnt Heath on 18 February 2016.

Russell Young.

Barker Bus Ltd

22 Feb 2016	BB5	Sch	Waltham Cross to Bishop Stortford: new school service.
	BB6	Sch	Cheshunt to Bishop Stortford: new school service.

Carters Coaches

9 April 16	193	Sch	Dedham to East Bergholt: school service withdrawn.
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Carters Heritage Buses Ltd

11 April 16	193	Sch	Ardleigh to East Bergholt: new school service.
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Centrebus

27 Feb 16	524	M-S	Harlow to Hertford: new service cancelled from 27 February 16 therefore never operated.
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De Vere Cars

9 April 16	323	Thur	Greenstead Green to Sudbury: contract service withdrawn.
	327	Fri	Twinstead to Halstead: contract service withdrawn.
	329	Fri	Pebmarsh Cross End to Halstead: contract service withdrawn.
	331	ThS	Sible Hedingham to Sudbury: contract service withdrawn.

First

9 April 16	15	M-F	Colchester to Lexden: contract service withdrawn.
	101	M-S	Billericay to Basildon Hospital: contract service withdrawn.
10 April 16	8	M-S	Monkwick to Great Horkesley: contract service withdrawn.
	2	M-S	Clacton to Mistley: new contract service replacing Hedingham.
	9	TThF	Great Holland to Walton: contract service withdrawn.
	10	M-S	Basildon Hospital to Shotgate: new contract service.
	14/15/A	M-S	Wickford to Chelmsford: revised contract timetable with route extended to/from The Wick and renumbered 13/A/14.
	17	Sch	West Bergholt to Stanway School: new school contract service replacing Hedingham.
	21	M-S	Basildon to North Benfleet: revised timetable with the Mon to Fri peak hours contract service withdrawn and replaced by NIBS. Saturday contracted service continues.
	21/A	D	Black Notley to Bocking: evening and Sunday contract service withdrawn.
	21C	M-F	Canvey to Benfleet: contract service withdrawn.
	33	Sun	Broomfield Hospital to Southminster: new Sunday contract service.
	46	M-S	Chelmsford Oaklands Park to Ongar: contract service withdrawn.
	47	M-S	Chelmsford to Broomfield Hospital: revised contract timetable and route to now operate to/from Oaklands Park.
	50/92	Sat	Colchester to Tollesbury: contract service withdrawn.
	59	Sun	Chelmsford to Harlow: new Sunday contract service replacing Arriva.
	63	M-S	Colchester Tuffnell Way to Roman Way: contract service withdrawn.
	67	M-S	Colchester to West Mersea: new Sunday contract service introduced as service 67B terminus in Colchester being Mason Road.
	68	M-S	Highwoods to West Mersea: new evening contract service replacing services 8 & 67B.
	83/A	M-S	Colchester to Colne Engaine: contract service withdrawn.
	88C	M-S	Colchester to Aldham: contract service withdrawn.
	94/A/B	M-S	Basildon to South Woodham: new contract service replacing services 37 & 237.
	94C	Sun	South Woodham Town Service: new contract service.
	100	D	Clacton to Walton: new contract service evenings only.
	140	Sun	Basildon to Chelmsford: contract service withdrawn.
	175	M-S	Colchester to Fingringhoe: revised contract timetable and route to operate as a circular service both directions as 174 and 175.
	251	Sun	Southend to Warley: revised contract route and timetable to operate between Warley & Wickford via Billericay only.
	256	M-S	Basildon to Billericay Bluebell Wood: contract service withdrawn.
	275	Sch	Rowhedge to Thomas Audley Sch: school contract service withdrawn.
	352	D	Chelmsford to Halstead: revised contract timetable, Sundays only operates between Halstead and Broomfield Hospital. No change to terminal weekdays.

Service Changes, continued by Paul Harvey.

Galleon Travel (Trustybus)

27 Feb 16	424	M-S	Harlow to Hertford: new service.
10 April 16	419/420	D	Harlow to Ongar: services withdrawn.
	541	D	Harlow to Loughton: service withdrawn.
	542/3	M-S	Dedham to Loughton Circular: contract service withdrawn.
11 April 16	392/3	M-S	Harlow Circular via Hoddesdon: revision to timetable.
	418	D	Harlow to Ongar & Loughton via Epping: new service.
	5	M-S	Harlow Circular via Pinnacles: new peak hour contract service replacing Arriva.



picture: Trustybus took on the Harlow to Hertford route on 27 February to replace hourly Townlink 524A but has dropped the 524 via A414 by-pass. Scania TB RXJ is at Stanstead Abbots on the first day. **Owen Woodliffe.**

Go Ahead (Heddingham)

10 April 16	2	M-S	Clacton to Mistley: contract service withdrawn.
	11	M-F	Highwoods to Colchester: contract service withdrawn.
	15	M-F	Marks Tey to Colchester Lexden: new contract service peak times only.
	16	M-S	Chelmsford to Wethersfield: contract service withdrawn.
	17	Sch	West Bergholt to Stanway Sch: school contract service withdrawn.
	19	Sch	Rowhedge to Monkwick Sch: new school contract service replacing service 275
	50/A/92	M-F	Colchester to Tollesbury: revised timetable including new Saturday contract service.
	50B	Mon	Colchester to Great Wigborough: new contract service.
	69/A	Tue	Colchester to East Mersea: new contract service.
	79	Fri	Colchester to Tiptree: new contract service.
	82/A/B	M-S	Colchester to Colne Engaine: new contract service
	83/A/B	M-S	Colchester to Bures: new contract service, 83B operating between Colchester & Aldham.
	84B	Thur	Colchester to Little Horkesley: new contract service.
	85	Wed	Colchester to Layer Breton: new contract service.
	95/A	M-S	Maldon to Tollesbury: revision to timetable affecting Schooldays contract journey on service 95A.

National Express

14 Jan 16	A30	D	London Victoria to Stansted Airport: new coach service.
	A31	D	London Liverpool Street Station to Stansted Airport: new coach service.
	A32	D	London Stratford to Stansted Airport: new coach service.

NIBS

10 April 16	14	M-F	Wickford to The Wick: new peak hour contract service.
	21	Sun	Bocking to Black Notley: new contract service replacing First.
	21	M-F	Basildon to North Benfleet: revision to timetable including new contract peak hour service replacing First.
	21C	M-F	Canvey to Hadleigh: new contract service replacing First and operating via Essex Way.
	46	M-S	Chelmsford to Ongar: new contract service replacing First.
	46A	Mon	Epping Circular via Greensted Green: new contract service.
	46B	Mon	Epping to Matching Green: new contract service.
	46C	TuS	Ongar Circular via Abbess Roding: new contract service.
	46D	WF	Ongar to Epping via Abridge: new contract service.
	46E	WF	Ongar to Epping via North Weald: new contract service.
	46F	Thur	Ongar to Stanford Rivers: new contract service.
	63	WF	Rayleigh Weir to Landwick: new contract service.
	221/2	M-S	Shotgate/The Wick to Billericay: contract service withdrawn.
	225	M-S	Shotgate to Wickford: contract service withdrawn.
	237	M-S	South Woodham to Basildon: contract service withdrawn.
	256/7	TThS	Basildon/Ramsden Heath to Billericay Bluebell Wood: new contract service with new 257 from Ramsden Heath replacing First 256.
	501	Sun	Harlow to Ongar: new contract service replacing Arriva.

Olympian Coaches

27 Feb 16	OC1-3	Sch	Waltham Cross/Cheshunt/Goffs Oak to Bishop Stortford: school services withdrawn (officially de-registered).
	741	M-F	Harlow to London: service ceased due to revocation of "O" licence.

Panther Travel

10 April 16	30	M-S	Beckers Green to Marks Farm Braintree: contract service withdrawn.
	77/A	M-F	St Osyth Beach to Colchester: contract service withdrawn.
	103	Sch	Harwich to Ramsey: school contract service withdrawn.
	119A	Sch	Point Clear to Brightlingsea: school contract service withdrawn.
	314	WS	Great Dunmow to Braintree: contract service withdrawn.
	315	Thur	Stebbing Green to Great Dunmow: contract service withdrawn.
	80/A	M-S	Colchester to Dedham: new contract service.
11 April 16	81/A	M-S	Colchester to Manningtree: new contract service.
	118	Sch	Parkeston to Ramsey: new school contract service replacing school service 103.
	446B	Sch	Clavering to Newport: new school contract service replacing Arriva.

Regal Busways

29 Feb 16	552/3	M-F	Basildon/Billericay to Ramsden Heath: extra evening journeys introduced between Basildon & Festival Park (updated information).
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Essex County Council have agreed to continue to support local bus services through the "Local Bus Service Priority Policy 2015-2020" as part of the "Getting Around in Essex Bus Transport Strategy" with unchanged budget of £6.8m in contrast to many other Counties that are withdrawing support for Local Bus Service support. A very high percentage of the contracts have recently been retendered and awarded in one go (unprecedented in Essex) that many feature quite substantial changes to long established route patterns and some renumbering. These take effect from 10th April 2016 and are reflected in the above listings. Full details are contained on the Essex County Council website, the relevant Committee Report link is:

<http://cmis.essexcc.gov.uk/EssexCMIS5/Document.ashx?czlKcaeAi5tUFL1DTL2UE4zNRBcoShgo=vEw04YsZFkKkwBYPi6V4xYqTFGgI7zljznMP8YxAyCc%2fvHJ%2boDhg%3d%3d&rUzwRPf%2bZ3zd4E7lkn8LWw%3d%3d=pwRE6AGJFLDNih225F5QMaQWCtPHwdhUfCZ%2fLUQzgA2uL5jNIRG4jdQ%3d%3d&mCTlbCubSFFxsDGW9IXnlq%3d%3d=hFfIUdN3100%3d&kCt1AnS9%2fpWZQ40DXFvDEw%3d%3d=hFfIUdN3100%3d&uovDxwdjMPoYv%2bAhYtyA%3d%3d=ctNjF55vVA%3d&FgPIIEJYlotS%2bYGoBi5oIA%3d%3d=NHdURQburHA%3d&d9QjI0ag1Pd993jsyOlqFvmyB7XOCsqK=ctNjF55vVA%3d&WGewmoAfeNQ16B2MHuCPMRKZMwG1PaO=ctNjF55vVA%3d>

Service Changes, continued by Paul Harvey.

Stephensons of Essex

8 Feb 16	510	Sch	Southminster to Chelmsford: route diversion due to closure of Nipsells Chase,
Maylandsea.			
	593	Sch	Althorne to South Woodham: route diversion due to closure of Nipsells Chase.
	D1/D2	M-S	Maldon to Bradwell/Southminster: route diversion due to closure of Nipsells Chase.
	D6	M-F	Southminster to Althorne: route diversion due to closure of Nipsells Chase Maylandsea.
28 March 16	301	M-S	Bishop Stortford to Saffron Walden: new contract service replacing Arriva.
10 April 16	1	Thur	Ashen to Sudbury: contract service withdrawn.
	6	M-S	Saffron Walden to Stansted Airport: the 0621 j'ny from Stansted Airport to S W withdrawn.
	8	Fri	Toppesfield to Haverhill: contract service withdrawn.
	9	M-S	Walton to Great Holland: new contract service replacing First.
	9/10	M-F	Great Notley to Great Bardfield: service 10 renumbered 9A.
	10	Wed	Cornish Hall End to Braintree: contract service withdrawn.
	16	M-S	Chelmsford to Wethersfield: new contract service replacing Hedingham.
	18	M-S	Newport to Haverhill: revised route and timetable service renumbered 60.
	21	M-S	Braintree to Black Notley: new evening contract service between Black Notley & Bocking.
	23	Wed	Steeple Bumpstead to Braintree: contract service withdrawn.
	30	M-S	Marks Farm to Beckers Green: new contract service replacing Panther Travel.
	40	M-S	Witham Town Service: contract service withdrawn.
	59	M-S	Haverhill to Saffron Walden/Clavering: revised t'table and route west of Saffron Walden.
	60/A	M-S	Southend to Canewdon: revised timetable, more buses to Paglesham, some extended to Wallasea Island.
	71/72	M-S	Stondon Massey to Warley: minor timetable changes.
	89B/X	Fri	Toppesfield to Haverhill: contract service withdrawn.
	101	Sch	Point Clear to Brightlingsea: new school contract service replacing 119A.
	105/7	M-S	Colchester to Walton: new contract service replacing Arriva.
	115	Sch	Weeley to Thorpe Le Soken: new school contract service replacing Arriva.
	312/3	M-S	Great Dunmow to Saffron Walden: revised timetable with Service 312 renumbered 313A.



Dart/Caetano (HV52 WTE) 454 of Stephensons of Essex on lay-over at Braintree Bus Park on 16 February.

Ken Coldwell.

EBN623p10

Road Runner Buses/Townlink

15 Jan 16	19-21	D	Harlow to Brentwood: section of route between Ongar & Brentwood ceased.
26 Feb 16	R1/31	M-S	Harlow Circular via Sumners: service ceased due to revocation of "O" licence.
	T15	M-S	Harlow Circular via Brays Grove: service ceased due to revocation of "O" licence.
	19-21	M-S	Harlow to Ongar: services ceased due to revocation of "O" licence.
	524	M-S	Harlow to Hertford: service ceased due to revocation of "O" licence.

Terravision

14 Jan 16	A50/A51/A52	D	London Victoria/Stratford to Stansted Airport: service was operating between London Liverpool Street Station & Stratford to Bishop Stortford Station due to being evicted from Stansted Airport.
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Trans Vol

21 April 16	265	M-F	West Horndon to Grays: contract service withdrawn.
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During the last month of Townlink operation, Y554 XAG is seen at the Ongar, Two Brewers terminus of route 20 on 17 February 2016.

Adam Kelleher.

Adam Has a Trip Out! Harlow Arrive route 10.

During an hour in Harlow on 1 March, Adam Kelleher saw double decker 5443, 3856 in blue / white SX livery and Green Line liveried BU06 HSF (with route 724 branding) all on Arriva route 10, quite a contrast to Solo 1456 illustrated in EBN622!

Allocation Changes

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

Period 11 (24 January - 20 February)

23019 CF*-CF, 30903 CR-CF, 65574 BE(out of service)-disposal, 65586 BE(out of service)-disposal, 65587 CR(out of service)-disposal

*being prepared for service

23019, which was acquired in December 2014, has finally entered service, first seen on route X30 on 4 February (thus returning to the route it operated on when on loan when new in December 2004, see EBN609).



Just look at the rear end on that!

30903 is a paint spare. It was seen on route 352 on 7 February (with "First" on front blind but nothing in the windscreen) and on 70 the next day (with full destination display). It retains Clacton depot stickers (despite never actually having operated from there). Seen here on 8 February.

Adam Kelleher.

Disposals, February 2016

65586 to preservation (by 12th, based at Great Yeldham)

65574, 65587 assumed to Alpha Recovery for scrap

20500 to First Eastern Counties at Norwich (by 24th, a Period 12 transfer). It is reported that it will be used on Bernard Matthews contracts, Rail Replacement and special events. It will retain its X30 Air Coach livery, but have the vinyls removed.

Repaints

To Urban livery

CF32480, seen on route 70 on 24 February

CF32481, seen in Chelmsford on 10 February

CF32485, seen on route 70 on 25 February

CF53114, seen on routes 73/351 on 11 February

All the above have small "First Essex" names with f symbol above entrance door and driver's cab, depot stickers both sides and main "Essex" fleet names on lower panels both sides. The repaint of 53114 leaves 53117 and 53132 as the only two Solos still in Barbie livery, both were seen thus on routes 73 / 351 on 1 March.

CF66808, seen on route 42 on 3 February, small "First Essex" names with f symbol above entrance door and driver's cab, depot stickers both sides and main "Essex" fleet names on cove panels both sides.

To All White

CF23019 was repainted in all white livery before entering service (see above). Like 23020 (see EBN619), the shade of white is akin to that used in Barbie livery, not that of the newer Urban livery. It has small First (with f symbol) fleet names each side and a small f symbol only on rear. It also has Chelmsford depot stickers on both sides. It retains LED blinds at the front but the route number blind at the rear has been overpainted. It also retains the School Bus symbol sticker to the nearside of the front blind that it had when it was acquired. It has moquette seats.



"I was in Colchester on Thursday 25 Feb, and photographed 30903 in Colchester High Street arriving on 0830 Chelmsford - Colchester 70. Looks as if 30903 has moved from Colchester to Chelmsford, and if this is a Braintree outstation duty, then 30903 has returned to Braintree."

Robert Appleton.

Other Vehicle News and Workings

General BN69902 is another with the new super rear advert for route 100, meanwhile BN69906, BN69911 and BN69916 plus CF66815 have received new, yellow based, super rear adverts for Essex Fire Service (with the main wording "What's Burning in Your Kitchen?").



First Essex
69906,
Chelmsford
Bus Station,
3 March
2016.

**Adam
Kelleher.**

CR32475 and CR32478 have had their branding for routes 61/62 removed, although traces of the red base remain around the front destination box remain on the latter. To update EBNs 620 & 621, driver trainer 62139 was seen on 17 February with seat frames intact but seats removed. Typo in EBN622: the photo caption on page 12 should read 62139 not 62193.

Colchester and Clacton

On Saturday 30 January Colchester United hosted Tottenham Hotspur in the fourth round of the FA Cup at the Weston Homes Community Stadium. First Essex have the contract for the shuttle services to the stadium. Ten buses were used on the day. These were Colchester's 33001, 33044 & 33078, Hadleigh's 33376, 33383 & 33384 (with Colchester drivers), Basildon's 32641 & 33425 (with their own drivers), Clacton's 30902 (with its own driver) and Chelmsford's 32483 (with a Colchester driver). Interesting to note that 30902 came from Clacton the day after 30903 had been transferred away from Colchester to Chelmsford! Braintree outstation's Saturday spare double decker, which on this day was 32651, was to have been used (with Group member David Edwards driving) but was a non-starter with flat batteries in the Braintree compound. The three routes operated to / from the stadium are 120 Bruff Close (near North Station) to stadium direct, 121 Shrub End "Ancient Britton", Layer Road, Butt Road "Fat Cat" to stadium, and 122 Stanwell Street Bus Station to stadium via Old Heath, Haven Road, University, Greenstead, St. John's Estate, Highwoods and Severalls Business Park. One bus was used on the 122, two on the 121, and the rest on the 120.

Double deckers and StreetLites seen on routes 103/4 during February (all CR): 33078 (4th), 33045 (9th), 33190 (11th), 32475 (25th), 63333 (1st), 63331 (9th) and 63330 (26th). During the month Scania / Wright saloons continued to operate on school service 30A. The workings described in EBN620 have been revised to reduce dead mileage, probably this occurred from 11 January 2016 when the last service 2 became 2A (see EBN622). Thus, on schooldays, some journeys on service 3 are worked by a Scania, services 2/3/4 are otherwise worked by a 37 seat Dart. The following were noted on 1 February (all CN): 65666 on 0725 Harwich - Manningtree High School 30A, dead to Harwich, 0835 Harwich - Clacton 3; 42922 on 0727 Clacton - Harwich 3, 0900, 1000, 1100, 1300 Harwich - Parkeston- Harwich 2, 1400 Harwich - Parkeston 2, dead to Harwich, 1440 Harwich - Clacton 3, 1605 Clacton - Harwich 3, 1710 Harwich - Clacton 3; 65676 on 1340 Clacton - Harwich 3, dead to Lawford, 1515 Manningtree High School - Harwich 30A, 1605 Harwich - Parkeston 2A, dead to Clacton. (N.B. Manningtree High School is actually in Lawford, not Manningtree itself). Service 9, Great Holland - Walton on the Naze, is normally worked by an Enviro 200, but on 19 February CN42557 worked this service, the first time one of the 9.4m long Darts has been reported on a route other than the 10/11/12 group. Clacton's two double deckers continued to operate on routes 5/A and 76 during February, observations being 30887 on 5/A (5th, 12th & 27th) and 30902 on 5/A (19th & 20th) and 76 (12th & 27th). /cont.

EBN623p14

1 Feb	CR33001 on 65	2 CR33195 on 65	3 CR63330 on 88A, CR63442 on 75
5	CR33044 on 64A, CR63342 on 88		7 CR63339 & CR66828 on 1/A
9	CR66804 on 2	10 CR33186 on 65	
12	CR33086 on 65, CN44597 on 10/11/12 (and again on 19th)	15 CR63331 on 75	

Chelmsford (including Braintree Outstation)

Sightings at Braintree outstation have been: 32480, 32484, 32651, 32654, 66814 and 66818 plus withdrawn 65574 and 65586 (31 January); 32480, 32482, 32483, 32651, 32652, 32654 (7 February, withdrawn buses gone, see Disposals above); 30903, 32484, 32485, 32652, 32654, 66808 (14th); 32480, 32482, 32484, 32652, 32654, 66818 (21st). Buses seen on route X30 (all CF): 65029, 65030, 65032 (all 31 January), 65030 (17 February)

8 Feb	CF42933 on 14, CF43846 on 73 (Chelmsford to Maldon), CF43801 on 42A
9	CF66815 unusual on 72 (normally Dart or Solo)
11	CF53116 very unusual on Chelmer Valley Park & Ride
12	CF32482 on King Edward VI school service to sports fields adjacent to Broomfield Hospital
17	CF53125 on 71 18 CF53135 unusual on 42A 25 CF65030 also unusual on 72
3 March	43480 on driver shuttles at Chelmsford, this retains all round LED blinds, displaying "Sorry Not In Service" on front and f symbol at side and rear



Basildon and Hadleigh

Non-Hybrids seen on route 100 (all BN): 66813 (11 February), 47651 (17th), 66821 (19th)

8 Feb	BN41525 on 826
28	BN47654 on 140

Above:

A little love and attention for 42934 on 17 February at Chelmsford Bus Station. It was soon back in service!

John Salmon.

Greater Anglia & TFL Rail Replacement

Stansted to Broxbourne: CF66794, CF66818 (31 January)

Shenfield-Newbury Park: BN32856, BN33077 (7 February)

Ingatestone-Newbury Park: BN33077 (13 February); BN32856 & HH33383 (14th); HH33133 & HH33191 (21st)

Other News

The former Colchester travel office (which was on the corner by the former First Essex Queen Street depot) is now a Sofa Express. The Colchester SOS bus, Leyland Lynx G126 HNP, and its ex mobile library Ford Cargo colleague are now kept outside in the yard at the former First Essex Queen Street depot, rather than at Gosbecks Road Council Depot.

Sources: own observations, and with thanks to R Appleton, S Barham, D Bell, N Clark, T Clark, D Edwards, J Cush, D Lund-Conlon, J Norris, J Podgorski, I Ransom, C Robinson, J Salmon, K Smith, G Toon, R West, First Essex, the Essex yahoo! group, Essex Buses Google group, Flickr and Terminus.

Peter Mansbridge with thanks to John Card, Richard Delahoy, Keith Sadler, Owen Woodliffe.

Arrivals at Southend during February comprised:

3517 DAF SB120 / Wright Cadet (LF52 UTA) ex Guildford
3528 DAF SB120 / Wright Cadet (LF02 PNE) ex Maidstone
3964 DAF SB200 / Wright Commander (GN04 UGB) ex Maidstone
3965 DAF SB200 / Wright Commander (GN04 UGC) ex Maidstone
3964/5 were new for Maidstone Park & Ride, which has recently been scaled down.



picture above: Transferred to Southend in mid-February, Arriva 3964, GN04 UGB, is easily mistaken for a Wright Cadet/DAF SB120 but is in fact a longer SB200 model with Wright's Commander body with 39 seats, in contrast to the 30 or 32 of the Cadets. It was previously used on Park & Ride in Maidstone. **Matthew Evans** caught it in Chichester Road on 19 February en-route for Belgrave Road on the 29. Note the rather discrete "free wi-fi" symbol in the rear offside window.

Meanwhile, the first Cadet withdrawn from Southend stock is 3500 (KE51 PTY), taken out of service on 13 February for conversion into a driver trainer. 3501/2 (KE51 PTZ / PUA) are expected to follow suit.

DAF SB200/Plaxton 3916 (T916 KKM), withdrawn last year, has been sold to a preservationist in Kent and was collected from Southend on 27 February.

At Harlow, Dart SLF / Plaxton 3293 (Y293 TKJ) has been on loan from Gillingham since mid January.



Stephensons

By Richard Delahoy.

Acquired

319 YJ06YRN Optare Solo B24F

320 YJ56AUE Optare Solo B24F

Both were new to Dunn Line, later Veolia and then Holmeswood Coaches. They are for Haverhill depot, to be used on routes 5 & 6.

Reprinted trainer Dart A17SOE (ex LK03NLG) is now in overall green.

Services new contract wins for Essex County Council services see the following routes added from 11 April:

16 Chelmsford – Wethersfield; 30 Braintree local;

9, 101, 105, 107, 115 – a group of routes on the Walton on the Naze to Colchester corridor (101 is the former 119A renumbered); and from 28 March, 301 Saffron Walden to Bishops Stortford.

In addition, the following contracts are renewed, in some cases with timetable/route changes:

5/6 Saffron Walden – Stansted Airport - Bishops Stortford;

9/9A Gt Bardfield to Gt Notley (9A is the former 10 renumbered);

59/60 Haverhill to Saffron Walden/Audley End/Newport (60 is the former 18 renumbered);

60/60A Southend to Canewdon, with extensions to Wallasea and Paglesham (60A is a new route number);

71/72 Brentwood to Stondon Massey; and

313/313A Saffron Walden to Gt Dunmow (313A is the 312 renumbered).

Services ceasing at this tender round (many being one day a week shopper buses, replaced by new demand responsive transport contracts):

1 Ashen-Sudbury, 3 Colchester local, 8 Toppesfield-Haverhill, 10 Cornish Hall End-Braintree, 10 Paglesham-Rayleigh, 23 Steeple Bumpstead-Braintree, 40 Witham local, 80 Boxted-Colchester-Fordham, 89B Gt Yeldham-Haverhill, 176 East Mersea-Colchester, 247 Colchester-Dedham.

Overall this represents an increase in the pvr (peak vehicle requirement) of 6 all-day buses. This will be met by the two Solos referred to above and by reinstating some Olympians from the reserve fleet in the short term, pending more permanent changes in the autumn.

During half-term week (15-19 Feb) five buses were used on London Overground rail replacement whilst the Shadwell to Highbury section was closed. For example, on Thursday morning (18th), buses in use were Scania deckers 501, 502, 510, 601, 608.



Former Go Goodwins TransBus Dart 425 (MX62 APK) in Maldon on 10 February.

John G. Lidstone.

Mark Lloyd with thanks to Shaun Daw & Essex-Buses yahoo group.

Fleet News

86 M294UKN has a darker red dash panel and yellow fleet number.

General

Essex Bus Tender results have seen Hedingham lose the following existing supported services:-

2	Mistley – Clacton	11	Highwoods – North Station	16	Wethersfield – Chelmsford
17	West Bergholt – Stanway School	88	Halstead – Colchester (M-F Evenings)		

However, good news is that the following have been retained:-

16/A	Old Heath/Canwick Grove – St Helena School		
50/A	Tollesbury – Colchester		
92	Tollesbury – Colchester	95A	Tollesbury – Plume Schools

Following consultation on the Local Bus Strategy Review in September/October 2015, proposals were made to re-organise several of the supported routes and either amalgamate them or revise them for tender. Twentysix services were revised and the tenders announced November 2015. Recently announced for commencement on 10 April 2016 are the following Hedingham gains:-

15	Lexden – Marks Tey Station	19	Rowhedge – Monkwick School
50B	Gt Wigborough – Colchester	63/A	Berechurch – Colchester
69/A	East Mersea – Colchester	79	Tiptree – Colchester
82/A/B	Colne Engaine – Colchester	83/A/B	Bures – Colchester
84B	Lt Horkesley – Colchester	85	Hardy's Green (Nr Birch) – Colchester

The 15/82A/82B/83A/83B services consisted of one combined tender and the 19/63/63A another. The 15 will now run to Marks Tey Station as a commuter service and not North Station but will serve in addition the new Lakelands development.

The 69/79/84B and 85 shopping services will now have circa 3 hours shopping time rather than the previous 2 hours, as per user request.

The 69/A Colchester to East Mersea route will be diverted via Maltings Green and Layer De-La-Haye whilst the 69A will maintain a direct route via the main road.

The 63/A is the revised ex First route which currently serves Tufnell Way to Berechurch but the Tufnell Way extension has been dropped for the new terminus of the Cowdray Centre providing direct links to the Leisure Centre. The Berechurch terminus will be William Harris Way in the new Colchester Garrison estate development. The consultation for this route change made the Essex Newspapers as a newly built Primary School would lose its most direct bus route, but would still be served by the Bergholt Road services but entail a short walk. All tendered services won will start on or after 10 April.



The "new" Hedingham Solo still in Anglian Bus colours, 904 MX53 FDM in Osborne Street on 12/02/16.

Roger Tuke.

Russell Young advises that the logo on the near-side is in the newer style.

Ensignbus Dealing Stock

Movements - February 2016.

Mark Lloyd with thanks to Ross Newman.

Vehicles In

Arriva London	LJ54 BDE/BBV	Volvo B7TL's
Dawson Rentals	SN56 AYA	Enviro 200
	KX05 KFE/D	Darts
	KM51 BFO	
Go-Ahead London	Y552 VFH	Scania's
	YU02 GHG	
	YN56 FDE/YN56FDF	
	YN03 DFK/U/V/X	
	LK03 NHP	Volvo B7TL
Go-Ahead South Coast	SN03 EBX/Z/ECC/D	Darts
	YG52 CDZ/CEN/CLO/X/Y	DAF SB120's
	V673 FEL	Solo
	K736 ODL	Olympian
Houstons Coaches	MX10DXT	Enviro 200
Metroline	LK03 GJG/CFN/CEN	Tridents
	LN51 KYX	
Sanders Coaches	YJ03 PKY	DAF SB120
Stagecoach E Mids	W671/2 PTD	Tridents
Stagecoach London	LK53 JYH-L/N/U/Y	
	JZG-R/T-U	
Swallow Coaches	YN51 MKZ	Scania
Tates Travel	YX09 HZH/J	E200's
	YX10 TAT	
	YX62 FET/U	
	YX61 BXH	
	YX11 HNV	
	YX12 TAT	
	MP04 BLU	Darts
	CX04 HYN	
	CC05 BLU	
	EJ52 WXD	
	CN04 NLR	
	GX54 AOT	
	YN61 EPX	Merc Cheetah
	2522 VU	Volvo B10M
Vehicles Out		
A and P Travel, Barway	OIW 5036	Volvo B10M
Arrowbrook Coaches, Leicester		
	V536 GDS	Volvo B10BLE
Chalkwell Coaches, Sittingbourne		
	LJ04 LDF/LJ04LFB	DAF DB250's
Coastal and Country, Whitby		
	Y737 TGH	Volvo B7TL half open top
Dawson Rentals	RML2324 / RML2485	
	YN61 EPX	Mercedes
Express Motors, Caernarfon		
	V673 FEL	Solo
	X606 XFX	Excel

Finesse Coaches, Smethwick, W Mids		
	LG02 FGO	Dart
Galleon Travel, Roydon, Essex		
	YR52 VFH/M	Scania's
	YU02 GHG	
Grayscroft Coaches, Mablethorpe, Lincs		
	YU52 XVK	Scania
Hansons Buses, Stourbridge		
	SN03 YCE	Dart
Happy Als Coaches, Merseyside		
	LK03 CFJ/G/CEX/GHU/CFX/Y	Tridents
Haytons Travel, Manchester		
	LJ53 NGU/LJ 04LDY/LJ 04LDX	DAF DB250's
Marshall's Coaches, Leighton Buzzard		
	LK03 NHT/X	Volvo B7TL's
McGills, Glasgow	YX09 FNG	Enviro 200's
	BX58 BFA	
	SN56 AYA	
	YX08 HCC	
Mullaney's Coaches, Watford		
	YJ03 PKY	DAF SB120
Reading Buses		
	LJ04 LDL/LEF/LDZ/LEU	DAF DB250's
Regency Coaches, Lewes	MX10 DXT	Enviro 200
Routemaster Buses, Nantwich, Cheshire		
	LJ04 LGK/LGG	DAF DB250's
Seaford and District		
	S856 DGX	Olympians
	P773 SWC	
Springfield Bus and Coach, Runcorn		
	YN51 MKZ	Scania
Stanley Gath Travel, Barnsley		
	M305 KOD	Volvo B10M
Swallow Coaches, Rainham		
	LK03 CEU	Trident
Wellglade, Nottingham		
	YN56 FDV	Scania

Other Movements

Volvo B7TL LJ54 BFK	
Cheddar Gorge and Caves, Somerset, converted to open top.	
Darts EJ52 WXD / CN04 NLR	Volvo B10M 2522 VU
Geoff Ripley, Barnsley.	
Trident LX03 BTU	
London Borough of Havering.	
Volvo B7TL LF02PSZ	Trident LN51KYF
MC Tractors, Ely, for scrap.	
Trident LK03GGA	
Xquisite PR, Leatherhead.	

Eastern National, now First Essex Buses, at Harwich:

Part 12: 100% low floor.

By Robert Appleton.

On 5 June 2006 a revised timetable was introduced on service 103/104, due to the closure of part of Colchester bus station to allow the construction of the new Visual Arts Facility. The entrance/exit at the top of East Hill was closed, so all buses had to use the Queen Street entrance/exit. So, departing 103/104 buses had to turn left out of the bus station in to one-way Queen Street. Then the revised route out of Colchester was via Magdalen Street, Hythe, St. Andrew's Avenue, rejoining the original route at the St Andrews Avenue/Harwich Road roundabout. Due to this longer route 5 minutes extra running time was added to Colchester to Harwich journeys.

On 4 May 2008 services 103/104 had a new timetable to improve reliability. In the off peak, Harwich - Colchester journeys took 68min, then 7 min layover at Colchester, Colchester - Harwich journeys took 74 min, then 31 min. layover at Harwich. This required six buses, so the short duty that covered the Harwich - Manningtree school contract, and school service 193 Ardleigh - East Bergholt was abolished. These journeys were now included in the six duties for 103/104. Visiting Harwich on 23 and 25 July 2008, the six buses were the Volvo Olympian/Alexander 34280/282/284/285/286/288. 34288 had a very smart refurbished interior with retrimmed seats.

In August 2008 34285/286 were transferred to Colchester, replaced by 65651/652 (T651/652 SSF) Scania L94UB/Wright Axcess Foline B43F. October 2008 found 65651/652 on Village Link services 3 & 4, whilst the Optare Solos 53138/139 worked the Harwich local services, because both Plaxton Primos 57001/002 were recalled by Plaxton to repair suspension problems.

Four new buses arrived at Harwich in May 2009 to provide additional capacity on Harwich local services, and Village Link services 3 & 4. After the problems with the Plaxton Primos a proven design was chosen, the Alexander Dennis Dart 4/Enviro 200 B35F, 44516 - 44519 (YX09 ACV/ACY/ACZ/ADO). On 17 July, I travelled on 44517 on the 1440 Clacton - Harwich Village Link 4, we departed Clacton with nearly every seat taken, so some journeys did require 35 seats. These new Enviro 200s replaced Optare Solos 53138/139 to Chelmsford, and Plaxton Primos 57001/002 to Clacton. The Enviro 200s also worked the Essex County Council contracts for evening service 104 Harwich - Colchester, and Sunday service 102 Harwich - Colchester. Dennis Dart SLF/Marshall 43800 went to Basildon, and was replaced by 42937 (SN05 DZT) Alexander Dennis Dart SLF/Pointer 2 B37F. With ten more seats than 43800, 42937 became a valuable member of the Harwich allocation. If Harwich was short of serviceable buses, then 42937 had enough seating capacity to work some 103/104 journeys, for example on 10 September 2009, 42937 was noted on 0920 Harwich - Colchester 103.

In 2010 it was the turn of services 103/104 to go low floor. Seven Dennis Trident/Plaxton President were allocated to Harwich, they were 32801/804/809/810/818/847/849 (T801/804/809/810/818/847/849 LLC). They replaced all the Volvo Olympians and Scania saloons to Colchester, Braintree, and Chelmsford. The Tridents had been dual doorway buses new to First in London, later converted to single door with H39/21F seating, and cascaded to First Eastern Counties for Norwich City services. An official launch for the low floor Tridents took place at Mistle Towers on 13 July 2010 with Trident 32810 in attendance.

The Tridents were short wheelbase 9.9m long. With the wheelchair bay, and centre staircase the lower deck layout was very poor, only 8 of the 21 seats were in the low floor area. A low lower deck seating capacity could be acceptable in London, where many passengers make short journeys and are happy to stand, but on services 103/104 elderly passengers were making fairly long journeys, and they had difficulty using the seats on the raised platform at the rear of the Tridents, never mind trying to climb the stairs to the upper deck. Enough to make me wish for a Bristol ECW FLF Lodekka, with one step entrance, flat floor, 32 seats on the lower deck with 24 forward facing on the flat floor. I could imagine an updated FLF with wheelchair bay, which would probably have 18 forward facing seats on the flat floor.

The Tridents had seen heavy use in London, and they had some reliability issues at Harwich. Fortunately, Clacton depot had five Dennis Tridents, so if any of Harwich's Tridents were off the road with defects, a Trident or two could be borrowed from Clacton to maintain the low floor requirement on services 103/104, as shown by these departures worked by six Tridents on the morning of 22 April 2012:

0600 Harwich - Colchester 104: CN32855 (V855 HBY)	0655 Harwich - Colchester 103: DT32849 (T849 LLC)
0710 Harwich - Colchester 104: DT32818 (T818 LLC)	0725 Harwich - Colchester 103: DT32809 (T809 LLC)
0828 Ardleigh - East Bergholt High School 193: CN32854 (T854 KLF)	
0900 Mistle - Colchester 103: DT32849 (T849 LLC)	
0850 Harwich - Colchester 104: CN32855 (V855 HBY)	0920 Harwich - Colchester 103: DT32810 (T810 LLC)
0950 Harwich - Colchester 104: CN32854 (T854 KLF).	

Service 103 was not quite 100% low floor, because Colchester depot worked a Monday to Friday 0950 Mistle - Colchester 1021 103 journey, which was normally a Volvo Olympian working. (To be concluded).



top picture:
bottom picture:

Optare Solo 53139.
the new order (44519) and the old (65651) on the Harwich depot forecourt.

Robert Appleton.

Robert Appleton.

Ambus (Amber Coaches' bus operations) by Adam Kelleher.

With thanks to Chris Stewart and LOTS

Disposal

Further to EBN621, confirmation that Dart / Plaxton N210 NNR has been disposed of.

Livery Variation

Enviro 200 SK07 HOV has had its front and rear bumpers, plus front lower panels, painted orange on its otherwise all over off white livery.

Services

New route 14 from Corringham to Basildon via Fobbing was introduced on 15 December 2015 on Tuesdays, Thursday and Fridays only, four off-peak journeys each way. It reinstates a limited service to Fobbing after route 374 was diverted away from the village on 5 May 2015.



picture: Ambus SK07 HLV, Brentwood High Street, 3 March 2016. Details under "Livery Variation" above. **Adam Kelleher.**

Panther Travel by Ian Ransom, with thanks to Adam and Stephen Barham.

Vehicle Sold

The remains of Leyland Olympian/ECW CWR 512Y were sold for scrap in February.

Modified to DDA compliant

In answer to a query, the following have been modified to meet the standard required for single deck buses from 1st January 2016

BIG 7006 (S627 JRU)
BIG 9248 (W339 VGX)
SIL 6719 (P508 RYM)

Optare Solo M850
Dennis Dart SLF/Plaxton
Dennis Dart SLF/Plaxton

BIG 7793 (M211 WHI)
BIG 9856 (X346 YGU)

Dennis Lance SLF/Wright
Dennis Dart SLF/Plaxton

BIG 7793 may well be the oldest compliant bus in the UK.

EOS London.com (Swallow Coaches, Rainham, Essex) by Adam Kelleher.

With thanks to David Beardmore, John Card, Bus Lists on the Web and Flickr.

Acquired Vehicle LK03 CEU, Transbus Trident / Transbus President, H39/20D, new to Metroline (TP 405) 3/03
From Metroline, via Ensign. Seen on TfL Rail Replacement, Shenfield to Newbury Park on 13 & 14 February in all red livery, but by 20th had been repainted into fleet livery (no fleet names). Scroll blinds retained. Again, on Shenfield to Newbury Park Rail Replacement on 21st, alongside 100 (LT02 ZZV).

Disposal Scania L94UB / Wrightbus Solar 741 (YN51 MKZ) to Ensign, February 2016 (reported to have been damaged in an RTC).

Other Vehicle News 777 has lost most of the route 66 branding from its cove panels.



Trident/Plaxton LK03 CEU (formerly Metroline TP405) has appeared on route 66A in EOS livery, although the legal owner is shown as Vigar Travel (EBN 622). It is at Waltham Abbey on 25 February.

Owen Woodliffe.

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

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

Acquired Vehicles

YU02 GHG, Scania N94UB / East Lancs, B32D, new to Durham Travel (SE 05) 7/02

YR52 VFH, Scania N94UB / East Lancs, B32D, new to East Thames Buses (ELS 10) 12/02

YR52 VFM, Scania N94UB / East Lancs, B32D, new to East Thames Buses (ELS 13) 12/02

From Go Ahead London, via Ensign, February 2016. The two YR52 reg were repainted into fleet livery at Mardens. LED blinds have been fitted. They have fleet letters TB VFH / VFM. VFH was seen on route 410 on 1 March and VFM on route 420 on 17 February. Although new to Durham Travel, YU02 GHG was purchased for Transport for London services. It moved to East Thames Buses and was renumbered ELS 1. All three retained their ELS fleet numbers when East Thames Buses was sold to Go Ahead. These join those listed in EBNs 621 & 622.

Further to EBNs 620 & 621, the ex Metrobus Scania N94UBs are confirmed as B32D with no tip up seats. The middle doors on these are generally not used, with passengers boarding and alighting at the front, but there have been a couple of observations of the middle doors being utilised, once on a 420 to help an elderly lady, saving her from having to walk to the front to get off, and once on a 419 at Harlow at school time to facilitate quick unloading of passengers. Also further to EBNs 620 & 621, Trident / ALX400s LX04 FXJ / L / P / V have H45/22D seating (tip up removed when on TfL service).

Other Vehicle News Recently acquired YU02 GHG was on route 410 on 1 March with front and rear blinds both displaying 42 (from its days on TfL service), destination turned to blank and 410 on a piece of paper in the windscreen. Recently acquired and repainted TB VFM was seen the same day with "Galleon Travel 2009 Ltd" removed from its legal lettering with "Logic Travel Essex Ltd" instead (see EBN595 for previous history of the name "Logic Travel"). KX03 HZN (in fleet livery) has gained the fleet letters TB HZN.

Disposals Enviro 200s YX08 HCC and BX58 BFA, which went to Ensign in January 2016 and December 2015 respectively, have joined BX58 BEY and YX09 FNG at McGills, Glasgow.

Services

Route 424 between Harlow and Hertford commenced on 27 February. (See Townlink article for more details.) On 1 March TB VFM was operating this service.

EBN623p23

Regal Busways by Adam Kelleher.

With thanks to Simon Austin, John Card, Terry Clark, Dominic Lund-Conlon, Chris Hatley, Peter Horrex, Kevin Smith, John Podgorski, Owen Woodliffe, Flickr and Bus Lists on the Web.

Vehicles on Loan Regal had two coaches on loan from Farrington, South Woodham Ferrers (South East Coaches) from the first week of February, GRZ 2450 (a Setra S415HD) and GRZ 2451 (a DAF / Van Hool) which have been used on St John's & Highlands Schools work. 2451 also operated on route 7, Chelmsford to Epping, on 3 February and was then seen at Mardens on 26th for some remedial work. KM51 BFO, a Dennis Dart / Caetano new to Mitcham Belle in February 2002 (053) which has also worked for CT Plus (HDC 14), Thurmaston Bus, and latterly with Spirit Buses, Rothbury, was on loan from Ensign in the week commencing 22 February but later failed and was replaced on 29 February by V192 MEV, a Dennis Trident / ALX400 new to Stagecoach East London in December 1999 (TA 192). This bus was briefly with Geldards, Leeds last summer before that operator closed down and has since been with Marshalls, Leighton Buzzard. It remains in Geldards overall dark blue.

Disposal Correction to EBN622, it was 1403 that was disposed of, not 1404. However, the report of 1404 donating its engine to 1302 was correct, and this bus is now out of service engineless. As reported in EBN616, 1403 had been off road with engine problems. This vehicle was acquired in August 2013 and was seen on route 3 on 3 September 2013 but had not been reported in service since.

Services The second return journey on route X10 from 29 February (see EBN622) is worked by a coach off the 504 St John's School, Epping to Abridge service.

Workings and Observations All dates February 2016

Greater Anglia & TfL Rail Replacement

Ingatestone Cross Platform Shuttle: 208, 210 (14th); 207, 652 (21st)

Ingatestone to Newbury Park: P 03, MX10 DFK (7th), 801, P 02, MX10 DFK, OV63 XCN, YJ03 PGZ (14th); 801, PO 3, YJ03 PGZ (21st)

Shenfield to Newbury Park: X263 NNO (14th), 801 (20th)

Shenfield to Wickford shuttle: 652 & 702 (20th)

Witham to Colchester late night / early morning: MX10 DFK (16th-19th)

1401 and X263 NNO also seen on Rail Replacement at Newbury Park on 21st

Coaches YJ03 PKK on 322 / 147 (2nd), MX10 DFK on X10 (4th & 26th)

Solos 207 on 0060 (3rd), 1 (17th & 22nd); 209 on 0060 (12th); 210 on 12 (26th), 211 on 0060 (1st & 2nd)

Darts 602 on 213 (2nd); 611 on Braintree Freeport shuttle (6th, 19th, 22nd & 26th), 0060 (11th); 614 on 3 (17th), 615 on 71C (7th)

Enviro 200s 651 on 0060 (9th & 10th), 565 (17th); 652 on 0060 (1st-4th, 8th-9th), 343 (6th)

MANs 702 on 565 (5th); further to EBN621, repaired and repainted 801 has been seen back in service on rail replacement work, see above, plus also seen on 391 (8th & 11th) and 211 & 213 (22nd)

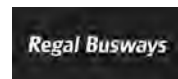
Tempos P 02 on 52 (8th & 17th), unusual on 214 (10th)

Tridents 1302 on 5 (4th); 1401 on 7 and unusual on 31A (8th), 5 (11th), unusual on 71C (14th), First Data shuttle (15th), 47 & 146 (18th), 212 & 213 (22nd), 381 (24th, but only part route, avoiding a low bridge), 213 (25th); X263 NNO has had some of its Quintin Kynaston Academy branding removed.



Regal 801 RG09BUS Man with Wright Meridian body at Chelmsford Bus Station on 24 February.

John Salmon.



Townlink (plus associated companies Road Runner and Olympus) by Adam Kelleher.

With thanks to Peter Newman, Owen Woodliffe, LOTS and especially to John Card for his detailed observations and reporting of operations during February.

Insurance Policy

Updating EBN622, it is believed that the insurance company terminated Townlink's policy following the result of the Public Inquiry (rather than that simply running out), which is the reason no Townlink services ran on 10 and 11 January until re-insured under Road Runner's policy, which was still valid.

Operations during February

Further to EBN622, all routes (except the service between Ongar and Warley which had ceased after operation on 15 January) continued throughout February, although the timetables were no longer listed on Traveline. All services were still being operated from Road Runner's depot, with Townlink's Burnt Mill premises only being used for storage and occasional maintenance. A brief visit to Harlow during the afternoon of 17 February resulted in the following observations.

Route 19: LX51 FGU, LX51 FHJ

Route 20: Y554 XAG, LX51 FHJ

Route 524: Y351 FJN

Route T15: V191 ERG (also on T15A), Y293 FJN

Route R1: Y542 XAG, LX51 FGN, LX51 FHG

Parked in the bus station but not seen in service: Y346 FJN, LX51 FHH, LX51 FHL

However, during the month a full Townlink service was never operated and it was routes 19 & 20 to Epping and Ongar that suffered the most cuts. For example, on Thursday 18th there was no bus for the 1400, 1415 and 1430 departures from Harlow although the 1445, 1500 and 1515 services did run. As a result of the erratic Townlink operation, loadings on parallel Trustybus services increased. In the last week of February, only nine or 10 vehicles could normally be seen on any one day compared to 14 at the beginning of the month. On Road Runner route R1, three vehicles were normally seen in use, although as few as only one on some days. S461 CVV and S467 BWC from the Townlink fleet sometimes supplemented the Road Runner vehicles on the route. Neither of these buses were used in passenger service by Townlink themselves during the month.

A complete list of vehicles seen during February is as follows:

Road Runner (10 Darts)

Route R1: Y542 XAG, LX51 FGN, LX51 FGO (but this bus only on the first two days of the month), LX51

FHG (plus Townlink Darts S467 BWC and S461 CVV)

Not seen in service: V188 ERG, V729 DNL, V749 ECU, Y907 TGH, LX51 FHF (these five had still been operating in October and November last year but have not been seen in service since), Y662 NLO

Townlink (22 Darts)

Routes 19, 20, 524 and T15: S472 BWC, V191 ERG, V193 ERG, Y293 FJN, Y296 FJN, Y344 FJN, Y346 FJN, Y351 FJN, Y553 XAG, Y554 XAG, LX51 FFW, LX51 FGU, LX51 FHA, LX51 FHB, LX51 FHH, LX51 FHJ, LX51 FHL

Road Runner Route R1 (as above): S467 BWC, S461 CVV

Not seen in service: S473 BWC, V808 KAG, LX51 FHK

The Final End(?)

The leave to appeal the decision to revoke the licences of all three companies with effect from 2359 on 26 February was not granted and so on the morning of the 26th the drivers were told that operations would cease at the end of the day. On the last day the following vehicles were seen in operation.

Routes 19 & 20: V193 ERG, Y293 FJN, Y344 FJN, Y346 FJN, Y553 XAG, LX51 FGU, LX51 FHJ

Route 524: LX51 FHB, LX51 FHJ, LX51 FHL

Route R1: nothing reported seen

Route T15: V191 ERG, Y293 FJN

Some of the above were noted in the morning peak but not in mid afternoon.

Olympian Coaches operation on commuter service 741 also continued until the 26th (the morning journey on this day was operated by Scania / Irizar YN06 KKY).

Replacement Services

Updates to EBN622. The Olympus operation of school coaches to St Mary's School, Bishops Stortford (services OC1/2/3) was taken over by Barkerbus after half term on 22 February. Trustybus commenced an hourly service 424 between Harlow and Hertford on Saturday 27 February. This replaced the half hourly Townlink service 524. Every other 524 had been via St Margaret's Station (sometimes displaying 524A) and this is the route the 424 takes (the other 524 journeys had gone direct on the A414 bypass). Centrebus had also registered a replacement 524 service, using the 524 route number, from 27 February but in the event this did not run and was deregistered with immediate effect on 1 March. Arriva duly started their route 9 to replace most of Townlink's T15 on 27 February. On 1 March, this was operated by Solos 1458 and 1517. Ensignbus's Saturday route 21 appears to have been a success as on 3 March it was announced that it had been extended beyond its initial two-month trial period (originally to 26 March). Correcting EBN622, this is not a contract service on Saturdays but a commercial service with "de minimus" Essex County Council support (the Monday to Friday service is fully commercial). In EBN622 it was stated that Trustybus's registered 419 journeys on Saturdays did not operate on 16 (which was supposed to be the first day of the full daytime service) or 23 January and it has been reported that they have not run since, although as at 5 March a full Saturday timetable was still being shown on Traveline. Regal's X10 (see Regal article in EBN622) is a replacement for Olympus's 741.

Tebbit's Tipples

Alan Tebbit, BEM

A Slow Recovery!

Another in an occasional series of a former busman's recollections.

I was just knocking off shortly after 7pm one night when a phone call came in from Frank Bowen, who was returning from Matching Green on a service 46 bus. He had broken down between Moreton and Fyfield. This would have been 1969/70, when I was still in my early 20s. I was sent out immediately with a spare Bristol MW, to hand over to Frank and await the breakdown truck. The duty fitter that night was Barry Cameron, a lad of about my age.

By just before 8pm, the bus (I believe it was 1406, MW DP) was hitched up and we set off. When we got to the Maltsters Arms at Willingale, Barry decided he was due for a meal break, so we went into the pub for a cheese roll and a "shandy". There were two of the village maidens (!) in the bar, so we engaged them in conversation. By the time they left, it was dark so we two "gentlemen" escorted them home for a coffee, or at least something hot!

We arrived back at CF to find the early turn out and fitter searching for an AEC Matador lorry and an MW DP! No questions were ever asked. Barry slunk off to get some kip. I cycled home, washed, shaved and changed and cycled straight back for my 0715 start!

We never saw the young ladies again and avoided the Maltsters Arms for a long time!



As well as being on the Chelmsford to Harlow 46, Matching Green was served by a Thursdays and Saturdays only 348 from Bishop's Stortford until 11 December 1965 (a journey now only possible via Harlow, using ECC contracted route 47 of Regal Busways). A dual purpose MW5G, 1408 (1256 EV), had just arrived on the last outward journey that day and was photographed before its return to BS by the late **Bob Beaumont**. New in 1959, this MW 'luxury' (to use the ECW terminology) was from the same batch as 1406 referred to by Alan. It was withdrawn in 1976 and passed to Robinson of Appleby for spares. The AEC Matador he mentions was presumably what became 0101, the one rebuilt with parts of the ECW body from an MXB-registered Bristol LL. Bob took some interesting photos of this and the donor coach at Central Works and hopefully we'll find room for these in a future EBN. [notes by **Chris Stewart**]

Publicity News by Ian Ransom.

First
Essex County Council
Essex County Council

timetable for 64//A/B dated 10.1.16; 67/A/B/E dated 15.2.16; Harwich area timetable book dated 10.1.16
timetable leaflets for 77/A dated 21.12.15; 88/A/B dated 4.1.16; 175/275 dated 12.4.15
Bus and Train map dated November 2015.

EBN623p26

Little Things Make or Break a Livery!

Ken Coldwell.



Ken Coldwell writes:
"I have been pondering the latest Hedingham/Chambers livery with particular regard to the front "dash" lower panel on the Scanias.

I have attached shots of the Hedingham and Beestons treatment of the oval Scania lower front panel, which in the case of Hedingham/Chambers is red and Beestons, silver.

The Hedingham/Chambers panel with the "ears" or "legs" at the bottom corners looks aesthetically wrong to me and the Beestons treatment is far more sympathetic to the panel shape and gives a far more pleasing appearance.

I know that in the great order of things this may seem to many as trivial, but I think that a little more thought should go into the details. What do you think?



Around & About – Unusual Services.



Top picture:

Would you recognise this as a local bus service? Wyvern Community Transport run the 174, Southend to Wallasea Island via Lower Hockley with two trips on Tuesdays and Saturdays using this Renault Master HK10XMA, seen in Southend Travel Centre on 30 January. The service ceases after 9 April when Stephensons' 60 is extended to Wallasea with a revised timetable and new 63, Gt Wakering – Lower Hockley – Rayleigh (Weds/Fri) operated by NIBS starts, both as Essex contract changes.

Richard Delahoy.



Centre picture:

Fords of Althorne ALX 400 T90 BUS in Victoria Road Chelmsford after operating service 3. Camera failed to pick up rotating blind!

John Salmon.



bottom picture:

AMI Coaches (Ilford) Setra BW52 PZH parked in Riverside Car Park Chelmsford. This vehicle operates a daily service from Ilford to King Edward VI School picking up at Newbury Park and Gallows Corner Romford.

John Salmon.



Arriva in Town & Country

3964 DAF SB200 / Wright Commander (GN04 UGB) ex Maidstone, (see p12 this issue). John believes this was the first time one had appeared on service 29.

This and others as usual in his quarterly 'update' folder online as well (new one starts 1 Apr)

<https://www.flickr.com/photos/46986413@N07/albums/72157662391932799>

John G. Lidstone.



Many routes run for Essex County Council will change hands in the massive 10 April tender round, including the 105/107, Walton-on-the-Naze to Colchester. The old order is represented by Network Colchester 3527, LF02PMY, one of the increasingly large number of Wright Cadet bodied DAF SB120s with Arriva's Essex operations. Seen on 20 February with the original building at Walton Station in the background, Stephensons will take over this service.

Richard Delahoy.



The “Hairy Bus Driver” writes:

“One of my great interests is the history of stage and mail coaches and I soon discovered my Alter Ego - Moses Nobbs. I do talks locally on the history of mail coaches and to do them I 'become' Moses. After a lifetime in the industry I took semi-retirement and now I do some part-time driving for Buses of Somerset. On Christmas Eve we were permitted to shed our uniform and drive in some festive guise – what better than to treat the passengers of the 28 (Minehead – Taunton) to a ride at the hands of Moses Nobbs. Our leading driver in Minehead took these pictures of me at about 0515 at the commencement of my shift. I set up an explanatory notice on the cash tray. I have always loved a good laugh and it is a sad world if you can't laugh at yourself. I showed some of the BoS drivers the last EBN and your name for me has transferred to Somerset.

I was hoping to get up to the January meeting but it won't be possible but I am coming to the AGM so look out, The Hairy Busman will be around – first time in Colchester for about 10 years.”

David Grimmett.

EBN623p29

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

Acme Bus, Molehill Green T300 CBC, a Plaxton bodied Mercedes Benz 0814D, B31F was acquired from Galloway, Mendlesham, Suffolk by October 2014, but had gone by May 2015.

APT Coaches, Rayleigh Volvo B12B with Transbus bodywork has been re-registered from KX04 HTD to GT04 APT.

Don, Great Dunmow YT15 AVB, an Iriza bodied Scania C53FT was acquired from City Circle, Hayes, Greater London in November 2015 and has since been re-registered as DH15 DON.

Lodge, High Easter Dennis Titans with East Lancs bodywork T273 BRR (H51/33F) and V428 DRA (H53/43F) were acquired in December 2015, previously with Yellow Buses, Bournemouth, Dorset at the same time as two Wright bodied DAF B44Fs, reg. nos. YJ03 PFF and YJ03 PFG previously with Fishwick, Leyland, Lancs.



Lodges
East Lancs
bodied
V434 DRA
(Ex East
Yorkshire) in
Main Road
Little
Waltham.
**John
Salmon.**

This month's
homework:
why the
similarity of
reg. no.
(with V428
DRA)?
Ed.

News Item: Terravision to Fight Airport Decisions. Roger A Smith.

The Italian owned coach company Terravision is taking legal action after being “evicted” from Stansted Airport land by Manchester Airports Group, the owners of the airport. Terravision has previously operated on the London (Victoria) – Stansted corridor. Coach operators were invited to tender for the use of commercial space at the airport and the “slots” for services to and from London went to National Express, Stansted Citylink (owned by Comfort Delgro) and Airport Express, another Italian owned company. Terravision, which has served the airport since 2003 was advised that its bid had been unsuccessful and total access was denied after 13 January 2016. Access to the coach station next to the terminal building was denied in October of last year; Terravision operated from a car park some two miles from the terminal building before being moved from here.

Smaller Operators? *Further to the comment in EBN622p30, we will leave the title of Roger's column as it is and he will continue to report interesting snippets from operators across the county, including those fairly large fleets operating from Stansted Airport. Where other Sub-editors (as listed on p1) report regularly, Roger will normally not normally cover those operators, large or small! [Editor].*

The Letters Page.

Terry Challis, from Blackpool

Thank you for EBN622 and even more treats on pages 4 and 5 in the shape of OHK 289 in 'City' (D7) and ENOC liveries. From the photo of her in the 'City' livery, I would think that it is quite clear why ENOC decided to re-mount the windows.

Thanks also to Richard Delahoy for his usual comprehensive explanation about the Southend Corporation 'CHJ' batch of Daimlers. For me, they will always be CVA6s as they did not look in any way utility! This was especially the case when compared with the proper utilities of 'Benfleet' and 'Canvey' and the utilities of Southend Corporation, and the Guy Utilities of London Transport, Moores, Hicks and ENOC.

To be honest, as a resident of Hadleigh, as a boy and teenager, I did not take much interest in Southend Corporation buses. The occasional ride on a trolleybus to or from Westcliff High School for Boys was a treat. However when the Southend Co-ordination Agreement came into force in 1955, my interests widened as Southend Corporation took over the operation of Service 1 (Southend to Rayleigh and the connected Service 7) and, therefore, the blue buses now passed through Hadleigh at regular intervals. In the earliest days of the Co-ordination agreement the only buses that Southend Corporation could use on Service 1 were the post-war AEC Regent 2s and Regent 3s and the CHJ and DHJ batches of Daimlers. This was because the Service 1 vehicles returned to Southend from Rayleigh on Service 7 and the new Leylands PD2/20s were too high to pass under Hockley Railway bridge. Leylands did not appear until after the next batch of Leylands (with lower roofs) had been delivered.

With regard to ENOC 2700, it definitely had a four-speed gear-box. It was the first bus that I drove in service as seasonal driver at Clacton in 1968. It was the regular performer on the 110 (Holland Fernwood Avenue to Jaywick Sands via Holland Road). It always seemed to me that the four-speed gear-box made it a very suitable bus for a town service.

Thanks, a spot of heresy and 2700.

Ted Miles, from the Emerald Isle

Re route 103A; what I remember is this was open top for one summer season only. It stopped at Frinton Gates and never operated via Walton Railway Station due to parked vehicle problems by the Albion Hotel and took the normal route through Walton. I have details of this route somewhere and, hopefully, will dig it up in the future for you. Have enclosed some old timetables which show the changeover dates re Kirby Memorial to Halstead Villas. Re Kirby Memorial; before it was moved, my Mother kept this clean and tidy and received a small payment from the British Legion for her troubles.

The timetables from Ted will be put in a forthcoming EBN. [Editor].

Frinton and the 103A

Fred Lawrance

It was very nice to see a photograph of the above sauntering on Worthing Sea Front. However, the details of the vehicle were slightly incorrect. The vehicle was operated by Thamesdown in open top form from 1986 when converted to 2005. The vehicle was never owned by Southdown, but painted into their colours by Chris Pearce (Southdown Historic Vehicles). I attach a full fleet history for your information:

Chassis:	Daimler Fleetline – CRG6LX – Chassis No. 68733
Engine:	Gardner 6LXB – 10.45 Litre – 180 BHP
Transmission:	SCG – Semi Auto – 4 Speed
Body:	ECW – Body Number: 20850 – O43/31F converted from H43/31F
New to:	Thamesdown Transport (Swindon) – Fleet Number 175

KMW175P was delivered to Thamesdown Transport, in March 1976. The vehicle was one of ten similar vehicles delivered to the company that year, KMW 171-180P. The vehicles were painted in light blue and cream livery. The company already operated a number of Daimler Fleetline's, all purchased from new, but these 10 vehicles were the first to be bodied by Eastern Coach Works – (another 25 followed in subsequent years). Over a period of many years, Thamesdown Transport also acquired additional second hand Fleetline's from London Transport (DMS/MCW x 10), Greater Manchester (Northern Counties) and Bournemouth (Alexander).

During September 1979, in order to celebrate 75 years of Municipal Transport in Swindon, **KMW 175P** was painted in Swindon Tramways livery, maroon and cream with lining and was renumbered **75**. In this guise the vehicle took up the mantle of garage "show bus" and apart from undertaking its regular duties attended a number of bus rallies.

After repainting from the above-mentioned livery, **KMW 175P** wore at least one all over advert livery for Swindon Permanent Building Society. During 1986 the company removed the roof from **KMW 175P** to convert to an open top vehicle, whether this was the result of accident damage or otherwise, I can't say at this time. **KMW 175P** initially wore the standard cream and blue company livery prior to repainting into the later livery which was a bolder cream and darker blue. It also carried the name of "I K Brunel". The bus remained with the company until August 2005, before being acquired by Phil Blair Bus Marketing of Eastleigh. It would appear that the vehicle did not lead an over active life with Thamesdown, as photographs of it working during this period appear to be thin on the ground.

In October 2005, **KMW 175P** appeared an event in Swindon to mark the opening of Barnfield Road Depot, albeit in **Phil Blair's** ownership, but with Thamesdown names removed.

The bus was purchased in January 2006 by Chris Pearce of Worthing, (Southdown Historic Vehicles). He initially operated the vehicle in Thamesdown fleet colours until it was repainted in Southdown green and cream livery, (without fleet names), in 2009.

In December 2015, following a several years of inactivity **KMW 175P** was acquired.

Thamesway Transport - KMW 175P - Vehicle History



263 chassis with part ex-LT body (offside view) in 1954. **John C. Gillham**, courtesy Brian Ashley. Interestingly, 262 AEC Regent, from which it numerically followed on, is partly shown in the photograph, as well as one of the ex-Wolverhampton trolleybuses, which it eventually replaced.

Note from Richard Delahoy – an excellent website.

"Not sure if you see the excellent sct61 web site <http://www.sct61.org.uk/> (you should!) but there is a gallery added there devoted to a former EN employee – see <http://www.sct61.org.uk/gallery/lenbrown>. It would be worth giving it a brief mention to draw readers' attention to it."

The site owner David Lang has kindly agreed that EBN may use some of the copy and/or photos, which have David's and John Kaye's copyright. Some of the "goodies" contained in this fantastic collection will be used in future EBNs.

Target Dates for EBN 624 (April 2016).

By	Tuesday 2 April 2016	Reports to Sub-Editors.
By	Saturday 9 April 2016	Sub-Editor drafts to Editor.
By	Monday 18 April 2016	Dispatch by Printers.

Back Cover Photos.

For a change, the "... for EBN623" is shown in colour.

Outer Top First Eastern Counties Yarmouth depot based 'Flying Banana' (Halesworth Transit) RML2623, on loan to Blue Triangle on route 622 near Felsted, operating their Essex Sunday heritage bus service on 15 October 2006. **Russell Young.**

Outer Lower 623 TKN for EBN 623. This is an AEC Reliance with Harrington bodywork operated by Redbridge and District. It was photographed at Southend Central Station on 13 November 1967 and was one of several coaches hired by SCT during the 1967 bus strike. Hard to believe that was 48 years ago. **Paul A Bateson**, Editor, British Buses Abroad. Sent from Canada, making Paul one of our "furthest flung" members. *It is very interesting to compare the use of "dull" (sophisticated?) colours with some of those currently in use.* Ed.

EBN623p32



Marden Magic!

Courtesy of Marden Commercial of Benfleet, who kindly posed the vehicle, ex-First 46152, now as Thamesway 952 (N952 CPU) and restored to its former livery, ahead of collection.

Fresh out in the awkward (for photography!) afternoon sun between 1600 & 1700 hours on Thursday 3 March.

Thamesway's black wheels look so much better than the ubiquitous aluminium paint of today on so many fleets, as it shows off bright wheel trims. Thamesway Darts never had any wheel trims - these were introduced, very happily, by First, later on but the bus looks great with them.

John G. Lidstone.



Your Editor thinks he may have driven this bus on several occasions, probably on the 251 and 551. Time to sort the old diaries to check the memory and perhaps have a nostalgic wallow!

Top and centre pictures taken around the Marden yard, bottom picture taken inside!

