

Essex Bus Magazine

Current news and historical features

Issue 711 July 2023



Essex Bus Enthusiasts Group

www.essexbus.org.uk



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Food & Drink

Above: Whatever happened to Talisman's former Colchester Borough Transport / Arriva Colchester / Network Colchester / Southend Transport all Leyland Olympian H47 MJN was a question posed last month. The answer is shown above, it is now 'The Pizza Revolution' at the Farm 57 Market in Evansville, Indiana, USA. It is seen on 3 May 2023. **Brian Buxton** with thanks to **Peter Hadfield**. Further details on [page 5](#).

Inside Front Cover Top: When owned by Ipswich Buses, Optare Solo YN04 LWK operated in Essex on ECC routes 2/A (Clacton-Mistley) and 4 & 11 (Colchester locals) and also into Essex on Ipswich-Manningtree 92 and Ipswich-Colchester rail replacement. Photos of it in Manningtree and Clacton were in EBMs 693 & 695. It was taken out of service towards the end of February last year, but surprisingly was acquired by Vectare. A photo of it on route 61 in Brentwood, still in Ipswich livery, was in EBM 697. However, it did not last long with Vectare and by July it was being offered for sale. That was the last we heard of it, but it has now turned up as a mobile bar belonging to 'The Best Bar None' of Steeple, Essex and is seen at the Promenade Park, Maldon on 23 June 2023. **Dave Arnold**

Inside Front Cover Bottom: Also in EBM 693, we included a photo of New Horizon Travel Dennis Trident / Alexander ALX400 V124 MEV, which was new as a dual-door vehicle to Stagecoach London. We mentioned that it later became a static double deck diner and that we hoped to feature a photo of it thus in a future issue. Well here at last is the photo! The location is Pumphill Service Station, St. John's Road, St. Osyth on 6 May 2019. **Paul Smith**
Subsequently the bus moved to Colchester and became a burger takeaway 'Burgers, Wings and Ribs', repainted all over dark grey with orange lettering, and based near the Arriva depot. It later moved to a pub on Woodbridge Road, Ipswich and by August 2021 it was in Felixstowe, stripped of its fittings. It is currently used as AllShapes art store in Felixstowe, still all grey but with white & grey lettering and exterior lights fitted.

Front Cover: First Essex's final Dart, 42935 (SN05 DZR), has now been withdrawn from service, details on [page 12](#). But here it is when only a month old, on 30 May 2005, with First Devon and Cornwall in Penzance, having worked on route 18 from Truro. 42935 transferred to First Essex in November 2008. **Si Coates**

Group Information

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

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

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.

Editorial Team

Editor & First Essex and Central Connect

Adam Kelleher
74 Park Road
Brentwood, Essex
CM14 4TU
adamxxxx4@yahoo.co.uk

Arriva Southend & Colchester

Richard Delahoy, address opposite
(Arriva Harlow notes to Adam Kelleher,
address above)

Ensignbus and Hedingham & Chambers

Mark Lloyd
133 Hazelton Road
Colchester, Essex CO4 3DY
lloydhousehold448@gmail.com

Service Revisions, Panther Travel, Lodge Coaches 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

Ipswich Buses in Essex

Robert Appleton, rcappleton29@gmail.com

Vectare

Chris Stewart, shenfield252@gmail.com

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may join from any month, but subscriptions will always
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chooses. Those joining from February to December
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March would pay 10 x £2.30, i.e., £23. Please
contact Richard Delahoy, 272 Shoebury Road,
Southend-on-Sea, SS1 3TT
richard.delahoy@blueyonder.co.uk

EBM Extra

EBM is published monthly. In addition, we aim to
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These are supplied to members free of charge, subject
to funding.

Membership Records & Data Protection

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Reports, Articles & Photographs

Members' reports, articles and photos (prints, slides or
preferably jpgs) are always welcome. Please send to
the Editor or relevant Sub-Editor. The editors exercise
discretion to publish contributions in full, in part or not
at all and cannot guarantee publication in any particular
month.

Target Dates for EBM 712

Reports to Sub-Editors	29 July
Sub-Editor drafts to Editor	4 August
Dispatch by Printers on or before	12 August

The last two dates are fixed, but late news can be sent
up to 5th and will be included if possible, if not it will
be held over to the next month.

Views expressed in EBM do not necessarily reflect the
opinions of the Essex Bus Enthusiasts Group or
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Group Notices

Membership News

Welcome to new member:

Kai Wilson, Colchester - 1217.

We are delighted to offer our congratulations to member David Edwards (753) on his latest long service award from First, for 45 years' service with First Essex and Eastern National before that. He is in fact now in his 47th year of continuous service, having started with EN in 1977. What a proud record of service!

Group Meetings

Our regular Chelmsford meetings return in the autumn and will be held at The Quaker Meeting House, Rainsford Road, Chelmsford, CM1 2QL. This is the same venue where meetings were held before being halted by the pandemic and is a five-ten minute walk from Chelmsford Bus & Railway Stations. These will be on **Wednesday** evenings, doors open for a social chat at 1900, with the presentation starting at 1945. There is very limited on site parking, accessed via Cedar Avenue West, we would ask that you leave these for those less able to walk. On street parking in the evenings is available on Rainsford Road, Broomfield Road and Coval Lane. The meetings are being held jointly with our good friends at The Omnibus Society, Eastern & Southern Branch, who are very generously paying for the room hire so entrance is FREE. Dates organised for 2023 are:

20 September	Alan Osborne - Buses of Essex
15 November	Robert Appleton - Eastern Counties Omnibus Company from 1970 onwards
13 December	Richard Delahoy - Buses 20 years ago.

The 2024 programme will be announced in due course.

An additional meeting, which is being held in the afternoon, on **Saturday 28 October**, 1400 for 1430 start, is a presentation by Anthony Delaine Smith, the 2023 President of the OS, and Managing Director of Delaine Buses. This is at the Central Baptist Church, Victoria Road South, Chelmsford, which is located between the Railway Station and Retail Market. All members of EBEG are invited to attend.

The Running Card

Owen Woodliffe

The following events have been advertised.

Sunday 16 July: Open Day from 1030 at Canvey Transport Museum.

Friday-Sunday 21-23 July: Real Ale and Cider Weekend at the Epping Ongar Railway. Last month we reported that on the Sunday a GS70 Event, to celebrate 70 years of the Guy Special, would also be held, but this may have been incorrect as there is no mention of this on the EOR website. But members may wish to go for the beer anyway and a GS or two may possibly turn up! There will also be the normal vintage buses and trains in service, with trains running until late evening on the Friday and Saturday.

Sunday 23 July: 120 Years of Ipswich Buses at Ipswich Transport Museum.

Sunday 30 July: Worthing Sea Front Gathering & Running Day.

Sunday 6 August: Vintage Bus Day, Mid Suffolk Light Railway, Brockford Station, Wetheringsett, Stowmarket IP14 5PW.

Sunday 13 August: Big Bus Show, Stonham Barns, Stowmarket IP14 6AT.

Saturday 19 August: Running Day at Imber.

Sunday 20 August: Mini Bus Rally & Car Meet, Lodges's Garage, High Easter CM1 4QR.

Sunday 3 September: Key Publishing Bus Festival, Sywell Aerodrome, Northants NN6 0BN.

Saturday 9 September: Delaine Bus Museum Open Day & Heritage Bus Rides Bourne PE10 9LE.

Sunday 10 September: Free heritage bus service around King's Lynn serving heritage properties.

Events are published in good faith. However, the Group cannot be responsible for any changes due to future circumstances. Please check before travelling.

711 for EBM 711

Right: HC Chambers & Son Guy Arab IV / Roe KCF 711, new to the company in 1956, in Colchester Bus Station in March 1962.

Philip Wallis.

This bus is preserved but not currently on the road.



Below: Eastern National 4005 (C711 GEV), a Leyland Olympian ONLXB/1R with ECW H45/32F body new in 1985, at Chelmsford Bus Station on 1 October 1988. It had received this livery for Essex County Cricket Club in April that year. **Robert Appleton**





Above: Grey Green Leyland Leopard / Duple Dominant SYU 711S at the Fordham Heath outstation on 6 May 1984. New to the World Wide Fleet and later cascaded to Grey Green. The photographer had used the vehicle two weeks earlier on a National Express 083 relief from Ipswich to London Victoria and return. **Fred Lawrance**

Follow Ups to Previous Issues

Colchester Borough Transport Olympian 47

Last month **Roger Tuke** wrote about former Colchester Borough Transport (and others, see page 1) all Leyland Olympian 47 (H47 MJN): "After the sad demise of Talisman it went to Lynx at King's Lynn but didn't stay long. It was reported as exported to the USA. Use, ownership and location or whether it even still exists all unknown. Any update would be very much appreciated."

By sheer co-incidence, a posting by **Peter Hadfield** to Facebook on 15 June provided the following information: "H47 MJN seemingly made its debut as a food bus on 3 May 2023 at the Farm 57 Market in Evansville, Indiana. USA Customs say it was shipped from Southampton on 'Global Highway' and processed at Charleston SC on 22 October 2018. After export, it was converted to raised-top format (with all upper deck windows removed) and is now owned by The Pizza Revolution based in Evansville, Indiana. It is in all-red livery with white sign writing for 'The Pizza Revolution'. Owners Stephanie and Aaron Pechkenpaugh use a wood fire to prepare pizzas and also have Leyland Olympian / Alexander C382 SAO [one time Stephenson's of Essex, new to Northern Scottish], which has remained in closed-top form." A photo of H47 MJN is on page 1.

Yet More on Reversing

Two more routes.

Arrow D4 has a mid-route reversal at Bradwell Waterside, Parker Court.

Stephenson's 314 has a mid-route reversal at Wimbish Carver Barracks.

With thanks to **Ian Ransom**.

Tillings Transport AEC Coaches

Richard Delahoy writes: "In last month's issue we described the history of the preserved former Tillings Transport AEC Regal / ECW coach MXB 733. By one of those twists of fate, as the magazine was being put together, I came across some more information about these coaches. I was researching something completely different at The Bus Archive in Droitwich Spa and stumbled across a small file that mentioned them, amongst the papers that the Kithead Trust had obtained from the National Bus Company HQ when the NBC was disbanded. The files go back to Tilling Group days.

"The file is incomplete and is only concerned with the accounting aspects of the sale / transfer of the 12 vehicles from Bristol Tramways to Tillings Transport in 1951, but contains the original letter from Bristol setting out their initial view of the transaction, reproduced **below**. By then both companies were owned by the British Transport Commission (BTC) and the subsequent correspondence in the file makes an interesting point that "it is not permissible for one company [within the BTC group] to make a capital profit out of another and until vehicles are broken up, their history must be continuous". The internal memo goes on to say: "I can write to Mr Dean [at Bristol Tramways] as he does not quite appear to appreciate that a sale to a Group Company is a different matter from a sale outside and it seems to me he is endeavouring [to] treat the whole 12 vehicles as a single sale which cannot be done owing to the tax and other complications". The outcome was that Bristol received less than they had originally sought, but the accountants and tax authorities were satisfied!

"What the correspondence does clarify is that what Tillings bought were seven complete chassis, plus five frames from which the engines and other units, as well as the bodies, had been removed at Bristol. As we explained last month, of those seven complete chassis, Tillings had one fitted with a second-hand Harrington body and the other six received brand new ECW bodies. The PSV Circle Fleet History of Tillings Transport lists all 12 vehicles acquired but it is not known which were complete chassis and which had been reduced to bare frames. The Circle say that, apart from the one that received the Harrington body "all other chassis were dismantled and used in the rebuilding of MXB 733-8" although in the light of the correspondence at The Bus Archive, I wonder if the seven complete chassis were simply reconditioned? I guess we will never know for certain."

TELEPHONE NO 20001.
TELEGRAMS "AUTOMOBILE, BRISTOL"

THE BRISTOL TRAMWAYS & CARRIAGE COMPANY LIMITED.

OUR REF.

JCD/EHM



1/3, ST. AUGUSTINE'S PLACE,
BRISTOL, I.



YOUR REF.

10th. September, 1951.

S. Kennedy, Esq.,
10, Fleet Street,
LONDON, E.C. 4.

Dear Mr. Kennedy,

Tillings Transport (B.T.C.) Ltd.

With reference to your letters of the 24th and 27th ultimo, the figure of £1767 is the present book value of the 7 complete chassis plus the 5 frames and this is the figure that I asked Mr. Arnold to pay. In order to meet him, we are prepared to sell the 7 complete chassis at their present book value of £1571. 10. 0, and to let him have the 5 frames for £10 each. This will leave a loss on the book values of £145. 10. 0 which we shall have to write off. Against this of course we have the use of the engines and other units which were removed from these 5 vehicles.

Yours faithfully,

23 July 2023

1 (Daily) Rayleigh Railway Station - Southend Travel Centre **Arriva**. Revised timetable daily to improve punctuality, one extra late evening journey M-F.

2 (Daily) Southend Travel Centre - Shoeburyness Renown **Arriva**. Revised evening timetable.

6 (Daily) Southend Travel Centre - Southchurch McDonalds **Arriva**. Additional Saturday and Sunday journeys morning and early evening.

7/8 (Daily) Rayleigh Rail Station - Shoeburyness Renown / Landwick **Arriva**. Minor timetable adjustments, morning 0635 from Ashingdon now starts at the school, not Lower Road, 1429 sch only Golden Cross to Southend starts back at Ashingdon School.

9 (Daily) Rayleigh Rail Station - Shoeburyness East Beach **Arriva**. Minor timetable adjustments on all days. On Saturdays, daytime frequency reduced from x15 to x20.

29 (Daily) Southend Travel Centre - Belfairs Belgrave Road **Arriva**. Additional Saturday journeys morning and early evening and one extra Sunday morning journey.

42A (Sch and Su Only) Chelmsford Bus Station - Takeley Four Ashes (Sch) or Bishops Stortford Interchange (Su) **First Essex**. Minor revisions to the Sunday timetable with the last service from Bishop's Stortford, at 2035, changing to a **C1** at Broomfield Hospital and continuing from Chelmsford City Centre to Galleywood.

42B (Daily) Chelmsford Bus Station - Halstead, Colne Road **First Essex**. Renumbered **370** and revised to operate hourly on Sundays, from current two-hourly.

70/170/370/X70 (Daily) Chelmsford Bus Station - Braintree / Colchester Bus Station **First Essex**. Revised routes and timetables. Service **70** will run hourly (M-S) from Chelmsford Bus Station. It is extended to & from Braintree Marks Farm via Rayne Road, but no longer serves the Bus Interchange on journeys towards Braintree. The current extension of journeys beyond the Railway Station to loop around the city centre in Chelmsford is withdrawn.

The current service **370** is renumbered **170** and operates hourly (M-S) Chelmsford Bus Station - Braintree Marks Farm. Apart from one morning journey from Colchester and one afternoon journey from Chelmsford on route **X70** on M-F only, the section Braintree-Colchester is withdrawn, covered by new routes **X20** / **320**. The combined **70** & **170** provide a bus every 30 minutes (M-S) Chelmsford - Braintree.

71/371/372/X71 (Daily) Chelmsford Bus Station - Colchester Bus Station **First Essex**. Revised timetable M-S with changes to most departure times. On Sundays the service had basically been a two-hourly **71** and a two-hourly **371**, so an hourly service between Chelmsford and Witham and a two-hourly service between Chelmsford and Colchester. Revised so that most **71** journeys are replaced by **371**, so an improved hourly service between Chelmsford and Colchester (although the links on the **71** to Witham Railway Station and Morrisons are lost).

73/A/B (M-S) Chelmsford Bus Station - Maldon, Cherry Gardens **First Essex**. Revised route and timetable, with one journey each way revised to operate via Boreham Church as new **73B**.

C1 (Daily) Galleywood Barnard Road - Broomfield Hospital (Daily) **First Essex**. Minor change to the Sunday evening timetable with a new departure from Broomfield Hospital to Galleywood at 2137 which arrives at the hospital as a **42A** from Bishop's Stortford (see above).

X20 (Daily) Colchester Railway Station - Stansted Airport via Colchester City Centre, Tollgate, Coggeshall, Braintree and Great Dunmow **First Essex**. NEW SERVICE. Generally hourly from early morning, fewer journeys in evenings. It replaces the current **370** between Colchester Bus Station and Braintree but does not serve



Marks Tey Estate, which has a much reduced service. Sunday service between Colchester and Braintree increased to hourly from present two-hourly on **370**.

This service joins **X10** and **X30** as part of the Essex Airlink brand and is planned to be operated by ex-Park & Ride Enviro 200 MMCs repainted blue. But despite its X prefix, it is a fully stopping service between Colchester and Braintree and within Great Dunmow.

320 (M-F only) Colchester Bus Station - Braintree / Great Notley **First Essex**. NEW SERVICE to supplement **X20** at busy times. Three am peak / school time journeys towards Colchester, four pm peak / school time journeys from Colchester during term time, reduced to one journey each way in school holidays. This service does operate via Marks Tey Estate, as per the current **370**.

24 July

8 (M-S) Rettendon Common - Wickford Rail Station **Vectare**. Revised timetable.

10 (M-S) Basildon Hospital - Shotgate, Uxbridge Close **Vectare**. Revised route (curtailed at Shotgate end) and timetable.

13/A/B/C (M-S) Waltham Cross Bus Station - Epping, St Margaret's Hospital **Vectare**. Revised route and timetable.

14/B (M-S) Waltham Cross Bus Station - Waltham Abbey / Upshire **Vectare**. Revised timetable.

18/C (M-S) Epping Station / Hospital - North Weald The Talbot / Ongar Two Brewers **Vectare**. NEW SERVICE.

20 (M-S) Harlow Bus Station - Harlow, Southern Way **Vectare**. Revised timetable.

22/A (M-S) Waltham Cross Bus Station - Skillet Hill Farm **Vectare**. Revised timetable.

35 (Tu during term time only) Debden Broadway - Chelmsford **First Essex**. Service withdrawn due to the service it runs on to / off from being withdrawn (633, see below). Last day of operation is 18 July.

418 (M-S) Loughton Station - Epping St Margaret's Hospital **Vectare**. Revised route and timetable.

633 (Sch only) Ongar Four Wantz - Debden Park High School **First Essex**. Service withdrawn at end of term.

31 July

5 (M-S) Harlow Bus Station - Sumners Farm. ECC tendered service passes from **Central Connect** to **Stephensons** with a revised timetable. First two journeys each way are withdrawn.

7/A (M-S) Stansted Airport - Bishop's Stortford Interchange via Elsenham. ECC tendered service passes from **Central Connect** to **Stephensons**. 0639 ex Bishops Stortford revised to depart at 0630.

14 (M-S) Harlow Bus Station - Little Parndon. ECC tendered service passes from **Central Connect** to **Stephensons**.

32 (M-S) Chelmsford Bus Station - Ongar Two Brewers. ECC tendered service passes from **First Essex** to **Stephensons**. Commercial extension to Trent Road Shops in Chelmsford withdrawn.

66 (M-S) Waltham Cross Bus Station Circular via Loughton and Debden **Arriva**. Revised route and timetable.

306 (Sch only) Wicken Bonhunt Coach & Horses - Bishops Stortford RC School. ECC tendered service passes from **Central Connect** to **Stephensons**.

565 (M-S) Brentwood Railway Station - Bulphan / West Horndon. ECC tendered service passes from **First Essex** to **NIBS**.

D1/D2 (M-S) Maldon Tesco - Bradwell Bate Dudley Drive / Southminster Rail Station. ECC tendered service passes from **Heddingham** to **Stephensons**.

4 September

10 (Sch only) Chafford Hundred Warren Terrace - Stifford Clays William Edwards School **Keane Travel**. Revised route and timetable.

National Express made a brief return to Southend in June. Service **G21** ran in connection, with The Glastonbury Festival. The outward journey ran on Wednesday June 21, returning to Southend on Monday 26 June.

With thanks to Richard Delahoy, Paul Harvey and Adam Kelleher.

Publicity Items

Stephensons. Timetable leaflets for Haverhill - Bury St Edmunds, services 14/15, dated July 2021.

Timetable booklet - Guide to buses around Newmarket 11, 12, 12A, 16, 16A, 112 and 311 and Ely City Service 9A, March to Cottenham 8A dated 31 October 2022.

Essex Buses inherited a Colchester to Stansted service when they acquired Biss and Airport Coaches in July 1999. This became route 222 and later X22, but, unlike the new X20, was a limited stop service operated by coaches (firstly mini coaches, later full size ones). Mercedes 0814D / Plaxton Cheetah 450-2, later 56001-3 (YN53 VBT/U/V), were purchased specifically for the X22 in late 2003. The X22 was extended to Clacton in November 2009 but was withdrawn completely in January 2011. The X20 number has been used before during First Essex days, for a service from Braintree to



Stansted Airport introduced in August 2006 (basically a short working of the X22) but which only lasted until January 2007. Let's hope the new X20 is more successful!

Above Right: Volvo B12M / Plaxton Paragon 20501 (AO02 RBY) and Volvo B10M / Plaxton Premiere 60031 (R346 GHS) both blinded for route X22 at the temporary Colchester Bus Station on 7 June 2009. **Adam Kelleher**

STEPHENSONS **NiBS**buses Richard Delahoy

Below: Since September 2022 ECC routes 491/2/3 from St John's School, Epping have been operated by Stephenson's and made available for public use. Enviro 200 422 (EU60 CAV) is on a homeward journey on 5 June 2023 at Theydon Bois Village Hall en route to Fyfield via Abridge and Ongar. **Owen Woodliffe**



Acquired Vehicles

33981	SN65 OFW	SFDB32BR2FGX18548	F415/6	H45/29F	11/15	First Glasgow (No. 1)
33991	SN65 OGG	SFDB32BR2FGX18556	F415/16	H45/29F	11/15	First Glasgow (No. 1)

ADL E40D / Enviro 400 MMC. Acquired from First Glasgow, collected from Glasgow and driven to Basildon on 8 July 2023. In Urban 2 livery with white fronts. First Essex already own 33983-9 of this batch. More were expected to be collected the following weekend, details will be in EBM 712.

Vehicle on Loan

From 7 July, Enviro 400 MMC 132 (YX66 WLH) is on loan to First Essex from Ensignbus to cover for 36843 being off road (see below). It has received 'Essex Airlink' decals over its Ensignbus fleet names. It's First fleet number is 34432 (not carried on the vehicle).

Allocation Changes

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

Period 3 2023/24 (21 May - 24 June)

32526 CR (oos)-CR, 32540 CF-CF (oos), 32642 CF-CR, 32676 CR-CR (oos), 36843 CF-CF (oos), 37034 CR-CF, 37047 FG-CF, 37134 CR-CR (oos), 37613 CR (oos)-CR, 42935 CF-CF (oos), 42941 CF (oos)-Disposal, 63370 BN (oos)-BN, 63372 BN (oos)-BN, 63373 BN (oos)-HH-BN, 63383 BN (oos)-BN, 66759 CF-CF (oos), 67166 BN (oos)-BN, 67197 CF-BN, 67902 BN-BN (oos), 69901 PT (oos)-Disposal, 69902 CR (oos)-Disposal, 69903 CR (oos)-Disposal, 69904 PT (oos)-Disposal, 69906 CR (oos)-Disposal, 69908 BN-BN (oos), 69910 BN-BN (oos), 69911 CR (oos)-Disposal, 69912 PT (oos)-Disposal, 69913 PT (oos)-Disposal, 69914 PT (oos)-Disposal, 69918 PT (oos)-Disposal, 69919 BN-BN (oos)

Further to last month, 32482 and 32483 returned to Chelmsford on 4 June after their short stay at Colchester helping out over half term week. However, 32642 which went with them from CF to CR has stayed there, with 37034, the bus with the super rear 'Pure Orthodontics' advert, going to CF instead. 36843 suffered substantial nearside front damage whilst on route X30 when a car hit it after jumping a red light in the early hours of Sunday 18 June. 42935 - see page 12. 63370 entered service at Basildon on 5 June and 63372 did so the next day.

Further to last month, 63373's last day on loan to Hadleigh was on 15 June, its first day in service from Basildon was 19th.

Also further to last month, the Volvo Hybrids that went from Basildon to Purfleet are now listed as disposed of by the company (they may still physically be at Purfleet being stripped for spares before going to scrap). On 15 June, the four stored at Quayside, Colchester joined them at Purfleet (69906 failed in Lexden Road and at around 1000 was being attended to by Colchester Engineering Van SN17 NWT).

Disposals

42941 to Ensignbus and on to Shelton Motors for scrap, May 2023.

69901, 69904, 69912, 69913, 69914, 69918 to Ensignbus, 12 May 2023.

69902, 69903, 69906, 69911 to Ensignbus, 15 June 2023.

Further to EBM 708, the PSV Circle report that ex First Essex 62410 (YS03 ZKF) was sold from Dan's Coach Travel to Hunter, Daventry, in March 2023 and Hunter have re-registered it to SIG 5098 in April 2023. The report in EBM 708 that it went to Northampton was incorrect.

Repaints

44659 repainted into red shuttles livery, back in service 8 June. This completes the quartet of short Enviro 200 MMCs 44659-62 from Urban to shuttles. Like the other three, it has received an updated blue super rear advert for 'Beaulieu to Chelmsford Station Express Service' replacing the one it had before repainting.

67193 was seen at Mardens on 30 June repainted into duo blue Airlink livery (without vinyls).



Above: As reported in EBM 707, 67902 (SN13 CHV) was repainted to all off-white in February this year after front accident repairs. It did not receive a fleet livery as the hybrids do not have a long term future. However, at the beginning of June, it received unique green and yellow 'Essex Bus' fleet names on front, offside and rear (but not nearside). But it was then withdrawn from service after use on 11 June, so this photo, taken at Point Road, Carvey on 7 June, is rare. **John G Lidstone**

Below: As reported last month, StreetLite 47657 (SN15 AEX) was repainted into Essex Bus green livery in May. It is seen on route 73 at Maldon Cherry Gardens on 12 June 2023. All of the other 11 StreetLites allocated to Chelmsford are in red shuttles livery. **Dave Arnold**



63328, reported last month as repainted into red shuttles livery after RTC repairs, re-entered service on 26 June. It unusually has its side fleet numbers at the front, not rear, plus its rear shuttles fleet name is in the rear window with 'from First f' underneath this. However, it has had its front windscreen replaced and so no longer has the unique curved black background to the shuttles name and logo at the bottom of the windscreen, its new one was blank when it re-entered service.

The End of the Darts

A very significant milestone in June was the withdrawal from service of the last Dart, 42935 (SN05 DZR), after use on 19th on route C1. The first Darts (step-entrance) were predecessor company Thamesway 901-917 (K901-917 CVW), which entered service on 15 August 1992 on London Regional Transport service 214. The first low-floor Dart was Thamesway 701 (N701 CPU), delivered in January 1996. In total Eastern National, Thamesway, Essex Buses and First Essex have operated over 350 of the type, easily beating the number of Leyland Nationals operated and bettered only by Bristol / ECW Lodekkas. Further to 'First Essex v First Cymru' in EBM 709, First Cymru's 42612 (CU54 HYZ) lasted in service for two more days after 42935's withdrawal to become the last Dart of all in use with First Bus.

Right: Interior view of 42935 at Chelmsford Bus Station on 6 June 2023 ready to depart on a 351 to Warley. **Adam Kelleher**

It had only relatively recently received e-leather seats, it was new with moquette.

A photo of 42935 when new is on the front cover.



Around the Depots

(All vehicles listed below allocated to relevant depot except where stated. All dates June 2023 except where stated.)

Colchester

On 16th, the day after the four Volvo Hybrids moved to Purfleet (see above), the Colchester scrap line was empty for the first time in several years.

37062 has received a super rear advert for Richardson's Holiday Park, Hemsby Beach, replacing the one for 'Supporting Residents and Businesses of Tendring' which it received in March last year.

Further to EBM 710, electric Vauxhall Vivaro minibus FG23 XYY has now seen some limited use. There is still no charging point at Quayside depot so it is being charged at the local Tesco.

News of the Harwich routes (2-28 June). Only two double-deckers worked through to Harwich in this period. 32531 on 0715 Colchester - Harwich 104 & 0900 return on 20 June and 37020 on 1600 Colchester - Harwich 104 & 1730 return on Saturday 24th. The single-deckers were the usual mixture of StreetLites, both 10.8m long and 11.5m long, ADL Enviro 300s and Volvo B7RLEs. For the first three weeks of June, StreetLites dominated the allocation on 102/103/104 e.g., on 6th 47665, 63336, 63339, 63344 were four of the six buses used. Then the Volvo B7RLEs returned to these routes in strength, for example on 22nd 69515, 69517, 69518, 69519 & 69520 (plus one SL, 63330). The 1905 Colchester - Harwich 104 is usually, but not always, a 10.8m long StreetLite. Clacton routes. Route 74B has again mostly been worked by long StreetLites during the last month. Exceptions have been double deck Volvos 32547 (8 July), 32669 (17th), 37016 (23rd), 37135 (10th), 37136 (24th), 37613 (1 July); short StreetLites 47421 (5 July), 47656 (6 July), 47666 (19th), 47697 (7 July); Enviro 300s 67741 (28th, 4 July), 67750 (3 July), 67805 (29th); Volvo B7RLE 69519 (22nd).
Route 76 (in date order): 37140 (11th), 37037 (18th), 37135 (25th), 63329 & 69517 (2 July), 37042 (9 July).

Chelmsford

Further to EBM 710, 32484, 42941, 42956, 44002 and 44913 were still in the scrap line on 20 June. They had been joined by 32540, 36843, 44003 and 44598. Accident damaged 69421 was no longer there. 66759 was also in a withdrawn state, with all ticket equipment stripped out, but was in the driver trainer section of the yard. An update on 26th: 42935 and 44599 (in the spot where 44003 had been the previous week) had been added to the scrap line and 66759 had been moved to there. However, both 44003 and 44599 were back in service the next day and 44598 on 28th. There continued to be no sign of 44005 on either day.

Basildon StreetLite 47652 on loan for one day only on 23rd, worked C shuttle routes.

67160 on full X30 route on at least 30 June, 1 & 3 July, covering for accident damaged 36843. Other vehicles likely to have been used on other days, before the loan of 34432, see above).

69024 a long vehicle on 73 (17th).

DS66863 and DS66886 both in Brentwood (26th). DS66886 in Witham High Street, and Colchester High Street (20th). DS69148 in Witham High Street, Colchester Head Street and at Boundary Road, Wivenhoe Park (13th).

Basildon

69909, with a Basildon driver, covered for a driver shortage at Hadleigh and operated on route 28 on Saturday 10 June.

On 17 June, Hadleigh's mini Enviro 200 44927 was borrowed just for the day to operate Saturdays only 1A (Basildon Bus Station - Pitsea Tesco) as both 44908 and 44909 were out of use that day and the 1A requires an 8.5m long vehicle. In return, Basildon's StreetLite 47596 was loaned to Hadleigh to operate route 21 (Basildon Bus Station - North Benfleet).

44908 (10th, 21st) & 67195 (13th) on 9. 44909 on 200 (23rd), 251 (25th). 69905 (22nd) and 69917 (23rd & 6 July) on school route 625. 69907 on 552 (8th). 69916 on X10 (8th). 69917 on 300 (4 July).

With thanks to Robert Appleton, Stephen Barham, Nigel Clark, David Edwards, Gareth Norris, John Podgorski, Derek Stebbing, Chris Stewart, Rob Webb, Robert West, Kai Wilson, Bus Lists on the Web, Bustimes, Facebook, Essex Buses Google group and Terminus.

Below: Mini Enviro 200 44927 (YX11 HNZ) unusually on route 21 (Southend Travel Centre - Canvey Town Centre) on 12 June 2023. It worked half the day (believed to initially be due to a breakdown but then stayed on the route for the following round trip) and is seen on its last trip from Southend (1815) captured at the Thames Drive / Belton Way West / Marine Parade junction in Leigh-on-Sea. Two days earlier it had also worked on route 21, but this time the Basildon Bus Station to North Benfleet version, on which it is a more regular performer. Although new to First South Yorkshire, it is assumed that this bus was from dealer stock as it has a non-standard interior. **John G Lidstone**



Dealer Stock Movements May 2023

Vehicles In

From **A2B Cambridge**: Enviro 200 MX12 JXD, MX62 AWG
From **First Beeline**: Volvo 7900H BV13 ZCL/Y, BJ63 UJZ
From **First Cymru**: Volvo B7RLEs WX54 XDD/H
From **First Eastern Counties**: Volvo B7TL LT52 WTF; Volvo B7RLE AU05 DMX; Trident W905 VLN (see below)
From **First Essex**: Dart WA56 OAO; Volvo 7900Hs BV13 ZBC-F/J/R/T/U/W/ZCA. These are ex First Essex 42941, 69901-4/6/11-14/18. See page 10.
From **First Midlands**: Citaro LK08 FME; StreetLites SM13 NAE/O/NBD-G/J-L/NEJ, SK63 KHM
From **First South West**: Scania K114 MIG 3864
From **First South Yorkshire**: StreetLites SK63 KHH/J/R
From **First West Yorkshire**: Volvo B7TL YJ54 XUK
From **Go Ahead London**: Enviro 200s LX09 AYM/U/AZF/EVF/H
From **RATP London**: Scania OmniCity YT09 BKA/BMO/U/Y/Z/BNB/B/D/K/L/N/BJU, YT10 UWB/XBZ/XCA/B/C/E/F/J/K/O
From **Stagecoach Highlands**: Optare Versa CN57 BYX

Vehicles Out

JSM Training, London: Enviro 200s LX09 EVF/H
Oddball Trucks, Bristol: Enviro 200s GV63 HXX/HWU
Realise Training, Sheffield: Enviro 200s GV63 HXS/T
RML2286 Preservation Group: Routemaster CUV 286C
Rotala: StreetLites SM13 NAE/O/NBD-G/J-L/NEJ, SK63 KHH/J/M/R

To Shelton Motors, Ely for scrap

Volvo B7TL LT52 WTF
Volvo B7RLE AU05 DMX
Dart WA56 OAO

To Hardwicks, South Yorkshire for scrap

Volvo B7TL YJ54 XUK
Citaro LK08 FME
Scania K114 MIG 3864
Volvo B7RLEs WX54 XDD/H

Ensignbus Fleet

Acquired Vehicle

Partial open-top Dennis Trident / Plaxton President 32905 (W905 VLN) taken into stock, from First Eastern Counties. This was previously operated by First Essex (in closed top form) but was new to First London as TNL32905.

Vehicles on Loan

Further to EBM 709, Volvo B9TL / Wrightbus Eclipse Gemini 2 127 (36316, LX15 GOK) has returned from its loan to Transpora Buses and was back in service with Ensignbus on 9 May.
Open top former London General Volvo Olympian / Northern Counties Palatine 2 NV171 (R371 LGH) was on loan from the Bromley Bus Preservation Group at the beginning of June to assist with Derby Day private hires.
As noted above, from 7 July Enviro 400 MMC 132 (YX66 WLH) is on loan to First Essex to cover for 36843 being off road. It's First fleet number is 34432. It had previously undertaken a similar task with First Eastern Counties, as illustrated in EBM 687 (July 2021).

Ayats Bravos 369 (EU05 BZM) and 370 (EU05 VBL), in claret and blue wraps, were used for the West Ham United FC (2022/23 UEFA Europa Conference League winners) open top bus parade on 8 June 2023.

Right: A screen grab from the BBC London News report of the victory parade.

Below: At The Wrap Place Surbiton, London.
Both **Nick Field**





Repaints

During May BCI Excellence 140 (LX17 DZA) was repainted and also received an internal refurbishment. It is seen **above** at Manor Trading Estate on 1 June 2023 after leaving Mardens following repaint, on its way back to Purfleet. It is blinded for the Chelmsford City Racecourse service from Chelmsford Railway Station, which was reported in Service Revisions last month. **John G Lidstone.**

Two livery variations compared to before it was repainted, the blue panel at the front with the fleet name on was previously silver (with a blue fleet name) and the wheels are now gloss black, ex-silver.

Further to last month, ex KMB StreetDeck 160 has returned from repaint at Mardens. It has been named 'Peter Newman' in honour of Ensignbus's founder. Its new seating is DPH41/25F.

With thanks to Richard Delahoy, Karl Griffin, Paul Harvey, Adam Kelleher, John Lidstone and LOTS.

Right: How 140 looked like before repainting, with more silver on the front, and silver wheels. This is sister 149 (LX17 DZK) on an unusual double deck working on route 21 at the terminus of the route, Ongar, Four Wantz on 12 July 2017.

Adam Kelleher

This route is now operated by NIBS Buses, mainly with Enviro 200s, but it does very occasionally see double-deckers.



Ensignbus Ethos

Following the sale of Ensignbus to First Bus, Peter and Ross Newman were recently invited to talk to the Young Bus Managers Network to share the wisdom they'd gained over a lifetime of dedicated work at the award winning and hugely respected company.

Roger French provided a summary of their talk on his blog and we thought it well worth sharing here.

Peter explained that they don't really do scripted presentations and they didn't this time. Instead both spoke from the heart of lessons learned and experience gained to pass on to our young audience in the early stages of their careers. It was a stunning performance with rapt attention from all attending.

Peter's top tips for a successful bus company are all very simple and eminently achievable. He pointed out the benefits of running earlier in the mornings and later in the evenings, recalling when Ensignbus first took over the network in Grays it inherited an 0700-1900 operation. Now there are journeys as early as 0430 and as late as 0100 reflecting changing travel patterns, not least fulfilment warehouses and other shift workers. Allied to this, Peter emphasised the importance of reliability. Other than the disruption caused by Dartford Crossing issues it was unheard of for Ensignbus to experience lost mileage. It just wouldn't happen.

Secondly Peter explained how important it is to talk to drivers. Listen to their suggestions and ideas. They live in the community and are aware of changes that can be made to improve things. "They're the eyes and ears of the company" Peter pointed out.

His third point was: spreadsheets are about history. They won't tell you what's coming or what you're missing. "Look forward by going out and about; drive or ride buses on early shifts; see where people are walking; where there are new opportunities to tap into". As well as a restricted operating day, the Grays network Ensignbus inherited had hourly frequencies which the Newmans have built up to every 10-15 minutes on the best routes as a consequence of keeping alive to changes in the market and tapping into them.

Fourthly, Peter emphasised the importance of a printed timetable book widely distributed to hospitals, schools and libraries as well as available on every bus. "Make it colourful" he said noting Ensignbus distributed 20,000 copies of its book each time.

Peter's fifth point was to ensure any changes to services are well communicated. "Flood the area with timetables - house to house. We don't sell ourselves enough as an industry. Use Twitter and use humour in it too".

Having shared those five points Peter concluded with his three biggest annoyances. Hearing that buses are not able to run due to badly parked cars: "This should never happen as bus companies need to be active in getting this sorted by the police. If a bus can't get through neither can a fire engine".

Next annoyance was hearing buses can't run due to trees being too low. "Councils have an obligation to provide free transit up to 15 feet high" Peter said, and bus companies must aggressively pursue this, "issuing a court summons if necessary to get councils to act".

And finally, when buses can't run due to no driver being available. "We never cancelled a bus due to no driver" Peter proudly concluded.

Ross echoed Peter's messages, adding the benefit of driving buses in service yourselves from time to time to get hands on experience as well as having an approach to helping staff so they'll help you when you might need it. He emphasised the importance of a smart uniform for drivers and also pointed out the busiest days of the year for Ensignbus had been Christmas Day (at the time the company ran sightseeing tours) and Boxing Day - demonstrating there are markets to be served and exploited.

All of Roger's blogs can be read at <https://busandtrainuser.com>.

Colchester

Further examples of non-branded buses on Park & Ride have included 2143 on 10 June and 4324 from 2 June for a number of days.



Above: As reported last month, Colchester acquired Enviro 200 CX08 DJO from Arriva Cymru on 1 June. It retains its previous Arriva North West fleet number 2143. Arriva of course do not have a single nationwide numbering system for their fleet, unlike First Bus and Stagecoach. It is seen on route 8 at Derwent Road, Highwoods on its first day of service, 6 June. **Keith Sadler**

Southend

The expected withdrawal of Southend Transport liveried 3816, the last Volvo at Southend, did not take place and it has been given a fresh MOT for another year.

An Enviro 400 trainer, T83 (LJ59 AAE), from Arriva Kent & Surrey, was in use at Southend during mid-June.

The anticipated service changes mentioned in EBM 709 take effect from 23 July but are simply some relatively minor timetable adjustments, not the more radical changes we had expected, and don't affect the Monday to Friday PVR, which will remain at 50, although the Saturday total will reduce slightly with a lower frequency on route 9.

Harlow

StreetLite DF 2310 (GN14 DXW) 10.8m B40F has transferred here from Luton.

Disposals to Hardwicks: Optare Solo 1454 (which was previously reported as having moved to Ware for storage last November), VDL SB200 / Wrightbus Pulsar 2 3776 (which was previously reported as having moved to Stevenage unlicensed last September / October) and Volvo B7RLE / Wrightbus Eclipse Urbans 3873 & 3883.

Unfortunately, some cuts to services have started to reappear.

With thanks to John Card, Matthew Evans, Adam Kelleher, Keith Sadler and LOTS.



Above: Crawley Luxury Coaches Mercedes Benz Citaro DC06 CLC at Birchanger Services, Bishops Stortford on 3 July 2023. It was new as Arriva East Herts and Essex 3907, registered BU06 HSL, in Green Line 724 livery, so back on home turf. Next to it is Avanti Holidays Setra EXZ 353. Incidentally, the Services are just inside Essex although they have a Bishops Stortford postal address. **Andrew Colebourne**

Below: It is inevitable that buses will suffer breakdowns whilst in service, but the days are long gone since bus companies had their own heavy recovery vehicles (Ensignbus being a notable exception). Hence most operators rely on third-party providers, often based some distance away. Here Arriva Southend Versa 4205 (YJ61 CJE) had failed in Southend Travel Centre at midday on 10 June after working a 29 into town and before heading back out as a 6 - or not, in this case. **Richard Delahoy** caught up with it three hours later as it was lifted and towed away by L J Transportation's appropriately registered DAF wrecker LJ21 TOW. The recovery driver is removing the half-shaft from the rear axle to avoid damaging the gearbox before the short tow to Arriva's Short Street depot in Southend.



Significant Allocations

255	EU05 AUT	At KN w/c 29 May but returned to CN by 5 June
	RE66 VOB	SY to Konectbus w/c 19 June

Fleet News

The Mercedes Sprinter minibus which was based at SY, RE66 VOB, has been transferred to Konectbus and whilst a group replacement is sourced, Klarners, Colchester Yutong Tc9 Midicoach (C32Ft) YF17 LTV is on hire at SY depot for use on a school contract.

502 (LF52 ZNE) received Breeze graphics in mid-June, detailing the new 60 minute round trip service between Clacton town and Point Clear (see below). On Saturday & Sunday 24 & 25 June the bus was presented to the public at Martello Car Park followed by Marine Parade with a chance for families to win free tickets and for children to obtain sweets. The vehicle has graphics on its light blue base livery and advertises the Breeze route at mid-level and marine life characters, similar to those over the years on previous open topper 500 (PL51 LDJ). As reported in EBM 700 (August 2022), 500 suffered damage after hitting the Venetian pier bridge on 10 July last year. It went to Shelton Motors for scrap earlier this year. (The number 501 was used for its temporary replacement, Y824 TGH, also as reported in EBM 700, this was only on loan from a private owner for last summer, hence this year's permanent replacement is numbered 502.)



Ex East Yorkshire Enviro 200s 277/8 (YX57 BXE/F) have been repainted into the new livery (see photo on **opposite page**). This currently leaves 275 and 279 to complete the set, with 275 looking very sad for itself with odd panels fitted, due to repairs and possible preparation for repaint. The inside of 277 has had a spruce up and clean but still retains its EYMS seat moquette. Optare Solo 911 (SF04 SKE) returned to service by mid-June.

Service News

New Breeze hourly hop on-hop off open top circular service 1 started on 1 July (until 30 September) from Point Clear via St Osyth, Martello Inn, Pier and to Marine Parade East. Two additional evening journeys, to watch the sunset over the sea, run between 22 July and 2 September. The introduction of a dedicated open top service is a change of policy from the last four summers where the open top bus has operated on a summer enhanced route 134 timetable (as detailed in EBM 689, September 2021). Also from 1 July, service 7, Clacton Pier Avenue - St Osyth Beach, increases in frequency to six journeys from Clacton and five from St Osyth, M-F and four each way on Saturdays & Sundays. This will revert back to two services a day from the beginning of October. Services D1 and D2, Maldon / Dengie routes, will pass to Stephensons from 31 July.

Publicity

Not previously reported is the issue of a new Clacton Town Network Map after the 'Endeavour' changes in late April 2023.

With thanks to Dave Arnold, John Podgorski and the Hedingham website.



Above: The two recent repaints caught together in Pier Avenue, Clacton on 20 June. 278 in front had arrived on the 98 service at 1247 and 277 on the 2A service three minutes later. **Mark Lloyd**

Below: Prior to entering service with Hedingham in Clacton, 502 was used by Konectbus on service X4 from Norwich to the Royal Norfolk Show on 28 & 29 June. It is seen leaving Norwich Bus Station on a disappointingly cloudy 28th after all the sun of the previous fortnight or so. **Dave Arnold**
502 returned to Clacton to start the new open top route 1 on 1 July.



Basildon Bus Station Refurbishment



As reported in EBM 705, all stands in Basildon Bus Station reopened on Monday 12 December 2022 after the completion of last year's refurbishment works. **Richard Delahoy** visited on 21 May 2023, on his way to the Harlow Running Day which was illustrated last month. Being relatively early on a Sunday morning, there weren't too many people or buses around, so he was able to take the photos on this and the following two pages.

As well as new signage, the main changes have been the repair of the roadway, repainting from blue to black (although the rooves of the shelters were not repainted, see photo below), new yellow barriers, and the removal of the doors installed as part of the 1985/86 rebuild, these had been stuck open for a long while.

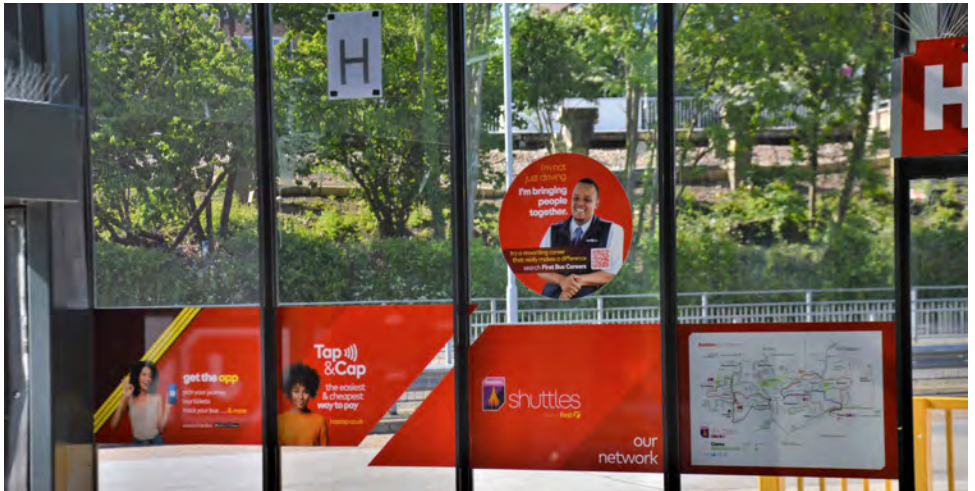
Below: Hadleigh's StreetLite 63463 (MC72 UYB) on route 28.

Page 24: Basildon's Enviro 400 33415 (WA56 FTN).

On the seven subsequent pages is a brief history and a selection of photos showing the bus station over the years.







Brief History of Basildon Bus Station by Richard Delahoy

A bus station featured from the very early plans for the development of the area between Pitsea and Laindon as Basildon New Town, indeed in September 1950 Eastern National's General Manager J S Gavin was briefing the Tilling group HQ, saying that he was being pressed to provide "a suggested layout for a 'bus station, to be adjacent to the railway station. . . and also the space required for a garage (say 100 vehicles)". Note the reference to a railway station for the town - something that was not to be achieved until 1974! Discussions continued for some years, involving the Basildon Development Corporation, Essex County Council, British Railways and other parties. In February 1953 BR stated that no undertaking had been given for a railway station but that "if the growth of population took place as forecast a new station would probably be necessary". It was expected that any railway station would be adjacent to the planned bus station.

Meanwhile, EN obtained premises in Bull Road, Vange to establish a temporary garage for the area, which became operational in January 1952 and lasted until replaced by the permanent garage in Cherrydown at Easter 1961, as recounted in EBNs 576 (April 2012), 594 (October 2013) and 596 (December 2013).

For operational efficiency, EN had wanted the bus station to be incorporated into the garage. Debates continued over the best site for both, with some tensions evident, e.g., an October 1954 meeting revealed a major disagreement between the Development Corporation, who wanted it south of the southern periphery road (which became Southernhay), and the County Council who were adamant that the "country bus station", as it was referred to then, should be north of that road so that shoppers wouldn't have to cross the road from the quaintly named "shopping island in the Town Centre". By "island" I assume they were referring to the shopping area being surrounded by major roads, isolated from the housing areas.

By February 1956 matters were becoming clearer, with the Development Corporation advising EN that "(a) The Ministry had been advised that no railway station would be built in Basildon; (b) they favoured a more central position for the bus station, i.e. inside the peripheral road". In a damning statement that has since blighted interchange in the town, the BDC's Chief Architect recorded that "Nor has any enthusiasm been shown by the [British] Transport Commission even to consider the layout of a joint bus-railway station. I understand the railway architect has said that if ever a station were to be built, it would have to be a self-contained unit". So that explains how we got to where we are today!

Work could now proceed, with EN acquiring land south of the railway to build Basildon garage on the site it still occupies today in Cherrydown, and the BDC to build a bus station. The first use of town centre stops was from 4 May 1958 but from John Rugg's picture taken in December that year of the Bristol LD (on [next page](#)) these were in the road outside what became the bus station, which at the time was still under construction. At this stage, the location was referred to as "Basildon Town Centre" in EN's timetables. A second John Rugg picture from January 1959 (also on the [next page](#)) shows construction of the first part completed. Handwritten notes by Derek Giles record that this initial bus station was brought into use on 1 June 1959. The well-known commercial postcard from the first half of the 1960s (reproduced on [page 27](#)) shows the completed bus station, significantly extended since the January 1959 photo, with the addition of the shops with the famous mosaic above them. This extension was finished in or by 1961. Initially, the kerbside alongside the shops was used for car and van parking but by the time of the postcard it was being used to pick up and set down passengers.

The bus station was completely rebuilt to a sawtooth design (drive in, reverse off) as early as 1966, probably re-opening by August that year (we've not been able to trace the exact date). EN still called it "Town Centre" in publicity as late as November 1966 but altered the description of the location to "Basildon Bus Station" from the May 1967 book. There was a major rebuild in 1985/86, when the waiting area was enclosed, as shown in the leaflet extracts on [page 30](#). Over the years since, the bus station's appearance gradually declined until last year's refurbishment, although the road surface was replaced at least once in the intervening years.

There had been talk in the 21st Century of constructing an improved interchange, but with the building of South Essex College on the site of the old market, and now last year's refurbishment of the bus station, any hopes of this have now ended. However, in 2020, the subways linking both sides of Southernhay near the railway station were removed and improved pedestrian crossings were installed, plus most non bus and taxi traffic was diverted past the bus depot in Cherrydown East, away from the part of Southernhay linking the bus and railway stations. Therefore the link is far better than it was, and of the bus stations that First Essex currently serve, only Chelmsford has a better bus-rail interchange.

Some information gleaned from EN & NBC papers at The Bus Archive. Additional material Adam Kelleher. Some dates in this article are vague, if anyone can provide more specific ones that would be very helpful.

Below: Bristol LD / ECW 1467 (971 DHK) in December 1958, terminating alongside the bus station under construction, nearing completion of the first stage. The LD was renumbered to 2436 in August 1964.

Bottom: Bristol K family types in January 1959, before the development of the adjoining South Walk shops as seen on the next page. Both **John Rugg**



Below: Two more K family types, with an LD behind, showing the completed bus station with the shops, original mosaic and parallel bays. **Commercial postcard**

Bottom: Eastern National's Bristol RELH6G / ECW 404 (AVX 965B) in front of Bedford SB13 / Duple (Northern) Firefly 500 (BNO 109B) in front of the shops. Circa 1964, after the August 1964 renumbering. Both coaches had been new in March 1964, numbered 582 and 585 respectively.

Bill Cansick (EBEG Collection)



Below: A photo taken from the platform at Basildon Railway Station on 26 July 1975, the year after the railway station had opened, which gives a very good overview of the saw tooth design introduced in 1966. The parallel white lines alongside the bus stop bays are for passengers using rear entrance buses, which were numerous in 1966 but had reduced to just a few Bristol LDs by the time of the photo. Not much space for alighting and boarding passengers to pass each other, and a layout that would be unthinkable nowadays. The stops in front of the bus station save west to east buses from having to enter and exit. These were later replaced (possibly at the time of the 1985/86 redevelopment) by the taxi rank that is still there. To this day, buses still enter the bus station to the left of the photo and exit on the right (where the no-entry sign is visible). The grass area and car park on the right of the photo have been replaced by the Eastgate Shopping Centre which opened in stages between 1980 and 1985 (and during the building this part of Southernhay was completely realigned for road traffic, although parts of the original alignment remain as a pedestrian precinct, also still called Southernhay, confusingly). Once Eastgate had been completed the 1985/86 redevelopment of the bus station followed.

Two Bristol VRs and a Leyland National are in the bus station; the bus passing, either about to turn right into the bus station or else having just exited it, is Hadleigh's Bristol FLF 2902 (WVX 529F), on route 2 to Grays.

Next Page: There was also a period when some buses going from east to west across Basildon also did not call into the bus station, instead stops were provided in front of the railway station. Five years after the above photo, route 400 liveried & branded Bristol VR 3076, allocated to Basildon, is serving one of these stops, unusually on a short working of local route 504, on 19 December 1980. We don't know the exact date these stops were introduced (certainly they were in use by spring 1978) or when these stops were removed (again possibly after the 1985/86 redevelopment). During last year's refurbishment, stops were temporarily reintroduced here, as illustrated by Enviro 400 33415 (WA56 FTN) on 25 July 2022. Nowadays, with most traffic removed from this area, the space is used for parking buses between service during the day.

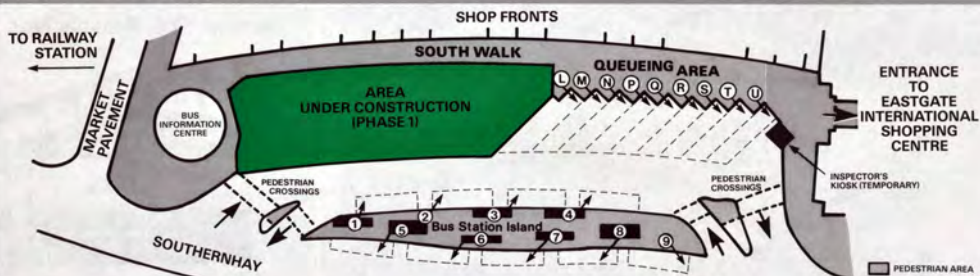
Pages 30 & 31: Extracts from the leaflet which provided advance details of the 1985/86 redevelopment; a sign at the bus station last year giving details of temporary bus stop changes (a number of different versions of these were produced as work progressed) and a photo of last year's works taking place, with Hadleigh's Wrightbus StreetLite 63163 (SN64 CHZ) nearest the camera. Note the blue shelters that are now (mainly) black. Both photos also taken on 25 July 2022.

All photos **Richard Delahoy**





WHERE TO GO TO CATCH YOUR BUS



Designed and produced by RPC Design, England. Telephone (0245) 324080

A NEW BUS STATION FOR BASILDON

The rebuilding of the Bus Station will be completed in the Summer of 1986. This £500,000 project will provide new facilities to meet the needs of the 5.5 million passengers who currently use the Bus Station every year. With the growth of the Town Centre, it is likely that this figure will increase substantially as more people visit the Centre.

The new Bus Station will feature a fully enclosed waiting area giving complete weather protection and greater comfort to passengers. In addition, the paved queueing area will be extended outward in order to reduce the height of the step onto the buses. This will be of benefit to passengers, particularly the elderly, infirm and those with children.

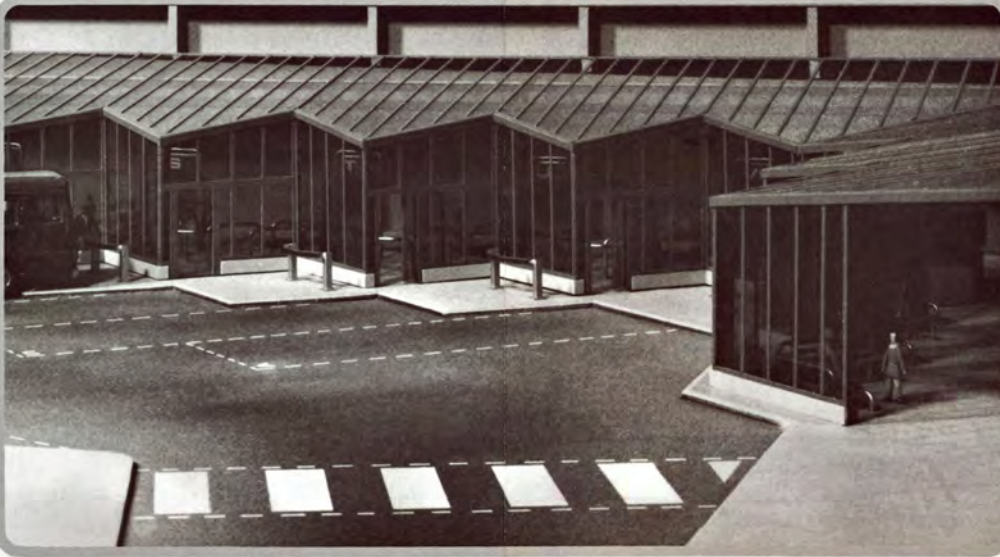


Other features will include:

- modern information signs
- public address/visual display systems
- new queueing arrangements
- attractive paving and finishes
- inspector's information kiosk
- additional bus bay

Don't forget to look out for further information on the progress of the Bus Station in your local newspapers!

WHAT THE NEW BUS STATION WILL LOOK LIKE



Published by:
Head of Planning and Transportation, Basildon Development Corporation,
Gifford House, Basildon, Essex SS13 2EX.
October 1985

Basildon Bus Station

What's Happening

Autumn 1985 - Summer 1986



Barker, Roydon

OIG 9145 (ex T54 BBW), a Jonckheere CH72FT bodied MAN 24.350 has gone from here.

Business B, North Weald

AEC Routemaster RML2472 (JJD 472D) with Park Royal H40/32R bodywork, has been acquired ex Go Coach Hire, Swanley, Kent.

Brentwood Coaches, Hutton

Higer bodied Scania K360EB4 has been reregistered from YR17 RJ to 1023 RU.

Don's of Dunmow

Scania K400EB6 OmniExpress DN61 DON has reverted back to YT61 GRK and been sold to Swift Travel, North Weald. It was seen in use at the Glastonbury Festival with its new owners on 26 June. Similar DH61 DON reverted back to YT61 FFG and was sold to Donald's Tours of Dereham, who quickly re-registered it to L31 DTL.

Fords Coaches, Althorne

We are sorry to have to report the death at the end of May of Tony (Anthony Albert William) Ford, one of the partners of Fords Coaches, which he ran with his son Anthony. A new operator licence has been applied for to convert the business to a new partnership between Anthony and his wife Rachel, in the meanwhile the business continues to operate as normal. We extend our condolences to Anthony and family on the loss of his father, a well-known character in the local bus industry. The business was established by Tony's father, Anthony Arnold Ford, in the 1920s and purchased its first coach in 1929. It currently has a licence for 25 vehicles.

M&M Staffing, Cooksmill Green

SK68 TXP, a Wrightbus StreetLite B45F, has gone to Willets, Coalway, Gloucestershire.

With thanks to Richard Delahoy, Alex Hazell, John Podgorski and the PSV Circle.

The PSV Circle has announced the publication of two new G lists covering Essex. G824 covers current fleets of Bus and Coach operators in Essex, Major and non PSV operators (72 pages of text and 23 colour photos) whilst G825 covers other operators (60 pages and 23 colour photos). The G lists are of similar dimensions to Essex Bus Magazine and are available for £12 each, or £9 each for PSV Circle members, and can be purchased from Sales Team, PSV Circle, 11th Floor, Wentworth House, 350 Eastern Avenue, Ilford IG2 6NW. They can also be ordered on-line from <http://www.psvcircle.org.uk>.

Below: Sullivan Buses Enviro 400s, green E37 (SN59 AVR) and red E50 (SN12 ADY), plus service van F3 (FE17 UVV) in Loughton station car park on the afternoon of 14 May 2023. E50 had a front nearside wheel defect, hence the presence of the van. Two Sullivan's green buses were being used on weekend Central Line rail replacement work into Essex, the other being NBC green liveried WVL2 the previous day. The photographer has not seen green Sullivan buses on Central Line replacements before, so these could be firsts as far as Sullivan operations in Essex are concerned. **Andrew Colebourne**





Above: 'Little Legs Buses' 101, former London General Volvo B7TL / Transbus President PVL349 (PF52 WPZ), at Rayleigh Trinity Fair on 11 June 2023. As Rayleigh High Street was closed all service buses were turning right at the top of Crown Hill. **Nigel Clark**

Rear Cover

On 25 June 2023, Matthew Evans hired the Newman family's former Southend Transport Leyland Fleetline / Northern Counties 233 (MRJ 233W) to recreate some of its former operations in Southend, routes 3/B, 25, 23, 17, 10/B, 9B, 61, 7, 63, 60, 4A and 68 plus visits to the old garage site and Deeping, with ex-ST staff. The **top** photo was taken after operating over the whole traditional 68 route from Shoeburyness, East Beach. It is in Marine Parade, passing the house (left) once owned by Dame Vera Lynn and scheduled for demolition and replacement by flats once developers submit plans that are acceptable. The **bottom** photo was taken the previous day on its run into Southend from Purfleet, via a tour of the old services within the Southend & District Joint Services Area along the way, when only Matthew and the photographer were on board. And a great capture in Southchurch Boulevard with Arriva Enviro 400 MMC 6499 (SN66 WHS) passing on route 2 in the prior version of Southend Transport livery with ex-ST driver Ann at the wheel. Both **John G Lidstone**

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