

Essex Bus News

**No. 652;
August 2018**



Essex Bus Enthusiasts Group
www.essexbus.org.uk



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<<< Upper picture
First Essex Alexander
Dennis Dart 41927 (SN05
EAF) became the very last
bus to run in to its Clacton
Depot on the final night of
operations, Saturday 28
July. The bus is seen
helpfully pausing for the
camera outside Clacton
Town Hall on its way back
into town from Point
Clear, with thanks to driver
Wayne Bell at the helm, on
loan from Colchester to
help out during the final
days of operation and a
well-known figure in
preservation in North
Essex.

John G. Lidstone.



The good spirit at First Essex' Clacton Depot is evidenced here as the final bus to run in, Dart 42927, is handed over to the depot night staff for washing, fuelling and parking, filmed for posterity by Bev from the night crew.

John G. Lidstone.

Front Cover Picture.

Service 826 (Billericay to The Cooper's Company and Coborn School, Upminster) was withdrawn at the end of Summer term 2018, ending many decades of EN/First operation into the Greater London area. Latterly a spare Volvo 7900H from the 100 of Enviro MMC from the X10 were used, and new-liveried 69903 is seen here loading in Brentwood High Street on 10 July 2018.

Chris Stewart.

EBN652/c

Essex Bus News 652

August 2018

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*Owen also stocks a wide range of colour photos;
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Welcome to New Members

Terry Holland	Basildon	1134
C P Ward	Southend	1135
Lee Best	Chelmsford	1136

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

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

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

Subscriptions

A calendar year subscription is £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.

Membership Secretary & Data Protection

A statement of our compliance with the GDPR is available on our website or by post. For any membership or data protection issues, please contact:

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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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EBN652p1

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

MID-ESSEX MEETINGS by Maurice Austin.

Quaker Meeting House, corner of Parkway and Rainsford Road, Chelmsford, less than 10 minutes walk from the Bus and Rail stations; continue along Duke Street past Civic Centre and cross to far side of Parkway. Small car park on site, other public ones nearby. Tea and coffee making facilities. 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.

No Mid-Essex meeting in August.

Thursday 27 September

David Moth

Former NBC companies in the 1990s.

Thursday 25 October

Martin Weyell

slides from John Boylett collection, part 2.

Thursday 22 November

Alan Osborne

30 Years AGO & KSW – Poles Apart.

Thursday 13 December

Richard Delahoy

20 years ago.

2019 dates: 24 Jan, 28 Feb, 28 Mar, 25 Apr, 23 May, 27 June, 25 July, 26 Sept, 24 Oct, 28 Nov, 12 Dec.

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 14 September

David Arnold

EBEG trips from years ago including Reading area from around 2004.

Also Fridays, 12 October, 9 November (Steve Marskell), 14 December (Gary Sharpe).

A Blast From The Past.

Paul Harvey.



Contrasting with Former Eastern National 1726, shown in EBN648, April 2018, here we see former EN Leyland National 1749 Leyland National JNO 198N also with Solent Blueline at Southampton during 1991.

Paul Harvey.

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

EVENTS

Sunday 19 August	Buses 2018 Festival. Motor Museum Gaydon.	www.busesfestival.com
Sunday 19 August	East Anglian Transport Museum. 999 Emergency Services Day.	www.eatransportmuseum.co.uk
Sunday 26 August	Bus & Commercial Vehicle Rally. Colne Valley Railway, Castle Hedingham	
Saturday 1 September	LVVS event at Sleaford. info@lvvs.org.uk	
Sunday 2 September	Romney, Hythe, Dymchurch Railway Bus Rally. info@rhdr.co.uk	
Sunday 9 September	Epping Ongar Railway 'Reshaping & Beyond' eorailway.co.uk	
Sat/Sun 22/23 Sept	East Anglian Transport Museum Trolleybus Event	www.eatransportmuseum.co.uk
Saturday 29 September	Delaine Heritage Running Day. www.delaineheritagetrust.org	
Sunday 30 September	Showbus, Donnington Park. www.showbus.com	
Sunday 14 October	Canvey Transport Museum Open Day. Group Stall at this event.	

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.

7652 VW for EBN652

Chris Stewart.



Having discounted the obvious (NDL 652R) for EBN652, what about this one...seeing as we're unlikely to all be around for EBN7652 !!

As well as the influx of Guy Arabs to the EN fleet when Moore's of Kelvedon sold out to them in 1963, three Commer Avenger coaches joined the fleet. By far the most unusual and flamboyant of these was 7652 VW, a Mk IV with Yeates Europa coachwork new in June 1960 and which became EN fleet number 039 and then 102, lasting in the fleet until September 1968. In this photo, alongside Walton depot, it carries its 1964 fleet-number but the Clacton (CN) depot plate is still cream with green letters, as used prior to the 1964 renumbering. Inside the depot is a 'flat back' MW bus, one of 1300-1305. **Text Chris Stewart, pic. EBEG collection.**

EBN652p3

The Output Department

Alan Tebbit BEM.

More Recollections of a Former Eastern National Driver.

As a child there was nothing I liked more than going to work with Dad. He was a bus driver at Eastern Nationals' Chelmsford depot. I got to know most of the drivers and conductors/conductresses, and the fearsome inspectors. Then there were the greasy mechanics, and the fuel fillers, and the man who operated the "Essex" bus wash. But I could never worked out the function of three men, who always seemed to be hanging about the depot. They weren't drivers, or conductors, they weren't bus washers, or fuel fillers, or mechanics. Alf Hutchins always wore a brown warehouse coat, Eddie Stuart wore an old and grubby drivers' uniform, and Doug Taylor wore a navy blue boiler suit. All three sported uniform caps. Just what did they do? The mystery was solved one Saturday afternoon. Dad took me with him whilst he did a bit of overtime on "work as required". With his clippie we went to the Inspector for instructions. "See output for a bus, and go dead to Wethersfield Air Base, to bring back a load from the open day" he said. Off we went to ask Doug Taylor for a bus, and he told Dad to take 1294 (MPU 17, Bristol K5G L55R), and he took a tag with that number, and hung in onto a huge pegboard, under the heading Private Hire. So, the three guys were "Output", and they allocated buses.



Picture Chelmsford's 1281 was a fairly standard 1947 K5G which just scraped in to the 1964 renumbering (as 2210), being withdrawn two months later in October 1964. Seen here leaving Chelmsford Bus Station (under the watchful eye of the conductor), 'School Service Relief' nevertheless seems an unlikely combination and probably indicative of its general passenger duties outside school times. In the background, an MW coach waits on the London service from Halstead direction as a suburban electric unit stands in the 'down' platform of Chelmsford station. **Caption Chris Stewart, picture EBEG collection.**

When I became a conductor, aged nearly 19, and more so when I became a driver, I learnt to treat these fellows with respect. If you upset them, you could end up with a cold bus in the winter, or one with a heavy throttle or steering, or a dodgy gearchange. When on very early turns in winter, I would park my bike at the top of the depot, and observe their ritual. Eddie would have a long length of stiff wire, with a loop at the end. Old diesel soaked rags were tied to the loop, and would be burning. Alf nimbly jumped up into the cab, whilst Eddie would lean into the engine bay, and set the fuel rack, then, while he held the burning rags to the air intake, Alf would hit the starter button, until the 5-cylinder Gardner engine struggled into life. This was repeated on nearly every bus, until the depot was filled with acrid exhaust fumes. No health and safety, or Euro 6, in those days. They would then stand by the output board, and allocate the buses as drivers started their shifts. They would then have a breather, until the peak hour buses started returning, and they would supervise parking.

EBN652p4

At the end of summer, when seasonal express services ceased, and the excursion and tours programme was trimmed, the coach rota drivers had to be found jobs. There was tree lopping, or bus stop painting, and Jock Cameron would head off with the tour publicity bus. At the end of the 1973 season there was a vacancy for an output driver, Doug Taylor having been made up to Inspector. I was given the job (better than tree-logging), and joined the team of Derek Clements and Ray Shawcross; Eddie and Alf having retired. The local traffic superintendent, Arthur Allen, assured me that as it was only a 40-hour week, I could make up my wages with overtime on the road. How right he was. By Christmas, both Derek and Ray had been promoted, and not replaced. I worked from 0430 until 1830, or later, from Monday to Saturday, and 0630 to 0930 on Sunday for weeks.

Generally everything went smoothly, but there were some incidents. One evening, the SD depot driver of the 1833 to Southend, struck the rail bridge with a Scottish VR, and had to have a replacement. All of my dock replacement vehicles were out on loan, so having loaned him a VR, I travelled to Southend, then, having forced him out of the cab, I brought the bus home. The next morning I had a very irate Derek Ball, (SD Output) screaming down the phone that he was short of buses. "I'm not" I said, and hung up.



Picture. Alan talks about an incident with a Scottish VR striking Duke Street bridge. In this photo from Chris Stewart's slide collection Chelmsford depot's 3018 (SMS 44H) negotiates it safely but the bridge bears witness to numerous other mishaps. New in 1970 and exchanged for an FLF in September 1971, 3018 was the longest-serving of these 15 former Alexander (Midland) VRs and lasted with EN until September 1987. It passed to Boardman and Wilson of Eccles after withdrawal but was only used for a fairly short time. **Chris Stewart.**

The omo-spreadover drivers at CF all had their favourite duties, and would change amongst themselves. Dave Badcocks' shift ended on the 1657 hrs service 51B to Molrams Lane. This delayed his drinking time in the Plough, so knowing that we were at peak requirement, he would find a defect with his bus, and thus avoid his last trip. He became known as the 5 o'clock shadow. One evening I happened to have a spare MW, and it was 1300 (1858 F), the worst bus in the depot. I labelled it up as a 51B, parked it in the middle of the garage, and leaned nonchalantly in front of it. Sure enough, at 1655 an MW drove into the garage, and headed to be faced in, as a defective bus, but Dave noticed me, and 1300 displaying 51B, and with a very rude gesture, he headed out onto the road!

One afternoon I was short of an FLF for the 1600 service 152 to Grays. I had persuaded the driver, George Anagastopolis (Anag) to take an LD for his school run, but he was adamant that he was not taking a five-pot to Grays. Where could I conjure up a fluff in half an hour? Whilst pondering this, I went into the mechanical superintendent's office, to decide which buses needed to be parked on the pits for the following days routine maintenance. As I was leaving he casually mentioned that 2861 was ready to be collected from Central Works. In an imitation of Roger Bannister, I raced along Viaduct Road, and through Central Park, scattering small children, ducks, and courting couples, into Central Works, and leaped into the cab of a gleaming 2861, smelling of fresh paint, and roared off along the road. By 1559 hours I was winding up Grays 152 on the blind, and the situation was saved!

EBN652p5

A Buserperson's Holiday?

Text and picture by **Richard Delahoy.**

CPT, the bus/coach industry trade body, held its annual "Ride & Drive" event at North Weald airfield on Friday 27 July. That afternoon/evening will be recalled as the point at which the long hot spell broke, as evidenced by the threatening sky in this picture; indeed, torrential rain halted proceedings for a while mid-evening. Over 20 new buses and coaches were assembled for operators to try out on the private roads within the airfield. Amongst the demonstrators present was YR18 CLN, a DAF-engined Irizar i6 integral coach which was due to go on loan to Kings Coaches at Colchester from the following day. Richard reports it as a delight to drive, although he preferred the chance to drive RM2005, the Routemaster owned by Sir Peter Hendy and re-engined to Euro VI, and to compare the handling of that with a New Bus For London, LT557, both of which were also available for participants to try out. Apologies for the cone, these were used to lay out the parking bays!



No Touching On The Bus!



Credit card sized "advert" for Contactless payments on all First Essex buses (up to £30).

Advert on rear of Ribble route map dated Oct 1948.

"Constipation .. prevented by a cup of tea Dr. Shah's Constipation Tea.

The finest preventative for constipation, headaches, rheumatism, bad breath, coated tongue, flatulence, nerve trouble, indigestion, stomach & liver troubles, piles, spots in front of the eyes.

Removes that tired feeling.

Only 1/3 per packet, or 1/6 post free from Walsh, Blackburn.

Thanks to **Terry Challis.**

EBN652p6

Chris Stewart recalls!

Text and pictures by Chris Stewart.

Recent discussions about 2384 (WNO 480) prompted me to dig out a couple of shots taken during an EBEG trip in 2005 or 2006, whilst the KSW was in the ownership of Bernie Waters' Town & Country of Grays. We had a number of stops including this one at Bulphan which was EN territory until the 1951 Grays exchange, hence the LT bus stop pole (which has since gone). Bulphan is currently served by EN's successor, First Essex, with the ECC contracted 565 but has over the years seen a variety of operators including Blue Triangle and Regal.



2384 was seen on The Downs in Bristol on 3 August and has been quite active since purchase by Quantock Heritage, retaining its blue seats from Town & Country days.

Service Revisions

by Paul Harvey.

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

Highlights/Lowlights of the Period:

The EOC/Arriva saga! Clacton – Go-Ahead Hedingham Shuttle service for air show on 23 August.
Another new service (the 14) for Panther. Much tinkering for “Reliability”.

28 July 18

- 31 Cambridge to Barley (M-S) Whippet Coaches – contract service withdrawn.
31 Cambridge to Barley (M-S) A2B Bus & Coach Ltd – new contract service replacing Whippet Coaches.

30 July 18

- HSB1 Harlow to Old Harlow (MWFS) Epping Forest Community Transport – the 1630 departure from Harlow to operate at 1500.
HSB2 Harlow to Old Harlow (Th) Epping Forest Community Transport – service withdrawn.

31 July 18

- 66 Waltham Cross to Loughton/Debden Circular (M-S) EOS – service withdrawn.
86 Harlow to Waltham Cross (M-F) EOS – service withdrawn.
87 Harlow to Epping Forest Shopping Centre (M-S) – service withdrawn.

The above were officially cancelled from 31 August 18 with the Traffic Commissioners Office but actually happened from 31 July 18 including S1. In the end EOS provided limited services on 1 & 2 August 18 (except S1) until Arriva took over on the 3 August 18. Swallow Buses took over operation of services 13, 61, 66A & 133 from 1 August 18 despite lodging new registrations from 31 August 18.

3 August 18

- 66 Waltham Cross to Loughton/Debden (M-S) Arriva Kent Thameside – new service replacing EOS.
86 Harlow to Waltham Cross (M-F) Arriva Kent Thameside – new service replacing EOS.
87 Harlow to Epping Forest Shopping Centre (M-S) Arriva Kent Thameside – new service replacing EOS.

These services were to commence on the 1 August 18 but due to legal reasons they commenced on the 3 August 18. New registrations were submitted to commence 1 August 18.



A case of déjà vu as Arriva return to Loughton - Waltham Cross route, albeit under a different number. On first day, 3 August, Enviro 200 GN57 BOH (1641), drafted in from Kent & Surrey is in High Road, Loughton.

Owen Woodliffe.

EBN652p8

6 August 18

- 21 Ongar to Brentwood & Warley (M-S) Ensign Bus – revised late afternoon Mon to Fri timetable to improve reliability.
81 Brentwood to Hutton Circular (M-S) Ensign Bus – revised Mon to Fri timetable to improve reliability.
X81 Lakeside to Brentwood (M-F) Ensign Bus – revised timetable to improve reliability.

20 August 18

- 14 Clacton to Harwich (M-S) Panther Travel – new service one journey each way.

23 August 18

- A Clacton Factory Outlet to A133 Anglefield (ThF) Go Ahead Hedingham – special shuttle service for Clacton Air Show.
B Holland to A133 Anglefield (ThF) Go Ahead Hedingham – special shuttle service for Clacton Air Show.

2 September 18

- 87C Brightlingsea to Weeley (Sch) Go Ahead Hedingham – revision to route and timetable.

3 September 18

- STSH Stortford Shuttle Bishop Stortford Town Circular Service (M-F) Bishop Stortford Minibus Trust – revision to route and timetable.
4/4A Jaywick Sands to Great Clacton/Bocking Elm (D) Go Ahead Hedingham – revised t'table; additional summer journeys withdrawn.
6/6A/6B Clacton to Point Clear (D) Go Ahead Hedingham – revision to timetable with additional summer journeys withdrawn.
7 Cambridge to Saffron Walden (M-S) Stagecoach Cambridge – revision to timetable.
10 Basildon to Shotgate (M-S) First Essex – revised timetable and route to operate via Wickford Station & Runwell Church.
374 Basildon to Grays (M-S) First Essex – the Mon to Fri 1620 from Grays operates at 1630 and 1745 from Basildon at 1750.



Highlighting one of several Hedingham 'deckers being used on the routes which they took over from First. Taken in Clacton centre on 3 August **Jonathan Cush.**

Service Revisions **concluded.**

Paul Harvey.

4 September 18

- 78/C/D Brightlingsea to Colchester (Sch) New Horizon Travel – revision to route and timetable.
441 Old Harlow to Saffron Walden (Sch) Stephensons of Essex – contract section of route from Old Harlow to Takeley withdrawn.
621 Braintree to Chelmsford (Sch) Stephensons of Essex –
revised timetable and route to commence from Witham and operate via Silver End to replace service 623.
623 Silver End to Chelmsford (Sch) Stephensons of Essex – school service withdrawn.

5 September 18

- 27 Socketts Heath to Stanford Hassenbrook College (Sch) Ensign Bus –
minor timetable & route revision in the Socketts Heath area.
473 Fyfield to Brentwood (Sch) NIBS – revised route and timetable.
474 High Ongar to Brentwood (Sch) – revised route and timetable.

10 September 18

- 24 Aveley to Palmers College (Coll) Ensign Bus –
revised afternoon times to depart from College MWF at 1640 and TTh at 1500.
26 Corbets Tey to Palmers College (Coll) Ensign Bus –
revised afternoon times to depart from College MWF at 1640 & TTh at 1500.



Stephensons of Essex 639 (YN55 NJK) Scania N94UD/East Lancs Omnidekka at the Clacton outstation during the early evening of 25 July. The double-decker out-stationed at Clacton normally works service 702 Frinton-on-Sea to Norman Way Schools in Colchester.

Robert Appleton.

Essex County Council Ongoing Bus Service Consultations.

Ongoing consultations

No current consultations

Recent closed consultations

Consultation **Service 10 Wickford – Basildon and Services 13,13a and 14 Chelmsford -Wickford**
Operated by First Essex Buses Closed 08 May 2018
Commercial First Essex Bus 15 service was withdrawn, this left Church End Lane and parts of Alderney Gardens Wickford without a service. It is proposed that service 10 will operate around Church End Lane instead of Guernsey Gardens. It is also proposed for services 13/13a/14 to operate in both directions along Alderney Gardens instead of Swan Lane. Wantz Corner will no longer be served.
OUTCOME **Currently being assessed.**

Consultation **Service 41 Evening Services (Chelmsford – Galleywood)**
Operated by First Essex Buses Closed 28 February 2018
First Essex Buses are making changes to their day time commercial Service 41 and ECC would like to mirror these changes on our evening journeys (renumbered service 57). It is proposed that the service will no longer serve the whole of Baddow Road. Instead it will travel down Meadgate Avenue, Longmead Avenue and re-join the current route at Vineyards in Gt Baddow.
OUTCOME **Following consideration of the consultation, the decision has been made not to make changes to the service.**

Farewell Clacton First Depot!

Terry Wiffen.



Not the sort of sight we really like to see! But the economics of maintaining “real estate” have probably paid a part in the decision to consolidate operations from Colchester.

Terry poked his camera through the wire fence on 30 July.

Both pictures by **Terry Wiffen.**

First Diversions



Upper picture
First Essex
Scania
L94UB/
Wright Solar
65679 on
diversion
along
Freebournes
Road,
Witham on
21/7/18,
due to
Colchester
Road being
closed for
works on
the old
railway
bridge.
**John
Podgorski.**

Lower picture The 20's now follow the route of the 25, along the A127, cross over into Prince Avenue, turn right into Southbourne Drive until they pass Bridgewater Drive. Heading for Rayleigh they do the reverse. It would seem that all of Bridgewater Drive has no bus service but the 20's do stop at the stops on the diversion. **Philip Mansbridge.**

Coach Parking in Southend. Richard Delahoy.

After a couple of difficult years following the decision by Southend Council to ban coaches from the popular Seaway car/coach park, the Council has this summer provided free parking for coaches on the old gasworks site, just east of the Kursaal. Whilst not quite so centrally placed, it is reasonably convenient for the seafront. When Richard Delahoy visited there on Saturday 4 August there were 34 coaches present, and the security guard advised that there'd been 60 there the previous Saturday. A far cry of course from the heyday of day trips to the seaside, but still a respectable number. Another half dozen coaches were spotted parked elsewhere in the town.



Upper picture

A line up of 5 coaches headed by a Scania/Irizar of PPH of St Albans. In the background (right) is the Premier Inn built on another part of the old gasworks site.

Richard Delahoy.



A dateless plate, revamped front and modern “preying mantis” mirrors disguise the origins of HIL 2392. It is actually no less than 26 years old, a 1992 Scania K93CRB with Van Hool body that was new as J220 XKY. In a smart blue livery, this tidy coach belongs to HJ Coach Hire of Thornton Heath.

Richard Delahoy.

EBN652p13

Allocation Changes BE-Braintree (outstation of Chelmsford), BN-Basildon; CF-Chelmsford; CN-Clacton; CR-Colchester; HH-Hadleigh Period 4 2018/19 (1 July - 28 July)

41520 CF-CF (out of service), 53139 CF-Disposal, 65665 CN (out of service)-Disposal, 65670 CN (out of service)-Disposal, 65671 CN-Disposal, 65680 CR (out of service)-Disposal, 65683 CR (out of service)-Disposal, 66809 CR (out of service)-Disposal, 68508 CF-BE (out of service), 68509 CF-BE (out of service), 68510 CF-BE (out of service), 68532 CF-BE (out of service), 68535 CF-CF (out of service), 68551 CF-CF (out of service).

68508, 68509, 68510 and 68532 were first noted parked at Braintree on 27 July.

Transfers following the closure of Clacton depot on 28 July will be Period 5, but basically the Scania's went to Colchester and the Darts to Chelmsford. See *Clacton* news below for early sightings working from their new depots.

Disposals

June 2017: 65665, 65680, 65683, 66809 to Alpha Recovery.

July 2017: 53139 to Alpha Recovery, 65670 & 65671 awaiting details.

Further to EBN651, 53112, 53113, 53115 & 53126 also went to Alpha in June.

Repaints

69919 to new Route 100 livery, first seen at the Essex Bus rally on 22 July.



Picture

The lesser spotted route 100. Most people know Basildon depot's flagship route 100, from Lakeside to Chelmsford, every 15 minutes during the day, with 19 dedicated Hybrid buses in a special livery. Clacton depot also operated a route 100, from Clacton to Walton via Weeley, but in total contrast this was only one journey a day each way in the evenings. 42937 is seen arriving from Walton at Clacton Pier Avenue at 2030 on 25 July 2018. Clacton depot closed after service three days later, with most local First Essex services withdrawn, however this particular route survived and is now operated by Colchester depot, although Colchester does not have any Darts.

Adam Kelleher.

EBN652p14

Other Vehicle News and Workings - Clacton

(All vehicles listed below allocated to CN up to and including 28 July.)

28 July was the last day of operations from Clacton depot. Observations in the afternoon were as follows:

2 Clacton-Mistley: 43845

3 Clacton-Harwich: 62408, 65690

4/A Burrsville/Bockings Elm-Clacton-Jaywick: 42556, 42561, 42927, 42928, 43846

5/A Clacton-Flatford Drive: 42555

6 Clacton-Point Clear: 62409, 65691

7/8 Clacton-Walton on the Naze: 62407, 62410, 65028, 65030, 65689, 65692

74 Clacton-Colchester: 65029, 65675

76A Clacton-Colchester: 65031, 65688.

Thus 21 out of the allocation of 24 serviceable buses were seen in use on the last day. Of the other three, 42918 and 42937 were parked on Clacton depot forecourt in the morning but 65032 was not seen at all. Then in the evening, 42927 on ECC route 18, driven by group member Wayne Bell, was the last ever service bus into Clacton depot.

65748 was still parked at the back at Clacton depot on 28th, the last out of service Scania left, but it had gone by 30th, it is not known where to.

42556, 42561 and 42918 left Clacton for Chelmsford on the evening of 28th, the rest of the vehicles went to Chelmsford & Colchester the next day, except for out of service 42557 which remained in the Clacton workshop being repaired. It passed its MOT on 10 August and moved to Chelmsford the next day, thus being the last ever bus at Clacton.

On the first morning after Clacton had closed, Sunday 29th, CR66801 was on 0910 Colchester-Clacton 76 and worked off this onto the 1010 Clacton-Walton on the Naze 8. CR (ex CN) 65688 arrived in Jackson Road from the Colchester direction, with "Sorry Not in Service" displayed, then worked the 1010 Clacton-Colchester 76 (at least its route branding was correct for this particular journey!). CR65678 worked the 0945 Walton on the Naze-Clacton 8, 1040 Clacton-Holland on Sea 99, the 1052 Holland on Sea-Clacton 99 and then the 1110 Clacton-Colchester 74A, thus becoming the first vehicle to operate the new 99 service. CR65687 worked the 1010 Colchester-Clacton 74A and then the 1110 Clacton-Walton 7. The interworking of the 7/8/99 with the 74A/76 would appear to preclude the use of double deckers on the 74A/76 on Sundays.

With the exception of 42556, 42937 and 43845 (and out of service 42557 & 65748), all ex Clacton vehicles were seen in service on the first weekday after Clacton had closed (30th) as follows. At Chelmsford: 42555 on 51, 42561 on 56, 42918 on 56, 42927 on 71A, 42928 on 36 and 43846 on 14 & 47. At Colchester: 62407 on 66, 62408 on 75, 62409 on 67, 62410 on 61, 65028 on 97A, 65029 on 97 & 97A, 65030 on 71, 65031 on 98, 65032 on 97, 97A & 98, 65675 on 64 & 103/104, 65688 on 98, 65689 on 97, 65690 on 65, 65691 on 65 and 65692 on 65 & 1A. All had their blinds programmed for their new depots, except 62407 and 62410 had routes numbers on paper in windscreen. 42556 (on 71) and 43845 (on 14 & 47) were seen in service from Chelmsford the next day (31st), although 42937 wasn't seen until 10 August, on route 45. Other Colchester based vehicles seen in Clacton on routes 97/97A/98 on their first day of operation (30th): 65681 on 97, 65684 on 97A & 98, 65687 on 97, 65689 on 97A & 98, 66801 on 97, 66828 on 97A. Again, all had the new route numbers programmed except for 66828 which had "First Colchester" on blinds with the route number on paper in the windscreen. The 97/97A/98 have a PVR of 11.

On 1 August, Panther were operating mini Enviro 200 DC61 PAN on First Essex sub-contracted route 2 (route not seen on first day of sub-contract, 30 July).

Stopping points and routings for the new Clacton routes are slightly confusing and convoluted. Weekday services 97A/98 to Walton use stop B in Pier Avenue, but Sunday services 7 & 8 (plus new 99) still use stop C. Routes 97A go from Pier Avenue past Clacton Railway station in the same direction both to Colchester and to Walton (and similarly the other way). Routes 97A serve Jackson Road on their way to Colchester (although not to Walton); this makes sense as passengers are used to catching the Colchester service from the stop in that road, however, as the route out of Clacton is different from that of the previous 76A (and the current Sunday 76), they then have to perform four immediate tight right turns to get back onto Rosemary Road to get to where they would have been if they had just turned right from Pier Avenue (as the buses to Walton do) and not left into Jackson Road. On Sundays, 74A & 76 buses from Colchester arrive at Jackson Road, then they follow a similar routing (but out of service) to get to Rosemary Road, then do yet another right turn into Station Road to follow that road into Pier Avenue to work services 7/8/99 to Walton. In the longer term, as passengers get used to catching a bus to Colchester from Pier Avenue, it would make more sense for the terminus of the 74A & 76 on Sundays to be moved to Pier Avenue (they would still serve Jackson Road on their way out of Clacton) and for the 97A to omit Jackson Road. There are no such problems for route 98 leaving Clacton for Colchester as this serves the old 74 routing and Jackson Road is on the line of route.



upper picture First Essex Buses 43845 (SN55 CXH) in Pier Avenue, Clacton, during the evening of 25 July, working Essex CC tendered service 10A to Jaywick. From 30 July this service is worked by Hedingham & District and renumbered service 4.

Robert Appleton.
Adam Kelleher.

Lower picture Former Clacton's 65688, now Colchester's 65688 in Pier Avenue on the first day of route 98.



Other Vehicle News and Workings

Colchester

(All vehicles listed below allocated to CR.)

Double deckers seen operating on routes 103/4 during July: 32477 (9th), 32478 (13th & 25th), 32480 (30th), 32640 (18th), 37009 (13th & 20th), 37015 (13th), plus 32476 on 1 August & 32631 on 3rd. StreetLite 63335 was on 103 on 30 July.

All three Barbie liveried Colchester allocated SN51 reg. Scania, 65672, 65673 & 65677 continued in service during July. At the end of the month they were joined by a fourth, in Urban livery, 65675 from Clacton.

8 July 65684 & 66810 on 102
21 33044 on 62A
26 33088 on 62B
28 65672 on 71X (and again on 30th)
30 33196 on 70
1 August Route 62/A/B branded 37135 on 174/175, 65688 on 104
2 StreetLites reach Clacton & Walton: 63331 on 97, 63338 on 98
4 62409 on 62
7 63336 on 97A & 98



Picture 65031 in Jackson Road on the last day of route 76A on 28 July 2018.

Adam Kelleher.

Basildon & Hadleigh

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

21 July 66819 on 100
26 41525 & HH42483 on 25
30 47654 on 100
1 August 66822, 66823 & 66825 all on 100, rare to have so many B7RLEs on the same day
3 41513 on 9 (both 41512 & 41513 had transferred from Chelmsford back to Basildon the previous day)
9 41538 on 9.

Other Vehicle News & Workings - Chelmsford (including Braintree Outstation)

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

66815 still had its super rear ad for Essex Fire & Rescue when seen on 21 July, but this had been removed by 30th. Further to EBN651, 32651 also lost its main "Colchester" fleet names when it had its super rear advert changed (incidentally, the offside "C" had been missing for a while). At the end of July, the half-length white cove panel stickers on the Chelmsford Park & Ride Enviro 200 MMCs were replaced with full-length coloured ones, with "Sandon Park and Ride → Chelmsford City Centre → Chelmsford Railway Station → Anglia Ruskin University → Chelmer Valley" wording. They also received a skirt level sticker in the same colour each side with "Stress Free Commuting Shopping Visiting" wording. There are four different coloured stickers, but there is no relevance to the different colours, the wording on each is the same and there are no variations to the route. The colours are purple (67189, 67193 & 67194), blue (67190 & 67195), orange (67191 & 67197) and green (67192 & 67196).

The two remaining Solos are due for imminent withdrawal, but recent sightings of them have been 53138 on 40 (28 & 30 July), 56 (1 August) and 14 (3rd), 53209 on 40 (28 July) on 51 (30 July & 1 August), 56 (3 August) and in Chelmsford Bus Station on 9th.

- 17 July HH33133 on Anglo-European school route 620, this was on loan at CF for a week as 68510 was off road, returned to HH by 21st at the end of school term
- 18 41494 on 71
- 22 32483 on 70, last Sunday of Braintree outstation operation. 69532 on 71C.
- 25 68531 on driver shuttles in Brentwood
- 28 Last day of Braintree outstation, duties transferred to Chelmsford, and buses that were parked there are now parked at Chelmsford. 32654 was the last service bus into Braintree.
- 29 32483 on 70. The day after Braintree ceased being used as an outstation, 32484, 32485, 32651, 32654 and 66719 were still parked there along with out of service 68508, 68509, 68510 and 68532.
- 30 42895 on 71, 42934 & 44662 on 351
- 31 42556 on 71
- 1 August 41512 on 56, its last day at Chelmsford before transfer back to Basildon



Just a reminder of the "old" livery! Basildon's 69910 leaving Chelmsford Bus Station on 30 May.

Maurice Austin.

EBN652p18

General

CR32477, CN65028, BN67164 and newly repainted BN69919 attended the Essex Bus Rally at Barleylands, Billericay on Sunday 22 July.

Sources own observations, and with thanks to R Appleton, S Barham, D Bell, W Bell, J Bennee, T Clark, J Cush, D Edwards, J Norris, J Podgorski, D Pretty, K Smith, C Stewart, R West, C Young, First Essex, Essex Buses Google group and Terminus.

Fifty Years Ago – A Recreation.



On 21 July 2018 the Omnibus Society hired Group member David Edwards's Bristol RE 1516 to recreate route 30, Chelmsford to Bow, 50 years after it was replaced by the 351, Chelmsford to Wood Green. Above, it is seen after the tour, back at Duke Street, in comparison with modern Enviro 200 MMC 67168 behind (on the 42 and in X30 livery) and below n Brentwood High Street on the return journey from Bow to Chelmsford.

Both pictures by **Adam Kelleher**.



Group member and regular EBN contributor Alan "Tebzy" Tebbitt drove for part of the trip and can be seen leaving the new(ish) bus station in the picture on the rear cover.

When service 30 ceased on 7/1/68, Alan was still a conductor at CF and he conducted the last trip to Bow, with driver Percy Bainbridge, and also the first ever 351 from CF to WG.

EBN652p19

Arriva Southend / Harlow / Colchester.

Peter Mansbridge with thanks to John Card, Richard Delahoy, Owen Woodliffe and Harlowride.co.uk.

Harlow introduced commercial services 66 (Waltham Cross — Loughton / Debden Circular), 86 (Harlow — Waltham Cross) and 87 (Harlow — Epping — Debden, Epping Forest Shopping Park) from 3 August as direct replacements for EOS commercial services withdrawn at short notice, increasing the peak vehicle requirement (pvr) at Harlow by 7. The 66 requires 3 buses on Mon — Fri & 2 on Sats, the 86 requires 1 bus Mon- Fri only, and the 87 requires 3 buses Mon — Sat. 7 vehicles have been transferred into Harlow to cover the increased pvr comprising:

1641	(GN57 BOH)	Alexander Dennis Enviro 200 B26F from Reserve
3523	(LI03 MYK)	DAF SB120 / Wright B32F from Tunbridge Wells
3994/4060	(GN07 DMO, GN59 FVB)	Alexander Dennis Enviro 200 B38F from Northfleet
4124	(SN67 WUO)	Alexander Dennis Enviro 200 MMC B45F from Gillingham
4282/4	(GN14 DYA/C)	Wright Streetlite DF B40F from Maidstone;

All carry interurban livery except for 4124 which wears latest light blue livery. They have seen use on existing Harlow routes in addition to the former EOS routes. Owen Woodliffe noted vehicles operating former EOS routes on the first morning of Arriva operation between 0800 and 0930 on Friday 3 August.

Route 87	Solo	YI06 FXV (1456)
Route 66	Enviro 200 MMC	SN67 WUO (1424)
	DAF SB120 /Wright Cadet	LI03 MYK (3523)
	Enviro 200	GN57 BOH (1641)

At **Colchester**, Park & Ride liveried Alexander Dennis Enviro 200s 4074 and 4075 worked the Braintree Freeport shuttle on 27 July and 1 August respectively.



On 1 August, Jonathan decided to have a Clacton bus explorer day and met one of Arriva's Park & Ride E200s on the Braintree Freeport shuttle - odd workings before he'd even left town! The picture was taken at the Freeport end (making a change from the usual shots in the bus park) just after he'd travelled on it on the 11:00 departure from town.

Jonathan Cush.

At **Southend**, Alexander Dennis Enviro 400 MMC 6506 (SN66 WJA) unusually worked service 29 on 25 July.

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

End of Operations

In July, EOS de-registered the 66, 86, 87 and S1 from 31 August, although the Monday-Saturday 13 & 61, the Monday-Friday 133 and the Sunday 66A were retained, to be operated by parent company Swallow Coaches. The Vigar operating licences will cease, with just one under the Swallow name. Route S1 was to be withdrawn without replacement, but replacement routes 66, 86 and 87 were registered by Arriva, commencing on 1 September. However, within a couple of weeks, EOS announced that their de-registered routes would end a month early on 31 July.

Arriva were prepared to bring their replacement services forward a month, but this ran into difficulties, presumably as they hadn't been registered in time. EOS continued to operate routes 66, 86 and 87 on 1 & 2 August, on 1st a full service on 86 and a reduced hourly service on 66 were noted. The 87 appeared to be running in two sections, the northern end Epping to Loughton and the southern end Debden Broadway-Oakwood Hill circular using the old 542 route number; it is thought, but not confirmed, that similar arrangements were in place on 2nd. On 1st, LX07 BYL was on the 66 and 753 was on the 542, with its LED blinds fully programmed. With the help of Essex County Council, Arriva were granted permission by the Traffic Commissioner to commence their replacement operations on the 3rd, which duly happened. On what had been planned to be EOS's last day, 31 July, Ensignbus open-top RM371 operated on routes S1, 66, 86 and 87.



Picture. EOS Buses went out in style by hiring Ensignbus RM371 for a tour of their commercial routes on their alleged last day, 31 July: Stratford City at 0845 on S1, Debden Shopping City at 1110 on 87, Waltham Abbey at 1415 on 86, Loughton at 1550 on 66.

Owen Woodliffe.

Disposals

Dennis Trident / Plaxton President 100 had gone from the fleet by February 2018. It had last been reported in service in January 2017 but then suffered an RTC that month. Dart / Caetano 757 was scrapped around February 2018; it had last been reported in service in May 2017. Further to EBN650, the other Mercedes-Benz Sprinter City 45 BG63 VUW has also been sold, in April 2018 (last seen in service March 2018).

Vehicle on Loan

A white Ford Transit was seen on route 87 at Epping Station on 18 July 2018 (possibly HK15 XHD).

With thanks to John Card, Chris Stewart, Michael Wadman, Owen Woodliffe, LOTS and Flickr.



Richard Delahoy.

Fleet

Dart 458 (GU52 HKC) is withdrawn for component recovery then sale for scrap.

Operations

a new Suffolk contract (SC703) has been won from September, Glemsford to Stour Valley Community School. The Cambridge Regional College contract route 5 (Haverhill – CRC) is replaced from September by route 4 (Great Dunmow – CRC). To clarify the caption to John Lidstone's picture last month (EBN651p23), the reference to Tuesdays seeing twice the number of Stephensons departures refers only to Leigh Station/Rectory Grove/Church, not the whole of the company's operations (and only applies on schooldays).



Picture above Stephensons 434 (EU10 NVT) AD Enviro 200 in Old Road, Frinton on 25 July on service 9 to Great Holland, (thanks to the driver for slowing down on seeing me toting the camera).

Ken Coldwell.



<<<< Lower picture

Stephensons of Essex 639 (YN55 NJK) Scania N94UD/East Lancs Omnidekka at the Clacton outstation during the early evening of 25 July. The double-decker outstationed at Clacton normally works service 702 Frinton-on-Sea to Norman Way Schools in Colchester.

Robert Appleton

EBN652p22

Trustybus

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

Acquired Vehicles

HW54 BUO, Mini Pointer Dart, B27F, new to Southern Vectis (311) 12/04

YM55 SWU, Scania OmniTown / East Lancs Esteem, B29D, new to Metrobus (601) 02/06

YN06 JXR, Scania OmniTown / East Lancs Esteem, B29D, new to Metrobus (603) 03/06

YM55 SXB, Scania OmniTown / East Lancs Esteem, B29D, new to Metrobus (608) 02/06

YM55 SXH, Scania OmniTown / East Lancs Esteem, B29D, new to Metrobus (614) 02/06

BUO from Emsworth & District, June 2018. SWU & JXR from Go Ahead London, June 2018, SXB & SXH from Go Ahead London, July 2018. All via Ensign.

BUO is in two tone green and cream livery with all round LED blinds. The others are all red with roller blinds. SWU was first seen in service on 16 July. JXR was seen on route 410 on 18 July and route 424 on 31st, both times with blinds turned to blank and route number in windscreen. SXB was seen on route 418 on 27 July & 410 on 30th & 31st, also with blinds turned to blank and route number in windscreen.

Further to EBN648, Mini Pointer Dart SN03 EBU, acquired in March this year, was first noted in service on route 7 on 10 May.

Repaints

Solo SF05 NXD has been repainted into fleet livery and was first reported in service on route 384 on 19 April.

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



Trustybus Harlow NK53 UNW at Rail Station, Epping Essex on route 419 to Harlow (blind was working didn't photograph) in May this year 2004 Scania L94UB/Wright B42F ex Go Ahead North East 4870. **Robert Downton.**

EBN652p23

by Mark Lloyd

With thanks to Essex-buses yahoo group, John Podgorski and Hedingham website.

Vehicles Acquired

266	OU57 FKB	ADL Enviro 200	ADL	B38F	Ex Carousel 552
267	AJ58 PZS	ADL Enviro 200	MCV	B40F	Ex Carousel 551
268	AE59 AWM	ADL Enviro 200	MCV	B40F	Ex Carousel 553
515	LX05 EZK	Volvo B7TL	Wright Gemini Eclipse	H41/22D	Ex Konect 515
266	OU57 FKB	Chassis SFD321AR16GY10196		Body AD6252/5	Entered service 11/07
267	AJ58 PZS	Chassis SFD333AR17GY20293		Body MCV381	Entered service 10/08
268	AE59 AWM	Chassis SFD333AR17GY20198		Body MCV290	Entered service 12/09

Note the 59 plate is actually an older build than the 58 plate. Presumably caused by stock vehicle production as these vehicles were both part of small batches sold to generally repeat clients, specifically Halton, South Wales Transport and Thames Travel.



Hedingham 584 (PJ02 REU) Volvo B7TL with Plaxton President body rebuilt to single-door, in Jackson Road, Clacton, on 3 August, working on circular service 137 Clacton - ASDA - Burrs Road - Factory Outlet - Tesco - London Road - Clacton.

Robert Appleton.

See note on EBN652p31, Letters Page For details of this bus.

Vehicles Withdrawn

515	LX05 EZK	Currently at CN and listed as withdrawn. Konect still have 516/8/9 LX05EZL/W/Z.
3	M655 KVV	To Alpha Recovery for scrap
252	EU03 BZK	To Alpha Recovery for scrap — part cannibalised at Sudbury following engine failure
739	T117 DBW	Cannibalised, parts recovery at HD and then to Alpha for scrap end July.

Allocations

809	YN55 PZM	HD to SY	19 July	811	YN55 PZP	SY to HD	19 July
526	LX06 EAJ	u to SY	23 July	811	YN55 PZP	HD to SY	23 July
266	OU57 FKB	Carousel to CN.	23 July	267	AJ58 PZS	Carousel to SY	?? July
268	AE59 AWM	Carousel to HD.	18 July	268	AE59 AWM	HD to SY	Into service 2 August
816	YN55 PZX	KN to CN	24 July	818	YN06 JYC	CN to KN	24 July

Fleet News

* 266-8 arrived from Carousel. They were originally 552/1/3 respectively in the Carousel fleet having been re-registered to their original registrations before arriving at Hedingham. They were 551/2/3 C1-3WYC whilst working on A40 High Wycombe - Beaconsfield or 40 High Wycombe – Thame routes (A40 recently replaced by Chiltern Hundreds 101/2). The livery of Carousel is very close to that of Hedingham and the buses will not need repainting before entering service, just vinyls applied. AJ58 PZS arrived on 22 July. Chassis wise, the ADL 200s fit into the Hedingham fleet well but PZS and AWM are MCV Evolution bodied and thus are unusual and are the first MCV products used by Hedingham. All three ADLs were new to Thames Travel and the original Thames Travel fleet numbers are shown in brackets FKB (957), PZS (158), and AWM (159).

* It is reported that the last month's influx of B7TL Wright Gemini's are to replace time expired Tridents, 515 adding to the yard of B7TLs at Clacton awaiting attention 521 LX05E2D as of 29 July had been converted to single door but had not yet been repainted.

* Also it is rumoured that the remaining B10M coaches will be replaced by ex-Anglian Scania Omnicity single decks before the new school year. This may exclude the Mercedes at Chambers as they are newer than the B10Ms and still see a reasonable amount of Private Hire.

* 295 SN10 CCX Enviro 200 from Thames Travel has received standard fleet livery. 266 OU57 FKB was seen in Clacton on service 137 in Carousel livery (very similar to Hedingham/Chambers) and had Hedingham fleetnames on the dash panel, over the passenger doors and under the driver's cab.

Services

* Service 89X returned to Chambers operation from Hedingham from 24 July.

* Clacton town services commenced on a wet and windy Sunday 29 July following closure of the First depot the day before. The first service to run was the 0755 Clacton to Harwich operated by 254 EU05 AUR. Later in the morning, 265 EU10 AOX commenced service 4A to Jaywick at 0934 and 258 EU56 FLN commenced service 6 to Point Clear at 0939 – both from Pier Avenue. These services formed the daytime output and were complemented by the existing service 137 provided by 255 EU55 BWC later in the morning.

Full output including service 1 and 5 commenced on 30 July. Timetables were laminated and stuck to the bus shelters in Pier Avenue ready for commencement. By Thursday 2 August the town routes were frequently seeing service with double-deckers including the ex-Anglian Omnicity Deckers and also the recent Enviro 200 fleet number 266.

* The B1023 Inworth Road, Feering Bridge has been closed w/c 30 July to heavy vehicles whilst works take place. There is a diversion via Marks Tey which adds 40 minutes to the service 91 and a temporary timetable is in place for 8-9 weeks for the duration of the works.



<<<Picture

Hedingham
584 (PJ02
REU) Volvo
B7TL with
Plaxton
President
body rebuilt
to single-
door, in
Jackson
Road,
Clacton, on
3 August,
working
circular
service 137

**Robert
Appleton.**

Other News

9000 PL51 LGO was spotted on the A134 at Nayland on 17 July driver training, quite a way from its home depot of Clacton. This could potentially have been on route learning or driver training duties for Chambers.

EBN652p25

No PCV vehicle movements this month, although the Two Olympions P574 EFL and K738 ODL are due to leave the fleet soon.

Additional information:

864 AYG	Rolls Royce Silver Spirit.	Entered service 4/19
CJ 95	Austin 12/4 - Strachan taxi.	Entered service 6/19. It's named 'Daphne'
FFS 867	Bedford OB Burlingham.	Work continues at a pace. Painting and sign writing complete.

It's named 'Master Terry', Named after one of the founder Joe Lodge's twin sons.

Building work at the rear of the premises continues throughout the summer for accommodation for the school bus fleet and extra accommodation for the historic fleet.



<<<.

FFS 867 rear boot painted.
But won't be out for a few weeks. Fingers crossed for Canvey!
In the workshop on 3 August 2018.

Andrew Mead.



P574 EFL is seen parked in the meadow at the rear of the premises on 3 August 2018.

Andrew Mead.



by Ian Ransom with thanks to Stephen Barham.

Acquired

Alexander Dennis E200 YX09 AEV/AFA new to First London (44100/4) in 2009 and then passed to Metroline (DE 1666/70) in June 2013, were acquired in 6/18 as B29D, but are being refurbished and converted to single door, before use. See picture below.

Re-registered

Dennis Dart SLF/Plaxton BIG 7006, re-registered to BIG 9248 in 7/18 (new as S303 JUA)



In just 3 weeks Panther have turned this ex First London via Metroline , E200 dual door red into fleet, now single door, ramp in front step new Mobtec destination fitted, was tested yesterday and in service on 11 August. All done in-house apart from repainting by Marden's. Photographed on 11 August at Mayor's Garden, Harwich by **Stephen Barham**.

Publicity News by Ian Ransom with thanks to Richard Delahoy.

Hedingham Panther

leaflets for 3/4/4A/5/5A/6 dated 29.7.18; X76/87/134/135/137 dated 1.7.18
leaflets for 2 (Clacton – Mistley) dated 30.7.18;
2 (Harwich circular) dated 2.7.18;
14 (Harwich – Clacton) dated 20.8.18



Ensignbus
omnibus suppliers to the world

Scania
YV03 UBA
Jacobus Coaches, Co Kildare, Eire.

RML2727
The Flying Moose Restaurant, Taiwan.

Volvo B10M
P550 ESA
Clockhouse Farm, Maidstone.

Volvo B7TL's
LF52 ZPS / ZRE / ZPW / ZPO
LX06 DZN
Tridents
LG02 FBC / FAO / FAK
Scania
YN53 RYC
Shelton Motors for scrap.

Volvo B7TL
LK04 HZV
EA Blue Sky , Limassol. Cyprus.



Picture EOS Buses went out in style by hiring Ensignbus RM371 for a tour of their commercial routes on their alleged last day, 31 July. Seen here on recently introduced route S1 at Stratford City.
Owen Woodliffe.

See Adam Kelleher's report on the EOS saga for an explanation of the cryptic comment.



Ensignbus
omnibus suppliers to the world

Mark Lloyd with thanks to Ross Newman.

Ensignbus Dealing Stock Movements July 2018.

Vehicles in

Go-Ahead London	LX11 CWT/CWW/CVS/CVY/CWA/ CVT /CVM	Volvo B9TLs
Metrobus	YN53 RYC	Scania
Metroline	LK03 GMY/GNF/GLF Volvo B7TLs LK53 LXR/LYG/LYD/LXP LK04 EMV/ENH/CPZ/EKV/ CVS/ENE/ELJ/CVU/ELU	
RATP London	LG02 FAO/FAK	Tridents
Reading Buses	YN57 FXC/FXD/FXE YN08 HYY/MKX/MKZ	Scania
Stagecoach NE	P550 ESA	Volvo B10M

Vehicles Out

A2B buses, Cambridge	LJ56 VSX/VSY	E200s
Bear Buses, Feltham, Middx	YX09 AFE	E200
Galleon Travel, Roydon, Essex	YM55 SXH/SXB	Scania
Hulleys, Baslow, Derbys	HW54 BUW	Dart
London City Tours	LX60 DXA / DXB	Volvo B9TL's
Panther Travel , Manningtree, Essex	YX09 AEV/AFA	E200's
Seaford and District	LJ53 BDO/BFK	Volvo B7TL's (converted to part open-top)
Tyrers Coaches, Adlington, Lancs	LX11 CVU/CVV/CWK/CVP/ CVN/CVZ/CWN/CWM	Volvo B9TL's

Other Movements

Volvo B7TLs
LK03 GMY/GNF GLF/LK53 LXR/LYG/LYD/LXP/LK04 EMV/ENH/
CPZ/EKV/CVS/ENE/ELJ/CVU/ELU/LF52 ZTN

Hardwicks, Barnsley for scrap.

Scania
YN57 FXC/FXD/FXE
YN08 HYY/MKX/MKZ
Vision Bus, Bolton

Ensignbus

Mark Lloyd with thanks to Ross Newman.

Ensign Fleet – July 2018

Enviro YX09 FLD into fleet as 720. YX09 FLD was new to First Centrewest in July 2009 as DML44112 and later became DE1678 under Metroline after services were transferred.

Chassis number is SFD551AR49GY11110 and body is AD8252/4.



Ensign Director Ross Newman most kindly brought his latest 'special open top' acquisition en-route to a family function on 17 June, enabling John to capture the attached views of this remarkable vehicle on its launch day.

The outstandingly good London General B-type replica body was built in 1990 by Farrar, on 1964 Bedford SB5 chassis 946 WAE.

It is licensed as a PSV and so goodness knows where this delightful vehicle will show up and appear!

John G. Lidstone.

Eds. note – that's Kent over there! What a view!!

Publicity News

Ian Ransom with thanks to Richard Delahoy.

Hedingham

leaflets for 3/4/4A/5/5A/6 dated 29.7.18

X76/87/134/135/137 dated 1.7.18

Panther

leaflets for 2 (Clacton – Mistley) dated 30.7.18

2 (Harwich circular) dated 2.7.18

14 (Harwich – Clacton) dated 20.8.18.

Other Operators.

Roger A. Smith.

With thanks to the PSV Circle.

Bourne & Cantwell (L & R Transport), Basildon

Recently arrived here is Dennis Trident W56 PCC with East Lancs H51/36F body from Massiah, Shepperton, Surrey (ex. GVV 205, W56 PCC, W5 ACL).

Dan's, Waltham Abbey

Ferqui bodied Mercedes Benz 1224L (C34F), reg. LN15 RYK, is here from Brown, Dalkeith, Scotland South.

Falconrise (Roman Coaches), Colchester

YN11 ANU, a Bova FHD C53FT has gone from here to Mason, Long Marston, Buckinghamshire.

Ford, Althorne

Brand new here is Scania K410EB6, reg. YN18 SXX with Higer C63FT body.

Kelly's, Nazing

Mercedes Benz Tourismo M C53FT, reg. BP62 PHF arrived here in April from Lakeside, Ellesmere, Cheshire whilst Setra S315 GT-HO C48 FT reverted to its original registration of W123 UGX from IJZ 474 and went to Horton, Sharnhall, Staffordshire.

Kirby's Coaches, Rayleigh

K13 BYS, a Setra S259, C49FT went to Webb's, Armcote, Warwickshire in April.

M&M Staffing, Cooksmill Green

This company has been granted operator's license PF2012481 in June and seems to be operating from the former Regal Busways depot. Acquired in June, was ex-Regal Busways Neoplan N2216SHD C49FT, originally registered as MX10 OFK but re-registered as MM10 NUS.

Mason, Herongate

YN53 CEX, a Scania K114 with Iriza C49FT body has gone from here.

SBC Engineering, Leigh-on-Sea

Iriza C49FT bodied Scania K1241B, reg. T377 JWA has been exported to Cyprus.

Talisman, Great Bromley

Following on from the news this operator had ceased trading, all vehicles have been withdrawn from service and have either been disposed of or are awaiting disposal. A pair of Setra S315GT-HDs, reg. VSU 803 and TSU 182 have reverted to their original registrations of V35 HAX and T250 GON.



SEV 777, an immaculate Duple bodied Bedford OB now with Brentwood Coaches, seen at the Essex Bus Rally/Londoner in the Country at Barleylands on 22 July.

Roger A. Smith.

Hopefully, space will allow us to show more of the lovely vehicles at this joint event in a future EBN.

EBN652p30

Letters

Michael Allen from Colchester

Colchester Vehicle Allocations

Thank you for another enjoyable read of the latest EBN651p20.

With regards to the Arriva Colchester vehicle allocation to routes, although quoted as fluid, in the case of routes 2 and 8 they are normally worked by MPD DARTS, STANDARD DARTS and ENVIRO 200 on route 2 and SB120, STANDARD DARTS and B7RLE on route 8. Vehicles on these routes are seen by me most days of the week. It is fairly unusual to see a SB120 on route 2 and a MPD DART on route 8 as quoted.

Extracts from an Email Exchange Between Owen Woodliffe, Adam Kelleher, David Grimmett and your Editor The EOS Aftermath

Just on the Arriva and EOS websites:

"Arriva state that due to legal reasons they will not be operating 66, 86,87 from tomorrow and they are working with Traffic Commissioners and ECC to start on 1 September."

"You had a good day out then? I had heard EOS planned something special but was not sure what that meant. Proper blinds as well! I saw the news about Arriva on the group Facebook page — outrageous I don't normally post my indignation but I felt compelled to comment thus -

If it means maintaining a service, bureaucracy should be thrown out the window. It's very easy to lose passengers but very hard to get them back again. If this is at the insistence of the Traffic Commissioner it is a disgrace. If Arriva want to run the services let them and then sort out the paperwork later. SERVING THE PUBLIC IS OUR FIRST PRIORITY NOT FILLING OUT THE CORRECT FORMS IN THE CORRECT SEQUENCE.

Who will I upset now?"

"whilst you are correct that "serving the public is our first priority" let us not forget that the blame lies completely with ... EOS. Very nice of them hire an open top bus for enthusiasts, pity they can't run the services they registered for normal passengers. ... If people stuck to the rules, like most companies do, there wouldn't be this problem."

"Thanks for that info and I can understand your point of view. Yes, if everyone stuck to the rules things would run along smoothly. But when a situation arises when one party does not, surely ECC and the Traffic Commissioners office should do everything they can to help the incoming operator provide a service, not hinder them. The notice by Arriva does not specify what the legal reasons were but, assuming they were the technicalities of registering / deregistering the service, there seem to be several options open to maintaining a service even as a last resort, allowing Arriva to run with 'on hire to EOS' stickers. Of course, it does beg the question, if an operator has let down the public / county council then why is he still allowed/invited to run bus services? A question that has been asked several times in various parts of the country."

Eds note; It is understood the various elements of the bureaucracy did work together on this issue to alleviate the worse aspects of an unfortunate situation for bus users. Of course, it is unlikely that we will ever know the full story or, at least, not for many years! A number of questions are raised by the correspondence, at very least, the "authorities" should try to ensure that all operators stick to the rules of the game. Most do and, apart from the problems created for passengers, it is not fair on the "good" operators who stick to the rulebook, even when it is inconvenient!

Additional Information on the Hedingham Report on EBN6523p24

Mark Lloyd writes

"In March 2018, PJ02 REU was still in service with Go Ahead London on route 154. It was transferred to Hedingham late March 2018 and was to become trainer 9016. In early May it was reported as going into the operational fleet as 584 and the training number taken by YU02 GHA an East Lancs Myllennium.

4/5/18 it was reported in Clacton workshop being prepared and converted but was still VOR up until mid-July.

Late July it reportedly entered service at Clacton, the first recorded sighting on service is 1 August 2018 on the X76 still in ex GAL livery."

Incidentally, Mark Lloyd as Sub-Editor for Go-Ahead Hedingham and Chambers would welcome a "rapporteur" for the Clacton Hedingham operations. His contact details are on page 1 of every issue of EBN. **Ed.**

Talisman in the West Country.



Member **Rob McCaffery** has written from Gloucester.

"Hello Maurice. I am greatly enjoying my monthly copies of EBN and thought you might be interested in using the attached photo in a forthcoming issue.

Taken in Torquay on June it shows J343 BSH, originally London Buses L343 but latterly with Talisman of Great Bromley and still carrying their livery with its new owner.

It is now with Bowden & Slater t/a English Riviera Tours in Torquay and the photo shows their 'depot' arrangements, in the access road alongside Torquay Railway Station!

Also in line are the Bristol LH, converted to charabanc appearance and which has served with the likes of Shamrock & Rambler and Midland Red North, protected by wooden boards fixed to the sides, plus an ex-Llandudno Dennis GL toastrack, protected by plastic sheeting and finally an unprotected ex-Southport all-Leyland PD2.

This view has added significance for Essex in that had WNO 480 stayed with the firm this would most likely have been how it would have been 'garaged'.

I think we can agree that the KSW had a lucky break in being sold on so fast.

Each time I go to Torquay I check this road and there are always ERST vehicles parked up there off-duty so this is clearly a regular, long-term arrangement."

Target Dates for EBN653 (September 2018).

By	Saturday	8 September 2018
By	Saturday	15 September 2018
By	Monday	24 September 2018

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



Essex Bus News

**EBN652
August
2018**

Top picture

First day of Panther operating service 2 (Clacton – Mistley), sub-contracted from First Essex on 30 July at Clacton Pier Avenue, it's the first departure at 0625.

DC61 PAN was new as YX61 BXJ.

Stephen Barham.

Middle picture

Flagfinders of Braintree covering rail replacement on the Witham to Braintree branch on 2 August, due to delays being caused by heat-related speed restrictions on the Greater Anglia network!

Jonathan Cush.

Lower picture

Ipswich Buses 43 (YR61 RVL) Scania Metcity in East Hill, Colchester on July 31, inbound on service 93 from Ipswich.

Ken Coldwell.

EBN652inner rear cover



Hedingham Replaces First on Some Clacton Routes

**First day of the new
services on Sunday 29
July.**

Top. 258, EU56 FLN on service 6 to Point Clear in Pier Avenue at the start of service on the 0939 departure. 265, EU10 AOX can just be seen behind departing on the 0934 departure to Jaywick as service 4A.

Thomas Lloyd.



Centre. 265, EU10 AOX on the 0934 service 4A to Jaywick from Pier Avenue. The first departure and the start of the route.

Thomas Lloyd.

Lower. 254, EU05 AUR on service 3 arriving from Harwich at Pier Avenue ready to depart on the 0955 return from Pier Avenue.

Thomas Lloyd.



Essex Bus News August 2018