

Essex Bus News

**No. 645
January
2018**



Essex Bus Enthusiasts Group £4
www.essexbus.org.uk



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<< Upper picture
Regal Busways 619
(NA52 AWM) at
Rayleigh High Street,
23/12/2017 operating
the last journey from
Chelmsford (1720 ex
Chelmsford) on final
day of operation of
commercial service 3
(Chelmsford to
Southend). Acquired
by Regal summer
2015, it retains
Western Greyhound
green and remnants of
the First logo from its
time with First Kernow,
following the closure of
Western Greyhound.
It was new to Go North
East.

Peter Mansbridge.



lower picture First Essex Buses 65745 (SN55 JVK) Scania L94UB/Wright Solar in Manningtree on 15 December 2017 working 0700 Harwich - Colchester 104. Note the Santa hat and the Manningtree Christmas tree in the background. **Robert Appleton.**

Front Cover Picture.

Lodge's LTE 752 "Ede", a Bedford OB at Audley End on the last afternoon of the special service – Sat 16 December 2017. © **Ian Sharpe.**

EBN645ifc

Essex Bus News 645

January 2018

Editor & Sub-Editors

Magazine Editor

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

First in Essex/Regal/Trustybus/EOS

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

Ensignbus/Heddingham/Chambers

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

Arriva including Network Colchester

Peter Mansbridge petemans_1@hotmail.com

Stephensons of Essex

Richard Delahoy, details opposite.

Panther Travel & Publicity

Ian Ransom ianandsallyr@googlemail.com

Smaller Operators

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

Service Changes

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

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

Owen Woodliffe
196 Sinclair Road
CHINGFORD E4 8PT
pat_woodliffe@hotmail.com
*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 at:
<http://www.signal-training.com/ebeg/Photo%20order%20form.pdf>.

Welcome to new members:

Rob McCaffery	Gloucester	1125.
Philip Mansbridge	Rayleigh	1126.
Ken Crawley	Boston	1127.

Essex Bus News is the "house magazine" of the **Essex Bus Enthusiasts Group.**

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

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

Subscriptions held for yet another year!

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

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

Data Protection Act

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

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

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Unit 2, Gentlemans Field, Westmill Road
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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.

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EBN645p1

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 25 January **Martin Weyell**

Colour slides from the John Boylett collection.

Thursday 22 February **Glen Shuttleworth**

Area Managing Director, Herts & Essex, Arriva Southern Counties.

Thursday 22 March **AGM at 1930hours**

presenter to be advised.

Other dates:

26 April, 24 May, 28 June, 26 July, 27 September, 25 October, 22 November, 13 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. **£3.00** donation towards room hire, please.

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

Friday 9 February 2018 **Tony Melia**

Illustrated talk 'My time at Crossley Motors'.

Friday 9 March 2018

Alan Osborne

Friday 13 April 2018

Owen Woodliffe

Also for 2018: **11 May, 8 June, 13 July, 10 August, 14 September, 12 October, 9 November, 14 December.**

A Blast From The Past

Paul Harvey.



Eastern National 1817 Leyland National VNO 740S seen in Hadleigh depot during the cold and freezing winter of 1981.

Paul Harvey.
EBN645p2

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

EVENTS

Friday 26 January

Saturday 17 February

Saturday 17 February

Sunday 18 February

Saturday 3 March

Saturday 24 March

Saturday 7 April

Depot Discovery Tours, Acton. bookings@ltmuseum.co.uk

Enfield Transport Bazaar, St Pauls Centre, Church St.

Auction of LT Collectables. Croydon Park Hotel, Altyre Rd Croydon.

'Everything Has Doors' Bus Event. Epping-Ongar Railway.

Grey-Green reunion. Knights Templar, Chancery Lane, WC2.

All former staff and friends welcome. Contact Owen Woodliffe for details (page 1).

Twilight Vintage Bus Evening Run. Oxford City from 1800. Oxford Bus Museum.

SE Bus Festival, Kent Showground, Detling.

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.

GROUP TOUR

Saturday 28 April

New Tours Organiser, Wayne Bell, is organising a coach trip from Colchester, picking up along the A12 corridor, to **Reading Transport**. Details next EBN.



EOS continue to persevere with their 87 route but with more changes. From Epping Upland it goes direct to Harlow and then continues to Sumners before returning to Town via Katherines. Two 17-seat Mercedes Sprinters, all white with no fleetnames, have now been allocated to the route and BG63 YUV is at the official terminal at Sumners estate in typical December weather.

Owen Woodliffe.

More on the 1967 Southend Strike. By Brian Ashley.



top left picture **KGU 46**, AEC RTL596 possibly with Broadway Coaches, Wickford resting between duties! Location unknown.



top centre picture **GTY 170**, Leyland PD2/MCW with Wells Coaches, Hatfield Peverel on Service 6 (shortened service Southend to Newington Avenue) seen at Southend Central Station leaving the station approach road into the High Street.



bottom left **LLU 563**, Leyland RTW413 with Super/Upminster & District on Service 17 taken at the end of Kenilworth Gardens having just left Southbourne Grove, Westcliff-on-Sea. It is awaiting assistance, having experienced a

flat tyre on its front offside wheel. The building to the left of the photo behind the rear of the bus was part of Beale's Joinery Works in which some of Westcliff Motor Services vehicles were rebuilt during the 1940's.



top right **HUH 15**, Leyland Tiger Cub with Super/Upminster & District on Service 17 heading for Southend and Temple Sutton, possibly taken at the top of Southbourne Grove near Chalkwell Park, Westcliff-on-Sea, but can't be certain about the location.



middle right **OLD 827**, AEC RT4790 with Broadway Coaches, Wickford taken at London Road, Southend bus garage.



bottom right **LYF 310**, AEC RT2585 with Super/Upminster & District on Service 17 taken at the top of Southbourne Grove near Chalkwell Park, Westcliff-on-Sea.

All pictures by **Brian Ashley**.

Brian Ashley writes: "I read with great interest Paul Bateson's article in EBN643 about the 1967 Bus Strike, which I fondly remember from my younger days. I took photos of vehicles used during the strike mainly on Services 6 and 17, mainly because those routes were closer to my home at that time. Unfortunately, I wasn't in the habit in those days of recording the dates when my photos were taken, which didn't seem so important at the time, but in hindsight now wish that I had!"



top left **GMW 196**, Bristol KS/ECW with Essex Coachways, Stratford taken in Victoria Avenue, Southend-on-Sea apparently bound for Pier Hill (service unknown). The buildings in the background were being demolished to make way for new office blocks.



middle left **GNM 470F**, almost new Ford R192/Strachans with Super/Upminster & District on Service 17 probably taken in Cambridge Road, Westcliff-on-Sea.



lower left **FJN 204**, Leyland PD2/Leypad with Super/Upminster & District taken outside the Middleton public house adjacent to Southend Central station for many years the terminus for a number of routes, where buses would leave the High Street and do a 180 degree turn on the steep gradient of the station approach road. The small Singer Chamois parked behind PD2 was my own car, only 1-year old.



top right **VHO 123**, AEC Regent III/Roe with Westway, Maldon on Service 6 taken at the terminus adjacent to Kent Elms Corner, Eastwood, Leigh-on-Sea.



middle right **JXN 108**, AEC RT1080 with Super/Upminster & District on Service 17 taken at the end of Kenilworth Gardens turning into Southbourne Grove, Westcliff-on-Sea. The building to the left of the photo behind the small Austin saloon car was part of Beale's Joinery Works in which some Westcliff Motor Services vehicles were rebuilt during the 1940's.



lower right **GTY 170**, Leyland PD2/MCW with Wells Coaches, Hatfield Peverel on Service 6 (shortened service just to Newington Avenue) in the High Street at Southend Central Station having just left the station approach road. EBN645p5

A Remarkable Survivor

Richard Delahoy.

Older members may recall that in March 1967, Eastern National acquired a highbridge Bristol K from fellow Tilling Group company Lincolnshire Road Car (with whom it was swapped for lowbridge EN 2250, ONO 63) to convert into a mobile exhibition unit to publicise the company's tours and express services. GBE 846 was given fleet number 0846 in the service vehicle fleet and was very smartly converted at Central Works for its new role. We reported it thus in our February 1968 issue:

"It has been completely rebuilt with a full front with fixed windscreens with cream surrounds and the current FLF radiator grille; platform doors have been fitted and there is a small illuminated front destination box displaying 'HOLIDAYS1968'. The lower saloon is laid out with display space for leaflets and publicity matter while the upper deck is converted into a mobile cinema complete with blackout curtains, with a screen at the front and projection room at the rear. The audience sit on a longitudinal bench on the offside. Externally it is mainly cream with light green relief".

Latterly it was repainted orange and it was used by EN until withdrawn in March 1973, it then passed to the HCVC, then on to the Eastern National Preservation Group in 1977 and subsequently the Castle Point Transport Museum before being sold in 1995 to Tomasz Skrzelinski in Poland and there, for most of us, the trail went dead.

Therefore it was a great – and very pleasant – surprise when an e-mail popped into my inbox from Rob McCaffery, saying that a friend had found it in use in Poland, and supplying a great selection of photos. Rob's friend Andrew Lowe takes up the story:

"I saw this bus at Wroclaw Główny station last Wednesday morning [29 November 29]. It was on a recruitment drive to get locals to work for Amazon. Not sure if it belongs to Amazon, or a recruitment company. As you can see, it has a Bristol Lodekka grill at the front, it has two front Bristol wheel hubs. It still had an old tax disc in the window with expiry date of 31.08.80, stating it is a Bristol and registered to GBE 846. There was another disc, partially covered, stating 'Certificate of Security' and referring to Lincolnshire Road Car Co. Ltd. In the evening it was still there and I asked if I could look inside. Upstairs it has four rows of bus seats turned to face the rear. Downstairs, it is fitted out as an office with perimeter seating".

GBE looks in pretty good shape for a bus built in 1950 and it is quite remarkable that it is still in use, particularly as it is a highbridge bus of around 14' 6" where on mainland Europe, anything over about 13' 6" is quite rare and many deckers have been reduced to just 4 m (13' 1"). It is also in an orange livery very similar to that which it carried in its later days with EN, when with the HCVC, it was painted white.



Andrew Lowe.

EBN645p6



Upper picture After sale by EN, 0846 was initially used by the Historic Commercial Vehicle Club as an exhibition unit, as seen here on Madeira Drive, Brighton on the occasion of the 1974 HCVC London to Brighton run on 5 May 5, 1974.

Richard Delahoy.

Lower picture In its last summer season with EN, 0846 is seen parked alongside Prittlewell depot on 15 July 15, 1972, in its final orange livery.

Richard Delahoy.

Service Revisions

by Paul Harvey.

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

Highlights/Lowlights of the Period:

Replacements for Regal services.

Amazon New Work for Ensign.

First Essex Cut Alert.

13 November 17

- Z1 Tilbury Amazon to Lakeside (D) Ensign Bus – revision to timetable until 24 November 17.
- Z4 Tilbury Amazon to Laindon (D) Ensign Bus – revision to timetable until 24 November 17.
- Z5 Tilbury Amazon to Purfleet (D) Ensign Bus – revision to timetable.

4 December 17

- A6 London Paddington to Stansted Airport (D) National Express – timetable changes.
- A7 London Victoria to Stansted Airport (D) National Express – timetable changes.
- A8 London Liverpool Street to Stansted Airport (D) National Express – timetable changes.

10 December 17

- 100 Chelmsford to Lakeside (D) First Essex – additional Monday to Friday journey introduced until 22 December 17
- 2255 Basildon to Lakeside & 2345 Lakeside to Basildon.

26 December 17

- 99A Tilbury Ferry to Tilbury Amazon (Tue) Ensign Bus – new special service for Amazon on this day only.

2 January 18

- First Data Shuttles NIBS have replaced Regal Busways between Basildon and Janus House Monday to Friday.
- 5 Harlow to Sumners Farm (M-S) Trustybus – revision to timetable.
- 10 West Hanningfield to Pleshey (M-F) Arrow Taxi – new flexible service replacing Regal Busways.
- 40 Harlow to Church Langley Circular (M-F) Trustybus – further revisions to timetable including introduction of service 40A serving Maddox Road.
- 418 Harlow to Loughton (M-S) Trustybus – minor timing adjustments, no change to evening contract service 418B (*correction*).
- 419 Harlow to Epping (M-F/Sun) Trustybus – service withdrawn (*correction*).
- 420 Harlow to Ongar (M-S) Trustybus – revised timetable with Saturday timetable reduced to hourly. (*correction*).
- 420A Harlow to North Weald (D) Trustybus – new service with half hourly frequency.
- 441 Takeley to Saffron Walden (Sch) Stephenson's of Essex – revised route and timetable.
- 515 Rochford to Rayleigh Sweyne School (Sch) Stephenson's of Essex – revision to timetable replacing journeys on service 20C (*correction*).

3 January 18

- HSN1 Stocking Pelham to Birchwood High School (Sch) Acme Bus – new school service.

7 January 18

- 137 Clacton Circular (D) Go Ahead Hedingham – revised timetable with Sunday service reinstated (*correction*).

7 January 18

- 137 Clacton Circular (D) Go Ahead Hedingham – revised timetable with Sunday service reinstated (*correction*).

15 January 18

- 31 Cambridge to Barley (M-S) Whippet Coaches – revision to route.

22 January 18 (subject to confirmation)

- 3

Southend to Chelmsford (M-S) Essex & Suffolk DaRT CIC – new contract service replacing Regal Busways.
- F6/6A

West Hanningfield to Maldon (M-F) Essex & Suffolk DaRT CIC – new contract service replacing Regal Busways.

1 February 18

- SB39

Boxted to Colchester (M-F) Colchester Community Voluntary Services – service withdrawn.

18 February 18

- First Essex 701

will be introducing extensive service revisions and cancellations from this date, full details in February EBN.
- Harwich to Colchester (Sch) Stephensons of Essex – school service withdrawn.



First Essex 63342 (SM65 EFA) in Head Street, Colchester on 10 January 10 on service 65 to Highwoods Tesco, Hedingham Scania/East Lincs lurking behind. **Ken Coldwell.**



After just four months, EOS have rerouted their 13 from Ivy Chimneys back to Epping High Street that was used by Regal 213. Scania YR10 AZO on second day of revised route (21 December) is opposite Tesco, which was the site of the former Epping LT Country Bus Garage (EP). **Owen Woodliffe.**



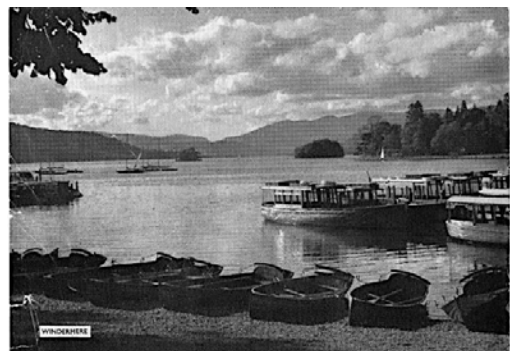
Eastern National Coach Tours.

Chris Stewart.

Chris has a magnificent collection of Eastern National publicity material from days gone by. Here are just a couple of examples selected at random.

The 1946 timetable is printed in black and several shades of green (of course!) and is an example of a relatively simple form of printing using materials still scarce because of wartime deprivations. That said, there are some of us who feel nostalgic for this format! It must be said; the picture is sophisticated and looks as though it has been produced from a wood cut block.

In contrast, the 1964 offering seen below uses multi-colour printing and a far more generous use of materials. Here we see the inside of a four-page pamphlet.



RESERVATIONS

Seats may be reserved at any of the Company's offices or



EASTERN NATIONAL COACH STATION & AIR TERMINAL
350 Peninsular Road, King's Cross, London, N1 ... BRIMMICK 4902 Telex 27873
THE EASTERN NATIONAL OMNIBUS CO. LTD.
HEAD OFFICE, New White Street, Chelmsford ... CHAIRFORD 3431 Telex 1996
LONDON COASTAL COACHES LTD.
Victoria Coach Station, London, S.W.1 ... SLONE 3464

Or as an Official Agent of "Eastern National" or "London Coastal Coaches"
NOTE: The Dollar Rates quoted herein refer to American Dollars.

SEASON
1964



TOURS PROGRAMME

THIS Brochure contains details of all 3-day Tours which we operate from London, Romford and Brentwood. They embrace some of the best of the Holiday areas in Britain and this year include two new itineraries, namely South and North Devon, and the Cotswolds and Shropshire Country, as well as the old-established favourites, some of which have been varied to include new gems of scenery. The Couriers are drivers of long experience and skill and our patrons are assured of a sound organization that has been built up over the years.

For those who prefer a longer holiday we offer tours from 4-12 days, details of which are in our "Coach Touring Holidays" brochure available at local offices of the Company.

COACH SEATING PLAN															
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32

Photograph—
Granmore, Wexhamford.

THE EASTERN NATIONAL OMNIBUS CO. LTD.
Head Office: New White Street, Chelmsford, England
Phone: 3431. Telex: 1996



EBN645pt0

Last Rites for Regal.

Richard Delahoy samples Regal's services for the final time.



The cove panel inside RG09 BUS (801) held out great hope, sadly not followed through.

Richard Delahoy.

With Regal Busways closing down and most routes ceasing just before Christmas, I decided to spend a final day experiencing their operations on Friday 22 December, the last day for most of the routes I travelled on.

My day started with a brisk 1.9 mile walk from home through dark and largely deserted streets to the start point of one of the less well known routes, the B2 from Southend to Basildon, essentially a staff bus for workers at the FDR data centre there. Boarding NA52 AWF (618), an MPD Dart in a nondescript green livery, at the Lifstan Way/Woodgrange Drive terminus at 0703 seemed to sum up Regal for me – the bus wasn't in their livery, carried no fleetname or external markings (beyond the legal lettering), the destination blinds were not working and the only route indication was an almost indistinct bit of card in the window for the route number. At least the driver was able to sell me a £9 Essex Saver before we left 2 minutes early, increasing to 4 minutes early as we went non-stop through the Travel Centre. The first of the 7 passengers boarded at Victoria Circus and then along the London Road, where we were finally on time at the Palace Theatre stop.

Fellow EBEG member Steven Rowe joined me along the Eastwood Road and we headed through Rayleigh and out onto the A127 at the Fairglen interchange, where traffic was surprisingly light, leading to a 14 minute early arrival at the FDR centre just past the Festival Leisure Park. Here we waited time, helpfully the driver letting us off to photograph two other Regal buses, E200 MX10 DXO (652) in fleet colours on the car park shuttle and white dual door Dart KP02 PVD (617) on the shuttle from Basildon Rail/Bus Station. We then continued on to the B2's terminus in the bus station and time for breakfast for me in Greggs! The B2 is withdrawn without replacement but the staff buses are passing, along with some Regal drivers, to NIBS.



lower picture

E200 MX10 DXO (652) on the FDR staff car park shuttle, at the FDR data centre.

Richard Delahoy.

EBN645p11

Next stage was to ride the 104 to Laindon, Great Berry and Langdon Hills, another route passing to NIBS. The 0922 arrival in the Bus Station, worked by the same bus as the B2, brought in a decent load and I rode out to Langdon Hills and back, the inward trip carrying 15 passengers, most ENCTS holders. Time then for a quick sprint from stop C to R to make a 2-minute connection onto First's 22 to Canvey on 69519, one of the black-liveried Volvos previously used on the Chelmsford park & ride.



picture above Service 104 (fleet no. 618) waits time at the Tesco store at Langdon Hills before returning to Basildon (not that you'd know that with no destination display). The green liveried bus carries no fleetnames.

Richard Delahoy.

Next leg on Regal was the 1145 service 1 from Canvey Leigh Beck to Chelmsford with MAN/Wright RG09 BUS (801) and at last a decent bus, well presented, that shows what Regal could achieve at times. The bus arrived from Chelmsford on time and was booked for a 15-minute layover, so why did the driver take 20 and then run at least 5 minutes late throughout? The 1 had started back in May 2006 as an attempt to open up a new market but sadly passenger numbers did not build to make it sustainable. Today we carried 1 passenger from Canvey to Chelmsford, 1 local trip in Benfleet and then 5 from East Hanningfield and 4 more from Sandon.

Alighting at Moulsham Street I walked round to New London Road to catch service 10 to the Temple Grove retirement home park at West Hanningfield, just south of the A12 off the B1007. (As an aside, at the last contract change in August, ECC decided to renumber it from 52 to 10 but I cannot see what benefit passengers have gained from that gratuitous change, especially as ECC have failed to update the bus stop flag number anyway! And the same flag also shows Regal route 7 that last ran in July 2017).

With heavy Christmas shopper traffic in the city centre and after getting trapped behind a First 42 that was taking ages to load, the bus arrived 13 minutes late – only it was not a bus but Plaxton Cheetah coach YN06 RVP (no fleet no.) in the *Regal Explorer* blue coach livery. No destination blind, just a route number in the window, no ticket machine and not low-floor PSVAR compliant – all breaches of the terms of the ECC contract for local bus services. Just two passengers went to Temple Grove, the terminus reached half a mile down a narrow, virtually single track road off Stock Road. I was the only passenger on the way back on the 1323 towards Pleshey, alighting in Chelmsford bus station 18 minutes late at 1358 for the 1400 service 3 back to Southend.

I was encouraged to find a friend and some other passengers waiting for the 3 so knew I'd not missed it – except that it never turned up at all! The other intending passengers gave up waiting when the 1440 X30 arrived and took that to Rayleigh but I stayed on for the next Regal trip, fortified by another visit to Greggs.

The 1508 service 3 arrival from Southend did appear more or less on time with dual door all white Dart KP02 PUH (616) and parked up, so things were looking up. But in fact the 1530 departure was not formed by that bus but by the 1524 service 1B arrival from Canvey, with the same MAN I'd enjoyed earlier. Of the 18 people picked up in Chelmsford, most were short riders to Great Baddow, leaving just 5 to continue on towards Rayleigh and Southend. With 1 on and 1 off at East Hanningfield, we continued on the deviation via some very narrow lanes to pass the RHS Gardens at Hyde Hall where unsurprisingly no-one got on or off. Arrival in Rayleigh was on time but I'd been warned that that trip was usually hit very badly by traffic delays at Rayleigh Weir and onwards to Southend via Daws Heath, Hadleigh and Leigh, so I decided to bale out and take a more direct bus home, after a final photo under Rayleigh High Street's Xmas lights. Too direct as it turned out – I waited in Rayleigh High Street for the Arriva 9 and could see on their live tracking app that the bus was coming up Crown Hill. It did, but then turned *right* to go direct to Eastwood Road, missing out the town centre loop and leaving me and others fuming! First came to the rescue and I took Streetlite 47524 on the 20 into Southend with no delays, thankfully catching up with a 9 in the Travel Centre for the final leg back to Shobebury Asda and a 10-minute walk home, ready for a very welcome dinner some 11 hours after setting out.



picture above Just arrived from Southend, Dart KP02 PUH (616) on layover in Chelmsford bus station. **Richard Delahoy.**

On the day of my trip, I'd heard that Arrow Taxis had registered a replacement for the 10 from 2 January as a flexible registration so presumably on a demand-responsive basis, but there was no news then of what would replace the 1 and 3 at East Hanningfield or the 3 in Daws Heath, places that are otherwise bus-less. It seems pretty obvious that the direct Canvey-Chelmsford service will simply die due to lack of demand.



Regal commenced operations in 2002, initially with a licence for 5 vehicles, now it seems that by about the end of January 2018 (when the Braintree Freeport shuttle ends) they may be no more!

Picture Outside the entrance to the Temple Grove retirement home park, the driver of Cheetah YN06 RVP will continue up this narrow road before a reverse turn at an industrial unit entrance on this dead-end road.

Richard Delahoy.

They Are Coming to Get You!

Alan Tebbit BEM

In a recent conversation on Facebook, the subject of 505s came up. Form EN505a was a disciplinary notice. It was sent to any member of staff who had been reported for a misdemeanour, either by a company official, or a member of the public. The front of the form detailed the offence, whilst there was a space on the reverse for the perpetrator to reply to the charge, prior to a disciplinary hearing. During my 30 years of service, I only received three 505s, all due to errors by inspectors. *[Errors or victimisation? – Ed.]*

The first occasion was when I was being used as a guinea-pig by the traffic office at CF depot. There was an agreement with the union that omo drivers were at the back of the queue when overtime, or rest day work was given out. With only a small omo rota, which I had just joined, there was only a slim chance of omo work being available, and all crew drivers had to be accommodated first. One Friday I was called into the traffic office to be told that there were no driving jobs available for my Saturday rest day. However, there was a conductor duty available, I was of course trained in fare collection, if I was willing to risk the wrath of the union, who had not ruled for this scenario. The duty involved a service 11 to Southend, and having parked in the layover area at London Road depot, my driver and I headed for the canteen for a cuppa, and a chat with the locals. On our return, he went to spend a penny, whilst I drove the bus onto the departure bay. The duty inspector, I believe it was a Mr. Wakefield, booked the "conductor" for driving a company vehicle whilst unqualified.

The second time involved mobile inspector Graham Lynch. I was operating a service 56 journey to North Springfield, in the evening peak. I left Chelmsford bus station a minute late, with a Bristol RE on this busy trip. I was surprised when Lynchie jumped me in Lawn Lane, and booked me for running early. I disputed this, and refused to sign his report sheet. The 505 stated that I was 8 minutes early on the 1720 departure, and failed to sign for the offence. I refused to fill in the reverse, but went to the Superintendent's office with a copy of a recently issued traffic notice, stating that the 1720 service 56 had been advanced to 1710, and would run 10 minutes earlier throughout. Maybe Inspector Lynch should have updated his timetable!

Lastly, I was booked for alleged timewasting on Duke Street forecourt, whilst transferring passengers between Highwayman services. I had just arrived from Great Yarmouth. Inspector Mrs. Lilly had observed me from her car, allegedly parked near the viaducts, making several unnecessary trips between my vehicle (Leyland Tiger 1121) and the inspectors office! 1121 was the allocated vehicle for the day, but when Mrs Lilly "saw" it at Chelmsford, it was parked over a maintenance pit at Colchester, with a leaking radiator, whilst I completed the journey with one of the 45xx double deck Olympians, difficult to confuse with a single deck Tiger. Did she have fantastic eyesight, or a vivid imagination?



Not quite the appropriate blind, but the correct bus! Just note the gleaming paintwork on both vehicles. A spotless Walton garage on 24.08.86.

Andrew Colebourne.



Your Editor asked

Adam Kelleher whether he had any pictures I could use to illustrate Alan's article.

He responded "I don't have any photos of my own but I do have a couple of photos taken by the late **Eric Thompson**, which are now my copyright.

Unfortunately, the one of 1121 (lower) is after it had left Eastern National in January 1996 to go to Eastern Counties so not sure if it will be of use.

It sure is! Many thanks to Adam for his research.

The upper picture shows CR based 4509 leaving Colchester Bus Station whilst 1121 is between Ipswich and Felixstowe.

Both pictures are undated.



Acquired Vehicles

41493	LK03 LLX	SFD2BACR32GW16491	4369/03	B29D	03/03	First London
41494	LK03 LLZ	SFD2BACR32GW16508	4370/03	B29D	03/03	First London

Transbus Darts / Caetano Nimbus. Their body numbers are prefixed SCC. Converted to single door after London service and up-seated. Original fleet numbers were DHL493/4. Acquired from First Potteries December 2017, seen at Westway just before Christmas. Urban livery, LED blinds. 41493 first noted in service on 4 January 2018 on route 42, LEDs in use. It has a small "First" with f symbol above the driver's cab and a small "First Potteries" with f symbol above the doors, depot stickers both sides but no main fleet names. 41494 first seen in service on 8 January on route 45, LEDs in use. It has a small "First" with f symbol above the driver's cab, a depot sticker, and a main "Potteries" fleet name on the cove panels on the offside (nearside not seen).

42968	WX06 ONC	SFD3CACR46GW88789	6210/20	B37F	07/06	First Bristol
Alexander Dennis Dart / Pointer. New with the same fleet number. Acquired from First West of England November 2017. Seen at Mardens in Barbie livery on 15 December, repainted into Urban by 22nd, more details below. LED blinds. First seen in service on 5 January 2018 on route 45.						
66719	WX54 XDC	YV3R6G7285A102509	H583	B43F	12/04	First Somerset & Avon
66730	WX54 XCP	YV3R6G7265A102881	H595	B43F	01/05	First Somerset & Avon
Volvo B7RLE / WrightBus Eclipse Urban. New with the same fleet numbers. Acquired from First West of England December 2017, seen at Westway just before Christmas. Barbie livery, LED blinds. 66719 first noted in service on 3 January 2018 on route 42, route number in windscreen. Also on the 42 on 4th and 5th, with LEDs in use on 5th. It has depot stickers both sides.						
Further to EBN644, 42939 has moquette seats. It was first noted in service on 15 December on route 72, repainted from Barbie into Urban livery, more details below.						



First Essex 53209, on route 37, and Regal 601, resting between duties on route 71, are seen in Brentwood High Street on Saturday 2 December 2017. By the end of the month it was all change - 53209 had lost its super rear advert for Wayne Walker Chicken Breasts (which it had when acquired from First Potteries four months earlier), route 71 had returned to Stephenson's and 601 had been sold to Flagfinders.

Allocation Changes

BN-Basildon; CF-Chelmsford; CN-Clacton; CR-Colchester; HH-Hadleigh; FG-to/from another First Group company

Period 9 (19 November - 23 December 2017)

41493 FG-CF, 41494 FG-CF, 42895 FG-CF, 42900 FG-CF, 42939 FG-CF, 42968 FG-CF, 53130 CF-CF (out of service), 66719 FG-CF, 66730 FG-CF

53130 is off road with overheating issues.

Repaints

Further to EBN644: TVS, Laindon is Total Vehicle Services Ltd; BN66825 has a small "First Essex" with f symbol above the driver's cab, main "Essex" fleet names on cove panels and depot sticker on the offside (nearside not seen); BN69903 does have the "City Country Connections" branding on its offside (but not on nearside).

BN69906 is the third vehicle repainted into the new Route 100 livery, seen on the 100 on 23 December. It has the "City Country Connections" branding on both sides, although in smaller lettering on the nearside to fit within the advert frame. It has a third different super rear advert, this time for the m Tickets app, with the headline writing just in white rather than coloured as on 69903 and 69912.

The following all repainted into Urban livery:

CR62408, seen on route 64 on 9 December. It has a small "First Essex" with f symbol above the driver's cab and the doors, main "Essex" fleet names on cove panels both sides and depot stickers both sides.

CR65687 by 16 December.

CR65689 by 23 December. It has a small "First Essex" with f symbol above the driver's cab and the doors, main "Essex" fleet names on cove panels both sides and depot stickers both sides.

CF42939, seen at Mardens on 7 December then on route 72 on 15th. It has a small "First" with f symbol above the driver's cab and the doors, main "Essex" fleet names on lower panels both sides and depot stickers both sides.

CF42968, seen at Mardens 22 December, then on route 54 on 5 January. It has a small "First" with f symbol above the driver's cab and the doors, main "Essex" fleet names on lower panels both sides and depot stickers both sides.



picture First Essex Buses 65029 (YN06 TDU) Scania Omnicity leaving Osborne Street, Colchester, for Chelmsford, its home depot, on 21 December 2017. **Robert Appleton.**

Other Vehicle News and Workings

Colchester and Clacton

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

Double deckers seen operating on routes 103/4 during December: 32087 (18th), 32475 (28th), 32477 (22nd), 32628 (6th & 19th), 32640 (7th & 12th plus 5 January), 33087 (18th & 20th), 33184 (21st), 37140 (19th) plus 32640 and 62 branded 37136 on 5 January. On 15 December, the morning peak was mainly single-deck, 66803 on 0640 Harwich-Colchester 103, 65745 on 0700 Harwich-Colchester 104, 65685 on 0715 Colchester-Harwich 104 and 65681 on 0720 Harwich-Colchester 103, but one double-decker seen was 33088 on 0915 Mistley-Colchester 103. Only one sighting of a StreetLite on the routes this month, 63341 on 21st.

3 Dec	CN42556 on 76, CN44599 on 74A	7	CN42918 on 2
10	Disruption due to snow. Services around Colchester temporarily suspended mid-morning. The town routes resumed early afternoon, and appeared to be running normally, but no country services.		
11	74/76 branded CN65688 on 7/8		
13	33044 failed at Colchester Bus Station on Halstead bound 88, replaced by 33088		
15	62 branded 37134 on 65	17	65743 on 102
18	66800 on 70	19	33086 & 33088 on 17
20	CN42556 on 3 instead of standard length Dart, CN42928 on 10, 65674 on 70		
21	62 branded 37133 on 65, CN43845 on 74B, 65743 on 71X		
22	CN42937 on 2, 63332 on 70, CR-BE pm short	23	32068 & 32628 on 120 (Colchester United shuttle)
24	66800 on 102/6 (and again on 31st)	29	62 branded 37133 on 70, CN42937 on 74B, 63331 on 71
31	CN42556 on 74A		
1 Jan	32478, 32640 & 33044 on 121 (Colchester United shuttle). (Colchester United services plus Basildon's X10 & Chelmsford's X30 were the only services operated on New Year's Day.)		
4	62 branded 37133 on 17		
5	32476 & 33196 on 61, 33195 on 64A, 37140 on 70, CN44597 on 3 instead of a Dart, CN42928 on 7/8 instead of an Enviro 200 or Scania, 65689 on 88A		



First Essex Buses 65685 (YR52 VFO) Scania L94UB/Wright Solar at Manningtree (Skinners Arms) on 15 December 2017 working 0715 Colchester - Harwich 104. The Skinners Arms pub is behind the bus.

Robert Appleton.

EBN645p18

Other Vehicle News and Workings, cont.

Chelmsford (including Braintree Outstation)

(All vehicles listed below allocated to CF.)

53209 has lost its super rear advert for Wayne Walker Chicken Breasts (sometime between 2 and 28 December) which it had when acquired (see EBN641). X30 branded Enviro's seen on other routes during December and early January: 67166 on 72 (3 January) on 42 (8th); 67168 on 72 (8 January), 67169 on 72 (11 December), on 42 (21 December and 3 & 10 January); 67171 on 351 (12 December), on 72 (4 January).

6 Dec	42936 on 71 (and again on 19th)	7	44550 & 65030 on 70
12	42935 on 71	14	44537 on 70
15	65028 on 70, 65031 on 72		
17	44537 on 352, 44662 on 59, 66814 on 71C, 69533 on 42A		
20	42933 on 57, 44541 on 71, 67902 on 72		
21	44541 on 565, 44549 on 71A, 44551 on 70, 44900 on 57		
22	43848 on 565		
23	69421 at MC Truck and Bus, Witham	24	44539 on 71C
27	44662 on 71A	28	42900 on 42
31	67166 worked the last X30 journey of 2017 from Southend, 69433 on 71C		
6 Jan	69430 at MC Truck and Bus, Witham		
9	65029 on 70	11	42933 on 70



picture Newly acquired 42900 seen in Brentwood High Street on 5 December 2017. Note how the advert for Haynes International Motor Museum (which it had when acquired from First West of England) "breaks out" from the advert frame. **Adam Kelleher.**

Basildon & Hadleigh

(All vehicles listed below allocated to BN.)

20 Dec	47655 on 100
21	33570 on 15, 41520 on 9 (and again the next day), 47650 on 512, 47657 on 100
29	47658 on 100

Sources: own observations, and with thanks to M Allen, S Austin, R Appleton, S Barham, D Bell, T Clark, S Coates, J Norris, J Podgorski, I Ransom, J Salmon, K Smith, R West, First Essex, Essex Buses Google group, Bus Lists on the Web, Flickr and Terminus. EBN645p19

Fleet & Allocation Summary January 2018

Adam Kelleher.

This information is up to date to the end of Period 9 2017/18 (23 December 2017).

Changes during 2017

Plus 37133-6/8-40, 41493-4/512/4/20-2/40, 42895/900/39/68, 53123/209, 61230, 65742-3/5-6/8/50, 66719/30, 67189-97, 62191/242 (both acquired as driver trainers).

Minus 20801, 23019-20, 32856/64, 33132, 41735, 43360/480/801-2, 44076-9, 53008/135, 69512-4.
A new type introduced during the year was the Volvo B9TL / Wrightbus Eclipse Gemini (37133-6/8-40).

Types that left the fleet during the year

Optare Solo M850 (53008), Scania / Irizar Century (23019-20), Volvo B9R / Plaxton Panther (20801), plus the last two Dennis Tridents with centre staircases (32856/64). However, all of these had been out of use at the end of 2016, except 53008 which was being used as a driver shuttle. There are no longer any ex-PSV dedicated driver shuttles in the fleet. At the end of 2017 there was only one Marshall Capital bodied Dennis Dart in stock (41730) but this was out of service.

Fleet List

The fleet list is summarised under main types. Figures / letters in brackets are registration periods.

Volvo B7TL / ALX400: 32068/87(51), 32475-8/80-85(53), 32651-2/4(05)

The 51 regs have Alexander bodywork, the 53s Transbus bodywork and the 05s Alexander Dennis bodywork.

Volvo B7TL / Wrightbus Eclipse Gemini: 32628/31/40-2(54)

Volvo B9TL / Wrightbus Eclipse Gemini: 37133-6/8-40(57)

Transbus Trident / Transbus President: 33044/7/72-4/7-8/80-1/86-8/90/5/8(51), 33133-4/6/78/84(02), 33186/8-92/4-6/229/32(52)

The 52 reg are 9.9m, as are 33044/7 and 33178/84, the rest are 10.5m. 33229/32 have gasket glazing, the rest bonded.

Transbus Trident / Transbus ALX 400: 33373/6/83-5(53)

Alexander Dennis Trident 2 / Enviro 400: 33424/5(59), 33504/7(08), 33544-6/8-9/51-3/5/7-9/61-3/7-8/70/2-4(58)

33424 is 10.8m long, the rest are 10.1m. 33425 has bonded glazing, the rest have gasket.

Transbus Dart / Caetano Nimbus: 41493-4/512-4/20-5(03), 41527/38-44(53), 42519(03)

Dennis Dart / Marshall Capital: 41730(X)

Dart / Pointer 10.7m: 42482-7(03), 42488-9(53), 42895/900/18/22-3/7-8/30-7/9(05), 42968(06)

Dart / Pointer 9.3m: 42555-7/61(05)

Mini Pointer Dart 8.8m: 43845-8(55)

The Pointer Darts are a mixture of Dennis, Plaxton, Transbus and Alexander Dennis build, but all to the same basic Pointer 2 design.

Alexander Dennis Enviro 200: 44001-6(57), 44080-81(58), 44537-51(13), 44596(60), 44597(58), 44598(57), 44599(08), 44900(08)

The 57, 08 & 58 reg are Enviro 200 Dart chassis, the rest are E20Ds. 44001-6 & 44080-81 are 10.2m, 44537-51 are 10.9m, 44596-9 are 10.8m and 44900 is 9.6m.

Alexander Dennis E20D / Enviro 200 MMC: 44659-62(66), 67160-71(66), 67189-97(66)

44659-62 are 10.5m, 67160-71 are 11.6m and 67189-97 are 11.8m. 67160-71 have luggage racks for use on routes X10 & X30, 67189-97 are dedicated Park & Ride vehicles in Essex County Council all black livery.

Wrightbus StreetLite DF: 47521-30(64), 47643-58(15), 63161-70(64), 63328-44(65) *The 63 series are StreetLite DF Max and are 11.5/6m in length, the 47 series are 10.9m.*

Optare Solo: 53112-7/21/3/5-34/6-7(02), 53138/9(54), 53209(07)

The 02 reg are M920, the other three are M950.

Scania L94UB / Wrightbus Solar: 61230(52), 62407-10(03), 65665-77(51), 65678(02), 65679-85(52), 65686-92(03), 65742-3/5-6/8/50(55)

Scania OmniCity CN94UB / Scania: 65028-32(06)

Volvo B10BLE / Wright Renown: 62139/91/5/7(X), 62242(Y), 66179(W) *These are permanent driver trainers.*

Volvo B7RLE / Wrightbus Eclipse Urban: 66719/30 (54), 66794-804/6-19/21-30/7(05), 69421/29-34(58), 69515-20(11), 69532-3(05) *69515-20 are Eclipse Urban 2.*

Alexander Dennis E35H (Hybrid) / Enviro 350: 67901-4(13)

BMC1100FE School bus: 68508-10/20/31-2(54), 68535/51(05)

Volvo 7900 Hybrid / Volvo: 69901-19(13)

Summary of Numbers of Types

Figures in brackets are change during the year.

B7TL / ALX400: 15
B7TL / Eclipse Gemini: 5
B9TL / Eclipse Gemini: 7 (+7)
Trident / President 9.9m: 15 (-2)
Trident / President 10.5m: 16 (-1)
Trident / ALX 400: 5
Enviro 400 10.1m: 24
Enviro 400 10.8m: 1
Dart / Capital: 1 (-1)
Dart / Nimbus: 20 (+8)
Mini Pointer Dart 8.8m: 4 (-3)
Dart / Pointer 9.3m: 4
Dart / Pointer 10.7m: 25 (+4, -1)
Enviro 200 9.6m: 1
Enviro 200 10.2m: 8 (-4)
Enviro 200 10.8/9m: 19
Enviro 200 MMC 10.5m: 4
Enviro 200 MMC 11.6/8m: 21 (+9)
Enviro 350H: 4
StreetLite 10.9m: 26
StreetLite Max 11.5/6m: 27
Solo M850: 0 (-1)
Solo M920: 20 (+1, -1)
Solo M950: 3 (+1)
L94UB / Solar: 39 (+7)
OmniCity: 5
B7RLE / Eclipse Urban: 47 (+2)
B7RLE / Eclipse Urban2: 6 (-3)
7900 Hybrid: 19
B9R / Panther 0 (-1)
Scania / Irizar Century 0 (-2)
BMC1100FE School bus: 8
B10BLE / Renown (Driver Trainers): 6 (+2)
Total: 405 (+41, -20)

Allocations

Basildon: 33047/77/178/88/92/4, 33424-5/504/7/44-6/8-9/51-3/5/7-9/61-3/7-8/70/2-4, 41512-4/20/3-5/7/38-44, 42519, 47650-8, 66806/13/9/21-27, 67160-4, 69901-19

Chelmsford (including Braintree outstation): 32480-5/651-2/4, 41493-4, 42895/900/22-3/30-6/9/68, 43847-8, 44537-51/659-62/900, 53112-7/21/3/5-9/31-4/6-9/209, 65028-32, 66719/30/94-7/9/802/8/11-2/4-5/7-8/29-30/7, 67165-71/89-97, 67901-4, 68508-10/20/31-2/5/51, 69421/9-34/532-3

Clacton: 42555-7/61, 42918/27-8/37, 43845-6, 44596-9, 65665-71/5-6/88/90-2

Colchester: 32068/87/475-8, 32628/31/40-2, 33044/78/80/6-8/184/95-6, 37133-6/8-40, 61230, 62407-10, 63328-44, 65672-4/7-9/81-7/9/742-3/5-6/8/50, 66798/800-1/3-4/7/10/6/28

Hadleigh: 33072-4/81/90/5/8/133-4/6/86/9-91/229/32, 33373/6/83-5, 41521-2, 42482-9, 44001-6/80-1, 47521-30/643-9, 63161-70, 69515-20

Driver Trainers (at Chelmsford): 62139/91/5/7/242, 66179

Out of Service / Stored: 41730 & 53130 (at **Chelmsford**), 65680 & 66809 (at **Colchester**)

Total 405 vehicles including driver trainers, school buses and vehicles unlikely to see further service. (Note: this total is artificially high as it includes both recently acquired vehicles and those that will be replaced by them.)

Services

Services 71/72 at Brentwood have been resumed (ex Regal) from 27 December as planned.

Service 441 (Takeley to Newport & Saffron Walden) has been back-projected to start at Old Harlow to replace the former Regal ECC contract route 322.

School route 701 from Harwich to Colchester will be withdrawn from 18 February.

Depot

The Braintree depot has recently moved from East Street to Driberg Way.

And Now For Something Completely Different!

I know it has been a terrible time for taking bus pics owing to the poor winter light, terrible weather and the various lurgies sweeping the county but I now have no unpublished Stephensons pictures left in stock so challenge all my photographer readers to go Stephenson snapping! The company is an important part of the Essex bus scene so they should be represented!



Hedingham's ex Thames Transit ADL E200 296 SN10 CCY seen outside the White Horse Pub in Maldon High Street at 0900 on 27 December 2017 operating service D2. Dave was hoping the journey would be operated by the TT liveried bus but was thwarted! He also wished to make it absolutely clear he was NOT waiting for the White Horse to open!

Dave Arnold.

Arriva Southend / Harlow / Network Colchester.

Peter Mansbridge with thanks to John Card, Richard Delahoy and harlowride.co.uk.

Volvo B7RLEs / Wright 3856 (KE54 LNR) and 3874 (KE57 EPC) were transferred into **Harlow** from Stevenage at the start of December to meet an increased pvr following the extension of service 9 through to Epping (from 11 Dec). These Volvos were at **Harlow** until summer 2017 displaced to Stevenage by the large influx of new Enviro 200 MMCs.

It is reported that Ware allocated Optare Solo 2488 (YJ57 EJK) was used at **Harlow** between 7 and 18 December, likely as a replacement for Solo 1507 (YJ57 EJJ) not seen during that period.

8 or 9 of **Southend's** Enviro 400 MMC 'deckers' were used each day on Greater Anglia Rail Replacement between Newbury Park and Billericay / Ingatestone between Christmas and New Year. **Colchester's** Volvo B7RLE / Wright 3817 (GN07 AVD) and Alexander Dennis Dart SLF 1559 (EU56 GVG) were on loan to **Southend** as cover for the 'deckers, with the Saturday service provided between Christmas and New Year resulting in a lower pvr to cover. **Colchester** drivers were also on loan to **Southend** for the rail work.



Arriva DAF 6259 on route 1 late this morning (Friday 12 January) in Rayleigh, "I understand this happens very occasionally".
Nigel Clark.



Mark Lloyd with thanks to Ross Newman.

Ensignbus Dealing Stock Movements December 2017.

Vehicles in

Arriva London	LJ03 MYS/T/MXV/Z/ MYB/F/MDU LJ53 BAO/BAU/BBF LJ04 YWZ/YXA LJ54 BEO LJ53 NHF / NHX / NHY	Volvo B7TL's DAF's
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From Go-Ahead London	LX03 EEA PJ53 SPO LF52 ZNP LX53AYT/AYU/BEY LX06 EAW SN51 UAP SN03 YBB SK52 MMA EU53 PYL/PYA/PYG/PYP PN06 UYY/UYX	Volvo B7TL's Darts
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Go-Ahead South Coast	M574/580/746 RCP N89 FWU T217 REL HW54BUO/BUV	DAF's Darts
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Stagecoach Merseyside	V138 DND YN05 WKD/WKE	Scania's
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Stagecoach Midlands	YN56 NNG/NNE	Scania's
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Tower Transit	LK03 NKJ	Dart
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Yellow Buses Bournemouth	YX09 HZF Y414 CFX	E200 Volvo B7TL
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Vehicles Out

Aintree Coaches	LJ03 MBY	Volvo B7TL
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Avondale Coaches, Glasgow	PN06 UYY/UYX	Darts
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Decker Bus, Peterborough	M574/746/580 RCP N89 FWU N983 FWT T217 REL R738 XRV	DAF's Olympian
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Emsworth and District, Southbourne, W Sussex	HW54 BUO/BUV	Darts
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Galleon Travel, Roydon, Essex	YN56NNG/NNE YN05 WKD/WKE	Scania's
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Lloyds Coaches, Machynlleth, Powys	YN56 FDL	Scania
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Grant Palmer, Flitwick, Beds	YX09 HZF	E200
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RATP Yellow Buses Bournemouth	BX12 CVO	Volvo B9TL
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Shoreys Travel, Bedford	V192 MEV	Trident
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York Pullman	PJ52 LWE/LVT	Volvo B7TL's
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Other Movements

Scania V138 DND DAF's LJ53 NHX/NHF
Mike Lawrenson, Preston.

Volvo B7TL's LJ03 MYS/MYT/MXV/MXZ/MYD/MYF
Dart LK03 NKL
Hardwicks, Barnsley for scrap.

Volvo B7TL's PJ53 SPO/LF52 ZNP/PJ02 RCZ/V313 LGC/
LJ03 MHF/ PF52 WPV
Trident LK03 UFU
Shelton Motors for scrap.

Dart SN51 UAM
DS Dhoot driver training, Southall, London.

Volvo B7TL LK04 HZL
Elite Chauffeurs, Limerick, Eire.

Volvo B7TL LJ03 MOF
G and P Car Dreams, Paphos, Cyprus.

Volvo B7RLE P058 KRD
CW Withers Ltd, New Plymouth, New Zealand.

Volvo B7TL LX03 EEA
Meritrule, Kingswood, Surrey.





Top picture
At a quiet
Lakeside Bus
Station, Volvo
B9TL,
LX15 GVE,
131 waits time
for its next trip
to Southend.

Lower picture
At Leigh Elms,
LX67 DDU,
151 BCI
"Ensign
Excellence"
going towards
Southend

Both
operating the
"traditional"
Ensign Boxing
Day Special
service and
both by

Phil Huggett

EBN645p25



Mark Lloyd

With thanks to Essex-buses yahoo group, Keith Woods & John Podgorski.

Vehicles Acquired

9000	PL51 LGO	Volvo B7TL	East Lancs Vyking Myllemium	H45/23D ex Plymouth Citibus 416
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Vehicles Withdrawn/Disposal

252	EU03 BZK	Definitely NOT withdrawn – see below.
739	T117 DBW	Withdrawn due to major engine failure. Decision on future uncertain.
911	OU54 PGZ	had been VOR at Carousel Buses, inspected but beyond economic repair. Returned to Carousel Buses.

Allocations

251	PJ02 RHE	HD to CN 15/12 then back to KN by 30/12
258	EU56 FLN	KN to HD 15/12
289	EJ02 KYY	Failed on D1 – HD for repair – back to KN 19/12
293	EU59 AFJ	CN – back in service ex term vehicle off road.
295	SN10 CCX	KN by 17/12
296	SN10 CCY	HD to KN repainted new livery by 19/12
577	W518 WGH	KN to HD w/c 27/12
580	W527 WGH	KN to CN 11/12

Fleet News

Coaches 8 R453 FWT and 9 S290 TVW also see use as driver trainer vehicles at Clacton.

295 SN10 CCX was seen as early as 12 November with white Hedingham fleet names on the dash of the Thames Travel livery. Seen working the 63 route in Colchester on this date.

296 SN10 CCY has been fully repainted into new Hedingham fleet livery.

EBN group member Keith Woods has kindly written to this column to correct reports here and widely detailed elsewhere that 252 EU03 BZK was in the process of being scrapped. Keith witnessed 252 alive and well working in Sudbury on 27 November and again in the SY yard as of 16 December. Very much in one piece and active the reports of delicensing and scrapping are premature – although the vehicle still does not appear on updated Go Ahead fleetlists. Thanks for the local update Keith – much appreciated.

Services

295/7 were loaned to Konectbus in late November to assist in the handover of routes from Anglianbus to Konect, after Konect took over Anglianbus after last day of operation on 19 November. The remaining 22 fleet strength of Anglianbus were taken over by Konectbus. At its peak Anglian had over 100 vehicles. Elloough depot will probably close and the fleet focussed on New Rackheath depot. 295/7 were used to support the Konect takeover of the routes and specifically route 90 Halesworth – Southwold. Used in their Thames Travel livery with the route number taped to the windscreen. Typing in Anglianbus now diverts directly to the Konectbus website and all but a few traces of Anglianbus remain in the Go Ahead corporate empire. Services have been combined into the Konectbus routes and timetables.

Service 137 Clacton Circular started a new Sunday timetable from 7 January 2018 with a break mid service to seemingly reduce driver hours and is presumably a cost saving action to help keep the service running and is stated that the service is supported by Clacton Common Shopping Complex.

Other News

9000 PL51 LGO joins the fleet from Plymouth Citibus, had previously been their 416 but the vehicle originated with London General as EVL10. It is being used along with a native Plaxton Premiere as a driver trainer at CN depot and has been regularly spotted between Colchester and Clacton for driver and route training.

On 30 October Maldon District Council approved the planning permission for up to 10 two and three bedroom houses to be built on the former Tollesbury depot site. The freehold complete with the planning permission has appeared on a London based land and property sales website. With the up-surge in new builds and the seeming re-birth of the construction industry it will not be long before the site is sold and redeveloped.

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

With thanks to Chris Stewart and Flickr.

Disposals

This ceased operator makes a brief return to EBN with news of former vehicles.

Dennis Dart SLF / Caetano Nimbus: 1, KM51 BFY (with NIBS logos on front, unlicensed), seen in the top yard at NIBS depot, Shotgate on 26 November 2017; 4, KU02 YBE, was in the BuggyBus yard in North Benfleet as a driving school vehicle on 4 July 2017; 5, HV52 WTA, was found at St Lawrence Bay on 9 December 2017, now owned by the local holiday park, parked up with windows covered up, still in white livery but with pictures of marine life on the sides.

Enviro 200: SK07 HLV also seen in the top yard at NIBS depot, Shotgate on 26 November 2017. Two days later, SK07 HLN was seen in the workshop.

Optare Versa YJ57 XWD/F/G were all operating with Centrebus in Leicester during Summer 2017, repainted into Centrebus's white, orange and blue livery (XWD seen on 8 September, XWF on 5 August, XWG on 31 August).

Volvo B7TL / Plaxton President Y202 NLK was seen with Ham's Travel at Sevenoaks Rail Station on 8 May 2016 in a predominantly dark red livery.

Leyland Olympian / Leyland G723 XDL has been preserved as Wilts & Dorset 4723 in a mainly red livery with orange and light & dark blue relief.

Mini Pointer Dart X512 WRG seen with Xelabus (HA402) at Eastleigh 22 August 2015 and later painted into green and cream fleet livery. (As reported in EBN613, similar X506 WRG and X595 FBB went Axe Valley, Seaton, Devon in March 2015.)

With thanks to Chris Stewart and Flickr.

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

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

Acquired Vehicles

YN05 WKD, Scania L94UB / WrightBus Solar, B43F, new to First PMT (65735) 08/05

YN05 WKE, Scania L94UB / WrightBus Solar, B43F, new to First PMT (65736) 08/05

YN56 NNE, Scania CN230UB / Scania, B41F, new to Warwickshire County Council (28503) 02/07

YN56 NNG, Scania CN230UB / Scania, B41F, new to Warwickshire County Council (28505) 02/07

Acquired via Ensigns in December 2017. WKD/E ex Stagecoach Merseyside, 28547/8. NNE/G were operated by Stagecoach Midland Red South on behalf of Warwickshire CC in green and yellow County Links livery, passing with the contract to Johnsons, Henley-in-Arden in August 2011, keeping the same livery and fleet numbers. All have LED blinds. WKD/NNE seen at Mardens on 21 December. WKE seen repainted into Trustybus livery at Mardens on 10 January 2018.

Further to EBN644, SN03 YBS was first seen in service on 2 January (still in all red).

Repaint

YN05 WKC to fleet livery December 2017, first seen back in service on 29th.

Re-Registration

Trident / ALX400 PSU 316 has reverted to its original registration of LX03 BWV (by August 2017).

Disposals

Darts Y243 FJN and KM51 BFO plus the remains of Volvo B10BLE / Wright W129 XRO to Shelton Motors, Ramsey, Cambridgeshire for scrap by October 2017. Both Darts had been out of use since 2016 and the Volvo had been acquired for spares only. TPs 425, 428, 431, 461, 462, 463, 464 have also gone - 425, 428 and 464 earlier in 2017, probably also to Shelton, and the others in December 2017. None had been used since July 2016 or earlier.

EOS London.com (Swallow Coaches, Rainham, Essex & Vigar Travel Ltd, a subsidiary of Swallow)

by Adam Kelleher.

With thanks to John Card and Flickr.

Acquired Vehicle

BG63 VUV, Mercedes-Benz Sprinter City 45, previously with Avis, working at Heathrow Airport, in a red and blue livery with white lining. First seen on 6 December 2017 now all white. This joins BG63 VUV as reported last month.

Repaint

Correction to EBN643: prior to repainting into fleet livery, EOS 711 (ex GX09 AGZ) had been in as acquired Compass, Worthing livery, not in all white (see EBN642).

Regal Busways by Adam Kelleher.

With thanks to Simon Austin, Jonathon Cush, Richard Delahoy, Ian Hardie, Chris Hatley, Dominic Lund-Conlon, John Podgorski, John Salmon, Geoff Toon, Owen Woodliffe, LOTS and East Hanningfield Parish Council.

Cessation of Services

Further to EBN644, a replacement route 10, between Pleshey and West Hanningfield, operated by Arrow Taxis, commenced on 2 January 2018 (a 17 reg Mercedes Sprinter was seen on the first day and AR08 BUS was noted on 9th). The First Data shuttle has been taken over by NIBS, also from 2 January. Essex County Council has awarded a contract to Essex and Suffolk DaRT to run a replacement route 3 using a 16-seat minibus. As the operator has to source vehicles and crew, there was a gap between the end of the Regal service and the start of the new contract, this is expected to commence on 22 January and runs until 27 July 2020. The route 1 group, Canvey Island-Chelmsford, are not being directly replaced, other routes cover parts of it (one example, First Essex 22 Canvey-Basildon and X10 or 100 Basildon-Chelmsford). Similarly, there is no replacement for route B2, Shoeburyness-Basildon Festival Park.

Acquired Vehicle

LF52 USV, Volvo B7TL / WrightBus, H41/22D, new to Arriva London North (VLW81) 12/02

Acquired c October 2017, in all red TfL livery. See below for a couple of sightings.

Vehicle News & Workings

YJ03 PKK has been repainted at Mardens (seen there between 7 and 15 December). It retains all white.

Sightings of vehicles during the last month of the majority of bus services, December 2017 (RRP = Greater Anglia rail replacement, Ingatestone to Shenfield shuttles, unless otherwise stated):

616 on Greater Anglia emergency rail replacement between Chelmsford & Colchester and Witham & Braintree, due to overhead wires down between Witham and Hatfield Peverel (18th), on 3 (22nd), on RRP (24th, 27th & 31st)

617 on First Data shuttle (22nd), on RRP (31st) plus on Braintree Freeport shuttle (5 January 2018)

618 on B2 and 104 both on last day (22nd), on 3 on last day (23rd), on RRP (31st)

619 on 3 on last day (23rd)

651 was a regular on routes 71/2 in Brentwood during the month, including on the penultimate day of operation, 22nd. (Last day not recorded.) (During November 601 had been the regular vehicle on these routes.)

652 on First Data shuttle (22nd)

801 on 1 on last day (22nd), also on 3 later that day, on RRP (23rd, 24th, 27th & 29th)

1302 on Braintree Freeport shuttle (4th & 11th)

1501 on RRP (23rd & 28th)

P 03 on Braintree Freeport shuttle (26th, 27th & 28th)

LF52 USV on Braintree Freeport shuttle (17th), on RRP (28th)

LF52 ZTL on RRP (23rd, 24th, 29th & 31st)

YJ03 PGZ on RRP (23rd, 24th, 28th, 29th & 31st)

YJ03 PKK on RRP (23rd, 24th & 28th)

YN56 FGI on RRP (31st)

Regal Explorer YN06 RVP operated several route 10 journeys during December plus on RRP (27th & 29th) and RRP Ingatestone to Billericay shuttles (28th)

Disposals

By November 2017 for scrap (dates in brackets are last reported sightings in service): 614 (June 2017), 615 (May 2017), 1304 (February 2017), 1401 (August 2017).

December 2017: 601 to Flagfinders, 802 to Ensignbus.



By the time this EBN is published, Regal will have finished their short tenure of the 71/72 Warley-Brentwood-Stondon Massey services. 651 is seen here at Stondon (Soames Mead) on Saturday 16 December.

Chris Stewart

Rail Replacement – 100 mins at Newbury Park - Richard Delahoy.



Extensive rail replacement services have operated on Greater Anglia for many weekends but also between Christmas and New Year, feeding from Ingatestone, Billericay and Shenfield into the tube at Newbury Park.

Richard Delahoy managed over 120 pictures in a short visit there on Thursday 28 December, a day on which Jon Podgorski logged over 100 different vehicles in use. Here are just three, coincidentally all Scania chassised:

Top
Uno Buses PN08 SWF with East Lancs body in their distinctive pink and purple livery.

centre
New Horizon Travel of Frating YP10 VZC, a Scania Omniexpress.

Bottom
SBC Coaches of Basildon's dark grey liveried Irizar GL57 LON.

Other 'deckers came from Arriva Southend, Ensign, London Borough of Havering, Regal and Stephensons.

All pictures by **Richard Delahoy.**



Other Operators.

Roger A. Smith.

With thanks to the PSV Circle.

Barker, Roydon

Recent arrivals here are N507 LUA, an Ikarus C70F bodied DAF SB3000 from NBM Hire, Penrith, Cumbria; MKZ 9880 (ex. N544 SJF), a Volvo B10M-62 with Jonkheere C53F body previously with Smith, Tring, Hertfordshire and Y327 AUT, a Beulas C51FT bodied Irisbus from Ladycars, Leyton, Greater London.

Blueline, Canewdon

Former Stagecoach London Transbus H45/22Ds registration marks LX03 BYS, LX03 BZD, LX03 NHA, LX03 OPT and LX03 OPW are now here.

Bone (Tendring Travel), Thorpe-le-Soken

VIL 8682 (ex. N298 CKB), a Volvo/Northern Counties CH39/28F is here from Decker Bus, Yaxley, Cambridgeshire whilst similar N293 CKB is here from Shorey, Maulden, Bedfordshire. S678 PAG, a Volvo OLY-50 with Alexander Belfast H47/32F body is now here, previously with JR Travel, Copdock, Suffolk whilst EK51 KYZ, a Setra S315GT-HD (C48FT) is here from Murray, Trumpington, Cambridgeshire.

Peter Godward, Basildon

YX14 EFS, a Mercedes Benz MB 0816D with Plaxton C25F body is a recent arrival from City Circle, Hayes, Greater London.

Goldings (Turners of Essex), Little Maplestead

K735 ODL, a Northern Counties H47/29F bodied Leyland Olympian is here ex. Young, Haddenham, Cambridgeshire. Meanwhile, VBZ 1450 (ex. K234 WNH) has gone to Decker Bus, Yaxley, Cambridgeshire.

New Horizon, Frating

A pair of Wright bodied Volvo B7TLs registrations BX54 DJZ and BX55 XLW are here ex. Abellio, London. These were H45/24D and are understood to have been converted to single door (F).



picture Ward's of Alresford YN04 GGZ Scania K114EB with Irizar coachwork in Colchester Road, Lawford, on 15 December 2017, after working a school contract to Manningtree High School.

Robert Appleton.

EBN645p30

Letters

Nigel Turner from Panfield

Eastern National Coaches.

I've read with interest the letters in recent editions of EBN regarding Eastern National coaches in 1966. However, I think there has been some confusion regarding the Halstead allocation.

Historically, Halstead worked Service B (renumbered X14 in 1962) Halstead – London with coaches while Braintree operated service 322 from there to London with double-deckers and from the late 1950s with single-deck buses.

In November 1962, Eastern Counties acquired the former Corona London service from Mulleys Motorways. This was merged with the ENOC service X14 in May 1963 to become a nominally joint Bury St. Edmunds – London service. Consequently, Halstead lost most if not all workings on this route to Eastern Counties. However, in April 1965 the 322 was extended back to start from Sudbury (later Gt. Cornard) and operation passed from Braintree to Halstead thus compensating for the previous loss of duties.

The dual-purposes MWs mentioned by Rob Webb in EBN643 would therefore have been for the 322 rather than the X14. I regularly rode on the Eastern Counties service in the early 1970s (by then numbered F and extended to Norwich) and my experience was that any relief vehicles were provided by Bury St. Edmunds area independents, not always with their finest coaches. The only time I recall an Eastern National vehicle on the route was when a Chelmsford dual-purpose bus replaced an ECOC coach which had failed after leaving London.

Publicity News

Ian Ransom.

Airport Bus Express (Stansted - London services)

dated Winter 2017/18

EOS	...	leaflets for	13 66/66A 86 87	...	dated 20.12.17 dated 20.12.17 dated 20.12.17 dated 20.12.17
First Essex	...	leaflets for	9/9A 11/374 21/A/B/822 24 26/27/27A/27X/827 32 565 X10/X30	...	dated 7.1.18 dated 7.1.18 dated 7.1.18 dated 7.1.18 dated 7.1.18 dated 7.1.18 dated 19.11.17
Hedingham	...	leaflet for	137	...	dated 7.1.18
NIBS	...	leaflet for	104/106	...	dated 27.12.17
Panther Travel	...	leaflet for	X15	...	dated 2.1.18
Stagecoach Cambridge		leaflet for	Citi 7 (Cambridge - Saffron Walden)		dated 5.11.17
Stephensons	...	leaflet for	71/72	...	dated 27.12.17
Trustybus	...	leaflets for	5 40/A 418/B 420/A 424	...	dated 2.1.18 dated 2.1.18 dated 2.1.18 dated 27.12.17 dated 2.1.18



Eastern National 3081/1155 (TM 8797) at Two Brewers, Ongar Essex, 1931 AEC Regent/Strachan L51R.

"Not sure of date taken but has 1950 pencilled on back. This Pic was in a pack of old photos I was given. The quality is not good, but I tried to improve it when scanned." Photographer unknown.

Robert Downton collection.

Target Dates for EBN646 (February 2018).

By	Saturday	3 February 2018	Reports to Sub-Editors.
By	Saturday	10 February 2018	Sub-Editor drafts to Editor.
By	Monday	19 February 2018	Dispatch by Printers.

Group Tour Saturday 28 April to Reading Transport organised by Wayne Bell. Details next EBN.

Inner Back Cover Photos.

Top picture Colour shots of WNO 481 (2385) with EN are very rare. It was converted to open top in April 1966 and only operated for EN as an open topper (at Clacton) for the 1966 & 1967 seasons before being withdrawn and sold to Eastern Counties in 1968. The only shot I know of is the attached one that former founder member **Lawrence Murphy** posted on our Facebook page a few days ago, showing it on a private hire to Epsom racecourse on Derby Day. The picture must have been taken in either 1966 or 1967. Caption by Richard Delahoy.

Bottom picture Following on from our coverage of the return to the UK of former Eastern National open top KSW WNO 475 in EBNs 639 & 640 (July & August 2017) comes the even more surprising news that sister WNO 481, reported then as "derelict in Tenerife" has also been brought back to the UK. This bus had been used for Paul McCartney's "Wings Over Europe" tour back in 1972. Alerted by a tweet from McCartney himself, blogger "Radiojammor" started to dig and discovered that WNO 481 had been shipped back from Tenerife in October 2017 and was now in Oxford, in the care of a charity called Arms Around The Child. We understand the charity plan to restore the vehicle and use it to raise funds. You can read more at <https://radiojammor.wordpress.com/2017/12/12/the-curious-history-of-the-wings-over-europe-tour-bus-wno-481/> and the photo is from the Twitter feed of **Justin James** from the charity.



EBN645inner rear cover



Top picture

Ensignbus 716 on service 99 (Tilbury Town to Ferry shuttle) on 2.12.17 snapped in the difficult mid-winter sunshine.

Ian Ransom.

Middle picture

On Sunday 26 November NIBS provided a bus link from The Wick estate to and from Wickford (Swan) for the town's Christmas Market. Scania YN08 OCR, driven by Chris Stewart, was in suitably festive mood. This was the bus shown on the front cover of EBN644. **Chris Stewart.**



Lower picture

On the last day of Regal's service 1, 801, MAN/Wright RG09 BUS has just arrived at Canvey Leigh Beck at 1130 on the direct 1X from Chelmsford and will return on the 1145 service 1 to Chelmsford via East Hanningfield carrying the photographer, **Richard Delahoy** (see article on pp 11-13).

Essex Bus News

**January
2018**

