

Essex Bus News

No. 634 February 2017



Essex Bus Enthusiasts Group. £4

www.essexbus.org.uk



fb.me/essexbus

where sold



Top picture:

One of the features of this month has been the use of 'deckers on the Arriva Southend 29.

Well: just to question your Editors judgement, we see Orange single deckers! To cover for Optare Versa(s) under warranty work, Optare Solo SR demonstrator YN64 DWD arrived late night (1 Feb), the photos above shows it in its first morning in service (2 Feb), at Belgrave Road.

John G. Lidstone.



lower picture The Westcliff Trident has now carried an offside advert for some weeks, after the ad spaces were released/taken up by the contractor. A night view may appeal, taken in the first week of January. Also, it has lost its 'heritage' Westcliff nearside advert, but, having carried a 'standard' ad for a while, is currently running with bare nearside advert space - for the first time since it was repainted in WMS colours.

John G. Lidstone.

Front Cover Picture.

Your Editor complained in EBN633 that no-one had sent a photo of Ensignbus's new acquisition 651. Here's one for EBN 634! Taken at Blackmore by the driver Daniel Disbury on 14 January 2017, forwarded with his permission by Adam Kelleher. So we have new photographer, new bus and new route.

EBN634ffc

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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:

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Printed by Directcds Ltd

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WARE, Herts SG12 0EF
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www.directcds.co.uk

Reports and observations

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

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

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

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

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

MID-ESSEX MEETINGS by Maurice Austin.

Quaker Meeting House, corner of Parkway and Rainsford Road, Chelmsford, less than 10 minutes walk from the Bus and Rail stations; continue along Duke Street past Civic Centre and cross to far side of Parkway. There is a small car park on site, other public ones nearby. Tea and coffee making facilities. For those who need other refreshment, there are plenty of excellent pubs and eating establishments nearby. Members and guests welcome. £2.00 donation towards cost of room hire, please.

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

Thursday 23 February tba.

Thursday 23 March EBEG 52nd AGM at 1945 followed by Alex Hornby, CEO of Transdev Blazefield.

Thursday 27 April John Card. 30 Years with Grey-Green.

Other dates for 2017 **Thursdays 25 May, 22 June, 27 July, 28 September, 26 October, 23 November, 21 December.**

NORTH ESSEX MEETINGS by Dave Arnold.

Downstairs room at the Friends Meeting House, Church Street, Colchester, just south of "Jumbo" (the water tower) and behind the Mercury Theatre. Town centre bus stops and parking are nearby. Doors open at 1915 for informal chat, and often an impromptu slide show, with the main talk or show from 1945 to 2145. £2.00 donation towards room hire, please.

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

Friday 10 February Trevor Brookes. 'Looking back – variety in the 90's'.

Friday 10 March Gary Sharpe. 'Truck and bus NPSVs'.

Other dates for 2017 none in April, **12 May, 9 June, 14 July, 11 August, 8 September, 13 October, 10 November, 8 Dec.**

A Blast From The Past!



Eastern National 1731 Leyland National NEV 688M seen at Romford on layover after operating limited stop shoppers service 435 from Silver End during 1981. **Paul Harvey.**

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

EVENTS

Saturday 25 February ...	London's Transport Collectables, Croydon Park Hotel, Croydon.
Friday - Sunday 10 - 12 March	Victoria Coach Station 85 th Anniversary Celebration.
Saturday 1 April ...	South East Bus Festival, Detling.
Sunday 2 April ..	Hemel Hempstead and Tring Running Day.
Sunday 9 April ..	Ipswich Running Day. Ipswich Transport Museum/Colne Estuary Preservation Group.
Sunday 9 April —	Spring Bus & Coach Gathering. London Bus Museum, Brooklands.
Sun/Mon April 16/17 ..	Medway Festival of Steam& Transport. Chatham Dockyard.
Sunday 25 June ...	Basildon Bus Rally at Barleylands, Billericay.
Sat/Sun 8/9 July -	ECW 30 th Anniversary Weekend. East Anglian Transport Museum, Carlton Colville.

GROUP TOUR

Saturday 25 May Tour of Essex Operators. Fare is £20.

Pick up at Colchester North Station at 0830 and opposite Chelmsford Railway station at 0915, we will be visiting a selection of Essex operators including Dons of Dunmow, Acme Bus Co, Lodge of High Easter and Regal Busesways. Return to Chelmsford approx 1730 and Colchester 1830. To book, please send a cheque payable to E.B.E.G together with a S.A.E. to Keith Woods, 34 Normandie Way, Bures, Suffolk, CO8 5BE and state desired pick up point. Hi-Viz tops are required for this trip.

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.



Eastern National 1924 JHJ 150V Last MK 1 Leyland National in fleet (front end rebuilt following an accident in Main Road Little Waltham) seen at Showbus on 5 July 2009. **John Salmon.**

50 Years Ago – Fuel Rationing.

Richard Delahoy.

SOUTHEND & DISTRICT
JOINT SERVICES

FUEL RATIONING

**REDUCED AND
REVISED SERVICES**

IN OPERATION

JANUARY, 1957

**SUPPLEMENT TO
TIME TABLE BOOKLETS**

AS ISSUED ON
30th SEPTEMBER, 1956

showing all revisions since introduced

The Time Table Booklet issued on 30th September, 1956, will remain current subject to the Revisions shown in this Supplement.

REGULATIONS AND CONDITIONS—Passengers are conveyed subject to the advertised conditions contained in the current Official Time Table Booklets (Price 6d.) or in any separate notices.

SOUTHEND-ON-SEA CORPORATION TRANSPORT
Transport Offices—87, London Road, Southend-on-Sea
Phone : Southend 49451

THE EASTERN NATIONAL OMNIBUS CO., LTD.
Head Offices—New Writtle Street, Chelmsford
Phone : Chelmsford 3431

District Offices—17/21 London Road, Southend-on-Sea
3, Bradley Street and Pier Hill, Southend-on-Sea
Phone : Southend 49411

Tyler's Avenue, Southend-on-Sea
Phone : Southend 66479

London Road, Hadleigh (Phone : Hadleigh 58421)
Leigh Beck, Canvey Island (Phone : Canvey 47)

S & D 62/5157 Index Publishers Limited, Dunstable and London—17637 6 M

One of the more dishonourable episodes in British history was the ill-judged (and failed) attempt to invade Egypt in 1956 in concert with France and Israel, following Egyptian President Nasser's nationalisation of the Suez Canal. The Canal was closed from 31 October 1956 to 24 April, 1957 and hence cut off the direct route to the UK from the oilfields around the Persian Gulf. This quickly led to fuel shortages at home and petrol rationing was introduced in mid-December 1956, lasting until mid-May the following year. Supplies of fuel oil and diesel to industry were similarly affected, with a 10% cut in industrial supplies although I believe the bus industry only suffered a 5% cut.

For the bus industry, this inevitably led to selective service cuts, as these posters and leaflet demonstrate. Most service cuts took place in the evenings and on Sundays but some weekday daytime services were also affected. The large traffic notice above was undated but has an issue date of 17/12/56 and was followed by a series of specific notices announcing cuts from 13 January, 1957.

As the extract from the booklet shows, fares were also increased with a "Suez surcharge" of ½ d on singles and 1d on returns. Passenger numbers on buses inevitably rose as private motoring was restricted, but the effect was only temporary.

Fuel supplies began to improve during 1957 with tankers arriving the long way round via the Cape of Good Hope before the Canal was reopened, so that diesel fuel rationing ended from 1 April. This enabled normal services to be restored from 7 April. I'm not sure if the fuel surcharge was removed then or whether it was rolled into a general fares increase.

In view of the necessity for fuel economy, certain omnibus services will be reduced and the Public are advised to make enquiries at the Local Offices of the Operators for details of amendments to Service times before making their journeys.

Public Notices, giving details of the revised times, will be exhibited in the omnibuses concerned (wherever possible).

The Operators regret any inconvenience which may result from the curtailment of certain services.

Southend Corporation Transport,
87 London Road, Southend-on-Sea (phone 49451)
S&D 46/17/58

The Eastern National Omnibus Co., Ltd.
District Office: 17-21 London Road, Southend-on-Sea (phone 49411)
Head Offices: New Whistle Street, Chelmsford (phone 3431)

FUEL RATIONING

In consequence of the above, certain Omnibus Services have been reduced and/or revised.

The Operators' Official Time Table Booklet, dated "30th September, 1956, and until further notice" remains current, subject to the revisions shown in this Supplement, which includes all modifications introduced since that date. For details of Services outside the Southend & District Co-ordination Area, see "Eastern National" Supplement.

INCREASED FARES : Adult Fares have been increased as follows :—

	Increase		Increase
Single Fares (Up to & including 1/-)	½d.	5-Day Weekly Tickets ...	5d.
Return Fares (all values) ...	1d.	6-Day Weekly Tickets ...	6d.
		Season Tickets (and all Children's & Scholars Fares) ...	Corresponding increases

On Sections of Route of Services within the area of the London Transport Executive, 2½d. Adult Single Fares only are increased by ½d.

SOUTHEND & DISTRICT
JOINT SERVICES

THE REDUCED OR AMENDED TIME TABLES INTRODUCED AS A RESULT OF FUEL RATIONING, WILL CEASE, AND THE FULL TIME TABLES WILL BE RESTORED WITH EFFECT FROM SUNDAY, 7th APRIL, 1957

with following exceptions: Services 6/6A—existing Time Tables will continue
Services 4, 5A, 9/9A, 18, 25 25A/25B—certain Time Table improvements will be retained
Services 26/26A—Existing Evening Frequency will continue but certain journeys on Service 26A, previously withdrawn, will be restored
For full details, see leaflets available at the Operators' Offices

Southend Corporation Transport,
87 London Road, Southend-on-Sea (phone 49451)
S&D 45/3637

The Eastern National Omnibus Co., Ltd.
District Office: 17-21 London Road, Southend-on-Sea (phone 49411)
Head Offices: New Whistle Street, Chelmsford (phone 3431)

The December 1957 faretable book certainly shows higher fares than the previous, September 1956, edition, some examples being (single fares quoted): **Service 1**, Southend to Hadleigh 8d increased to 9d, and to Rayleigh from 1/- to 1/2;

Service 2, Southend to Grays 2/2 rose to 2/3; **Service 62**, Southend to Westcliff Plough 4d increased to 5d.

The posters and leaflet accompanying this article are from the Southend area, where Eastern National and Southend Corporation operated jointly, but there were similar service reductions across the whole country. A similar leaflet issued by EN for the rest of its territory recently came to light on eBay but I'm not sure it was worth the £12 asking price. Does anyone have copies of the equivalent publicity for other local operators such as Colchester Corporation? ENEG/EBEG wasn't in existence then to record local bus news. Surprisingly, I couldn't find any reference to the crisis in contemporary issues of *Buses Illustrated*, maybe I didn't look closely enough or perhaps it was so topical at the time that it wasn't considered worth mentioning?

Service Revisions by Paul Harvey.

Arriva Kent Thameside
12 March 17 724 D Harlow to Heathrow Airport: revised timetable.

Colchester Community Voluntary Service
9 Jan 17 SB39 M-F Boxted to Colchester: new service.

Go Ahead Blue Triangle/Docklands
11 March 17 167 D Ilford to Debden: TfL service withdrawn.
 549 M-S South Woodford to Loughton: TfL service withdrawn.

Ipswich Buses
3 Jan 17 92 M-S Ipswich to Maningtree: revised morning timetable.
 93/94 M-S Ipswich to Colchester: revised morning timetable.
 94A M-S Hadleigh to East Bergholt: revised morning timetable.

Lodge & Sons
28 Jan 17 319 Sch High Roding to Bishop Stortford: service withdrawn.



It is most unlikely this gorgeous little creature has ever been used on the 319 but, if anyone can tell the Editor he is wrong with this thought, please do so! Lodges Bedford OB, TMY 700 named "Joe" seen at Showbus on 5/7/2009.

John Salmon.

EBN634p6

Stagecoach Cambridge			
13 Feb 17	7	M-S	Cambridge to Saffron Walden: revision to timetable.
Stagecoach London			
11 March 17	167	D	Ilford to Loughton: new TfL service.
	549	M-S	South Woodford to Loughton: new TfL service.
	677	Sch	Ilford to Debden Stn: new school TfL service.
Stephensons of Essex			
9 Jan 17	9/A	M-F	Great Notley to Great Bardfield: revised route and timetable to include part of withdrawn Hedingham service 34/A.
Swallow Coaches/Vigar Travel (EOS)			
17 Jan 17	500	M-S	Harlow to Epping: new service.
18 Jan 17	500	M-S	Harlow to Epping: service withdrawn – see Trustybus report by Adam Kelleher.
4 Feb 17	66	M-S	Waltham Cross Circular: revised timetable to operate every 30 mins Mon to Fri and every 90 mins on Sundays. Debden Park High Sch journeys withdrawn.



picture: On 12 January, Owen Woodcliffe wrote: "Today at Epping, EOS has started its 500 but Trustybus are still operating!! However, no sign of Ensign extending their 21 to Epping so they probably know more. I heard Kevin Webb (I assume it was him, as he was in Range Rover K11 WEB) say on his mobile that 'they' are still operating so it seems it is a surprise to him. Trustybus vehicle have had the Logic Travel name taped over to just show Galleon as legal owner and some also have a paper label with Galleon as well - I could not get close enough to see whose name was on the discs. So I was able to take photographs for EBN showing both operators and, for the record, also others on the EOS route - a motley collection of a Dart/Caetano, Trident 100 (*above*) and both Scania Omnicitys - at least they all have working destination displays!" *Also see EBN634p8.*

Owen Woodcliffe.

Trans Vol			
1 April 17	265	MThF	West Horndon to Grays: revised to operate on Mon, Wed & Fri only.

(acknowledgements to LOTS, Essex, Hertfordshire & Suffolk County Councils, Omnibus Society (Eastern Branch) & Richard Delahoy). EBN634p7



Both pictures by **Owen Woodliffe**, caption on EBN634p7. EBN634p8



Both pictures by **Owen Woodliffe**. See EBN634p7 for caption. Owen writes "It was good fortune that I made the journey on the day the 500 commenced rather than wait until my meanderings to Chelmsford the following Thursday. A revised caption for the EOS Trident should be: Just 24 hours after this photo was taken on 17 January, EOS Trident 100 (LT02 ZZV) on their 500 route was shunted by an aggregate lorry into the rear of Trustybus Volvo WNZ 1103 at Thornwood, just north of Epping on the old A11 with almost certain terminal damage to both."

EBN634p9

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

Traffic Commissioner Public Inquiry into Galleon Travel and Subsequent Events.

Galleon Travel was called to a Public Inquiry before the Traffic Commissioner for the Eastern Traffic Area, Richard Turfitt, on 1 November last year (following a preliminary hearing on 14 September) over concerns about the way that it and associated company Logic Travel were financed, structured and managed, plus reports of poor reliability.

Further to EBN595, it seems that when Logic Travel commenced route L3 in March 2012 the company was not at the time associated with Galleon, but that later that year the company was sold by its owner, Giuseppe Ricotta, to Galleon. Subsequently, in May 2013, the Trustybus fleet name and livery (which had previously been used up until August 2009 when Galleon sold their original bus services to Centrebus) was re-introduced to replace the Logic Bus branding. Logic Travel was kept as a separate company with its own license, and with Mr Ricotta still as a director, but all bus services were registered to Galleon and branded as Trustybus. Trustybus was operated under two licenses, Galleon Travel (2009) (17 O discs, although 6 of these were for its coaching operations) and Logic Travel (20 O discs). (This explains the previously reported different Galleon Travel and Logic Travel legal lettering seen on buses.)

Much of the proceedings at the Public Inquiry centred around the relationship between the two companies. The Traffic Commissioner's office had not been properly notified when Mr Ricotta had sold Logic to Galleon. Logic no longer had its own bank account and therefore had no financial standing. It was found that the management team at Galleon had in effect been running the Logic Travel operation, with Mr Ricotta remaining as a director of Logic basically in name only. There was only one, part time, Transport Manager shared between the two companies. The TC had concerns about her not fully understanding her role and therefore not providing effective management. One director of Galleon was found to have a shortage of practical experience. The lack of management control was demonstrated by an incident of a driver of a double decker being left to plan his own route using a sat-nav and ending up hitting a low bridge. The TC stated that Logic being kept as a perceived separate company could have given Galleon a competitive advantage by shielding them from responsibility if action was taken against Logic. He concluded that it was clear there had been such a blurring of the two operations, with the assumption of control of Logic by the Galleon management team, that the operations were in effect treated as one and that there had been repeated failures to notify him of material changes.

The result of the Public Inquiry was that the licence for Logic Travel was revoked by the Traffic Commissioner with effect from Tuesday 17 January 2017. An application was made to increase Galleon's O discs to compensate, but because up-to-date financial statements were not provided, the TC did not have evidence of financial standing and refused the application. However, he did allow Galleon a 10-week period of grace for them to provide the additional financial evidence he required and so the PI was scheduled to be reconvened on 16 January. Galleon was also fined £1,100 in regards to local service reliability problems.

The revoking of the Logic license potentially left Trustybus without enough O discs to operate all their services after 16 January (subject to the outcome of the reconvened Public Inquiry). Routes 392 and 505 (except Saturday ECC services on the latter) were deregistered last year, with operation ending late December (probably 23rd). To cover for the possible loss of Trustybus services 419 and 420, Ensignbus registered an application to extend route 21, Brentwood-Ongar, to Epping, and Swallow, trading as EOS, registered new route 500 between Epping and Harlow (reviving a former London Country / Arriva route number), both to commence on the 17th. However, Galleon were successful in meeting the Traffic Commissioner's requirements at the 16 January PI and were thus granted an increase in O discs from 17 to 32. Therefore, the remaining Trustybus services continued unchanged. Galleon are now licensed for 26 vehicles at Hailes Farm, Roydon (buses) and six at Hoddesdon (coaches). The current bus PVR is thought to be 24. By 17 January, Trustybus vehicles which had carried the Logic Travel name on legal lettering had it taped over and some had a paper label with Galleon legal lettering applied.

Consequently, the extension of Ensignbus route 21 from Ongar to Epping did not occur. However, EOS did go ahead with operation of route 500 as planned on the 17th. On the first day, the 500 was worked by 100, 752, YR10 AZO and YR10 AZV. The same vehicles plus 753 operated the next day. Unfortunately, and somewhat ironically, on the morning of the 18th, EOS's 100 on the 500 was involved in an RTC with two Trustybus vehicles, YN53 RXU and WNZ 1103, plus a lorry, on High Road, Thornwood. From photos of the incident, it appears that the lorry went into the back of 100, which in turn hit the back of 1103, which in turn hit the back of RXU. It has been reported that RXU is going to be repaired but that 1103 is too badly damaged for economic repair. Thankfully no serious injuries were reported. Whether because of this incident, or just a decision that competition on the Epping to Harlow corridor was not viable, EOS ended operation of route 500 that day. Even in the world of Harlow bus operation, route 500 must have set a record, with just two days of operation, first day 17 January, last day 18th.

Working

PSU 316 operated as an extra on Transport for London route 25 on 9 January due to an Underground strike.

With thanks to John Card, Chris Stewart, Owen Woodliffe, Route One, Coach & Bus Week and Hertfordshire Mercury.

EOS London.com

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

Route 500

Please see this month's Trustybus article for details of this and accident damage suffered by 100.

Repaint

761 to fleet livery, seen on 18 January.

With thanks to Owen Woodliffe.

Trustybus, cont.



"Illustrating the different legal lettering previously carried by Trustybus vehicles, TB VFM is seen in Harlow Bus Station on 1 March last year carrying "Logic Travel Essex Ltd" legal lettering, but, just above, "Galleon Travel 2009 Ltd" has been removed." **Adam Kelleher.**

And Whilst We Are In The Area, David Grimmett from Minehead writes ...

Living across the other side of the country the EBN is a useful medium for keeping up to date on bus service changes. I see that buses to my former home village of Nazeing are being cut severely. I was, however pre-warned of this as I read in a local paper under the heading "NAZEING STORM OVER THREAT TO AXE BUSES". The piece went on;

A storm of alarm and public disquiet has erupted in Nazeing following the news that a string of "uneconomical" rural bus services may be axed. If the "death sentence" threatening several routes is carried out, Nazeing could lose all its transport links with neighbouring towns. According to many people this would bring widespread misery and inconvenience to villagers who do not own cars.

The article then goes on cite many examples of hardship but I was pleased to see that the bus company did not shirk their responsibilities and gave plenty of warning of the cuts, the article came from the Hoddesdon Mercury and Journal **dated 8 January 1971** oh and the bus company was London Country. With tongue firmly stuck in cheek ...



Colchester Catastrophes

Robin Jenkinson.

Although I passed my PSV test with Osbornes and did their signwriting and some coach painting, I used my abilities to help other bus companies when they needed a driver for their signwriting or coach painting work.

Thus, I did work for most bus or coach operators in the Colchester and north east Essex area. This included Colchester Borough Transport who did not use part-time drivers but needed a signwriter to do their advertisements and these I did for a while in the late 70s and early '80s.

These jobs were always a bit of a struggle because the Transport Manager did not want to lose a bus for a day whilst I to signwrote it, so, when I had to do an advert on 45, an Atlantean with the rather square shaped Massey body, I had to do it whilst the mechanic had it up on the ramp working on it.

The advert was on the rear between the top deck windows and the bottom deck windows where there was originally a destination blind removed, I believe, due to One Man Operation. The bottom windows were recessed leaving the engine more exposed and easier to work on, so I leant my ladder against the back just above the recess so that I could reach my working area without my ladder getting in my way. I was getting fine but had to go to my van to get some white spirit. The mechanic thought he would use the opportunity to lower the ramp but pressed the wrong button and it went up instead. Thus, my ladder slipped into the recess. He realised his mistake and pressed the correct button to lower it and suddenly my ladder was taking the weight of the rear half of a double-decker including the engine! As I walked back into the workshop I spotted that my ladder was now bow shaped and getting more so every second! I yelled to the mechanic to stop which he did but from that day, I was the proud owner of unique strange looking curved steel ladder which was, fortunately, still useable.

On a later occasion, I had another unfortunate experience but I will tell you about that in another EBN!



Colchester Borough Council 45, Atlantean with Massey body as described by Robin. Unfortunately, time and the scanning process has distorted the sign writers craft! Seen here in London Road, Colchester in 1980.

Robin Jenkinson.

Black & White Photo Sales.

The picture above is one of Robin's own but is typical of the many super photos he keeps in the Group collection and which are available for purchase. Robin can be contacted as the details shown on page 1 of each EBN.

Tebbit's Tribulations! Recollections of a Former EN Bus Driver. Alan Tebbit, BEM.

When I started at CF depot in 1966, we had a mixed bag of depot inspectors (regulators). All of them were time served men, with a wealth of experience, no one had to ask roadstaff to do anything that they could not do themselves, and enjoyed the respect of the drivers and conductors. Albert Everett was renowned for pacing the forecourt, eyeing the rail bridge, and willing the town service buses to appear. In the early mornings he would peruse the sign on sheet, he knew all of his staff, and would have back up standing by for his regular fail to make it on timers. Reg Card, always smartly turned out, would be the quiet one, just giving a withering look and a shrug of the shoulders to any usurpers. Johnny Dines was the baby of the team, and had a habit of putting his mouth into gear, before his brain was organised. Fred King used to assist the others, never quick to see solutions.

But to me, the main man was Eric George Calver, known to everyone as Sonny. Nothing would phase him, he seemed to thrive under pressure, and in those times of staff shortages, there was plenty of that. He did not suffer fools gladly, and had no time for bad manners, if you wanted his attention, then you asked politely. His reposts were legendary. I recall a bloke one day who asked "Oi John, whens the next bus to Billericay?". Sonny wanted to know how matey knew his name was John, and received the reply that it had been a guess. "So", said Sonny, "guess when the next bus is, and try and get it right this time". He was a veteran of many carnival days, when the whole town was shut down, and schedules went out of the window. Our new superintendent, Arthur Allen, was running around in circles whilst Sonny was calmly setting crews off again after the carnival and the boss asked what else he could do to help. Sonny's instant retort was that the best help you could give was to **** off home. When I was a conductor, nearing the end of a long day, a passenger tended a five pound note for a ninepence fare. I gave him 3 pennies, and took a shilling piece out of a five pound bag, which I then handed to the passenger. When the gentleman complained to Sonny, he thought about it for a few seconds, and then suggested that he now had enough change for the next 95 journeys. Brilliant!

I knew the better side of him. When my wife thought that she had miscarried, Sonny had me home instantly, my work covered, and somehow failed to tell the wages department that I had not completed my shift. On an earlier occasion, I had as a regular conductress, a young lady to whom, may we say, I was romantically inclined, and our Sunday shift had an 0715 start. The conductor started on spare for the first half of the shift, whilst the driver took a coach to Colchester, to work the Margate express X34, back to Chelmsford, and hand over to the service driver. Having ascertained, by phone, that my mate was awake, I signed her on, and set off for Colchester. On my return, I discovered that she had failed to appear, and tried to remove the signature from the sheet. Sonny was aware of what had occurred, and gave me a lecture on relationships over employment, but took no further action, realising that I had learnt my lesson. If you were fair with Sonny, then he would be fair with you.

My favourite Sonny moment came on the forecourt one afternoon, when a builders van drove up, and stopped close to our hero. They were obviously lost, on their way to head office to do some work, and the driver shouted, "Hey, , , New Writtle Street". Sonny pointed out that this was not their destination, and the impolite driver bawled out "How do I get there". There was a pause, then came the classic reply. "I could tell you, but it would be a waste of time. When you get there, you will see a sign saying New Writtle Street", and here he marked out in the air, an oblong about the size of the sign. He then pointed to the end of the forecourt, and said, "Down there is a sign 14 foot high, with 2 foot high letters, saying BUSES ONLY. If you couldn't see that", and here he marked out the little sign again, and shook his head. End of conversation. Working with a character like that was amazing".



Eastern
National 3066
Bristol VRT
ECW UVX 3S at
Chelmsford
Bus Station
awaiting
service 313 to
Halstead
during 1980.
The vehicle
was allocated
to HD depot
(Halstead).
Paul Harvey.

Allocation Changes

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

Period 6 (21 August - 24 September) additional to EBN 630

65680 CR-CR(out of service)

65680 is parked next to 66809 at Colchester depot, both are being stripped for spares. (See EBN631 for more on 66809.) It is reported that 65680 has been out of service since circa early September last year. The reason for its withdrawal from service is not known.

Period 9 (20 November - 24 December) additional to EBN 633

20801 CF-CF(out of service), 20802 CF-FG, 20803 CF-FG, 20804 CF-FG, 20805 CF-FG, 23019 CF-CF(out of service), 23020 CF-CF(out of service)

Period 10 (25 December - 21 January) No transfers this period.

Disposals

December 2016: 20802-5 to First Devon & Cornwall at Camborne

Repaints

CF53132, seen in Chelmsford on 16 January CF66797, seen in Chelmsford on 27 January

CF66802, seen in Chelmsford week ending 28 January

To Urban livery with small "First Essex" names with f symbol above entrance door and driver's cab, depot stickers both sides and main "Essex" fleet names on lower panels (53132) or cove panels (66797 & 66802) both sides. The repaint of 53132 completes the repainting of Solos into Urban livery.



66800 (MX05 CCF) allocated to Colchester, rear view in Colchester hybrid livery, in St John's Street, Colchester on 27 July 2016.

Robert Appleton.

EBN634p14

Other Vehicle News and Workings

Colchester and Clacton

32475 and 32476 have super rear adverts for CT-1, first seen in December. Accident damaged CR63339 (see EBN633) was back in service by 19 January, seen on route 65 that day. Partial correction to EBN633: it was stated that CR33184 was back in use after accident repairs, although, initially at least, it was just being used on driver shuttles, however on the very next line it was shown as operating on routes 103/4 on 5 December, so evidently not just being used on shuttles! Double deckers seen operating on routes 103/4 (all CR, all January): 32087 (5th, 12th & 18th), 32477 (5th & 19th), 33190 (9th & 27th), 32641 & 33078 (20th), 32476 & 33196 (24th), 32642 (26th), plus one StreetLite seen, 63341 on 11th. Jaywick was evacuated on 13 January due to potential (but thankfully not realised) storm surge flood damage, routes 10/11/12 were affected. The road through Great Holland was closed 23 to 26 January due to gas works, therefore routes 7/8 ran in two parts. The main service ran Clacton-Walton, but non-stop from Clacton Rail Station to Kirby Cross diverted via Thorpe-le Soken. A second service ran Clacton-Holland on Sea-Clacton, connecting with the main service at Clacton Rail Station. Great Holland was not served. Also, due to this road closure, the 2245 Clacton-Walton service 100 did not operate. The gas works finished a day earlier than scheduled with normal service on routes 7/8 and 100 resuming on 26 January. The three newer 03 registered Scania's at Clacton now seem to be more commonly used on local routes having previously been the mainstay on routes 74 & 76 for a long time (alongside double deckers before CN lost its last two). For example, on 27 January, 65690 was on routes 7/8 and 65691/2 were both on the 17/18, whilst on 28th, 65690 was on the 17/18 and 65691/2 were both on the 7/8. On both days, routes 74 & 76 were being operated by slightly older 51 registered Scania's.

2 January	(Bank Holiday) Colchester local routes were mainly worked by StreetLites, exceptions seen being 65674 & 66807 on 65 and 66810 on 1A	7	CR63334 on driver shuttle
8	CR65674 on 102	10	Green CR66798 on 70 (and on 26 th)
12	CR32642 on 67, CR63333 on 70	17	CR32640 on 65
20	CR33186 on 67, CR33195 on 64	24	CR33078 on 1A and on 67A on 26 th
27	CN44596 on 7/8, CN44597 on 5/A, CN44598 on driver shuttle, CN44599 on 10/11/12		
28	CN44596 on 10/11/12, CN44597 on 7/8, CN44599 on 5/A	30	CF66837 on loan to CR



44599 (YX08 HJF) allocated to Clacton, in Audley Way, Frinton-on-Sea on 7 April 2016, working service 9 Walton-on-the-Naze – Great Holland. An Essex CC contracted service, that First Essex lost to Stephensons of Essex wef 10 April 2016.

Robert Appleton.

Chelmsford (including Braintree Outstation)

(All vehicles listed below allocated to CF)

32856 & 32864 were still at Braintree outstation on 29 January.

5 January	65031 on 31X	6	67903 on 71
9	67171 on Park & Ride, one of the new Enviro 200 MMCs seems to be allocated to evening peak Sandon P&R, a few have been noted during January	10	43802 on 71
17	Shuttle 43480 on driver training in Braintree		
18	One of the X30 Enviro 200 MMCs on the King Edward Grammar School sports contract, alongside three yellow BMC school buses		
19	DS62139 on training in Maldon	23	44550 on 70
27	DS62195 on training in Marks Tey	28	42932 on 70
31	66808 on Park & Ride	1 February	65032 on Park & Ride (and again on 2nd)

Basildon and Hadleigh

9 January	BN47657 on 100	11	BN69908 on X10
16	BN47656 on 100		
25	A BN double decker had a technical issue whilst working in Chelmsford so CF44537 was loaned to BN for a couple of days, it operated BN services on 26th & 27th		
2 February	BN33546 & BN33572 on 561, BN33549 on 100X, BN47655 on 511.		

Sources: own observations, and with thanks to M Allen, M Austin, R Appleton, S Barham, D Bell, W Bell, J Bence, T Clark, J Cush, D Edwards, D Lund Conlon, J Podgorski, I Ransom, K Smith, G Toon, First Essex, Essex Buses Google group and Terminus.

*** Adam Kelleher has again produced a year end up to date First Essex fleetlist; this is produced on EBNpp18 & 19. Our thanks go to Ada for once again dealing with this massive task ***

Amber.

Clarification to Amber article on Page 17 of EBN633. Although SIL 6719 was correctly reported as being on route 14 on 15 December, Owen's photo of it on the route was actually taken on 27 October 2016, on High Road, Fobbing, heading towards Corringham.

Group AGM – a Reminder

Paul Harvey, Chairman.

The Essex Bus Enthusiasts Group 52nd Annual General Meeting will take place on Thursday 23 March 2017 commencing at 1945 in Chelmsford at The Quaker Meeting House on the corner of Parkway & Rainsford Road.

Following the AGM our guest speaker will be **Alex Hornby Chief Executive Officer from Transdev Blazefield.**

A Message From The Chairman

Paul Harvey.

The group's committee has a vacancy for the position of Chairman.

I have decided to stand down as Chairman of the EBEG from the forthcoming AGM. The position requires chairing normally two committee meetings per year and the annual AGM. Also to producing the Annual Report each year for the AGM. Ideally residing in the area of the groups coverage would be a benefit. To express an interest or if you wish to have an informal chat please contact me direct - contact details on page one.

Nice Arriva Driver.

The name of Arriva driver John G. Lidstone nominated as being the happiest driver in the Arriva Southend fleet is Olubunmi Adenodi. (See EBN633ifc)

Several Mysteries Resolved?

Brian Ashley.

Brian Ashley has written:

“With regard to my Bristol LS photo included in the December EBN, I had been wondering how you managed to find it, but I’ve looked back on my emails and discovered that you and I exchanged emails about Tylers Avenue depot in June 2015 and I had attached some photos to you, of which one was the photo published. I’ll resend an LS photo of FJN 163 taken at Tylers Avenue, which I had originally sent you and which clearly shows the ‘Entrance’ and ‘Exit’ wording displayed adjacent to the exterior of the doors.

As I mentioned in my last email, according to my photo collection, at least some of the dual door LS’s were delivered with ‘Entrance’ at the rear door, but these were changed to ‘Entrance’ at the front possibly to assist OMO (OPO later) operation.

I don’t know what date this photo was taken, but it was obviously after July 1954 as it is displaying fleet number 379 in the ENOC fleet. It also clearly shows the dual-purpose seating, which were not actual coach seats. 379 was one of those converted to C38F in cream livery for the London – Southend Airport coach/air service, although retaining its dual-purpose seats. 379 was converted for that use in May 1959, but converted back to DP38F in green livery in 1962.

Whether you have any room for this photo to be printed is doubtful, but it does at least prove a point about the entrance/exit situation.”



Brian Ashley, see text.

This fine photograph, does, indeed, seem to clear up some of the issues raised in earlier EBNs. But my experience of EBEG members indicates it may well throw up a number of other outstanding matters! One of the fun aspects of editing EBN is the constant reassessment of matters we think of as written in tablets of stone. Perhaps this is one kind of “alternative facts” we have been hearing about recently!

Brian’s email also demonstrates that I never throw anything away! So, do get disheartened if your submission, whether picture or text, doesn’t get used straight away. It is most likely to emerge from the primeval heap that is my study in the fullness of time! Ed.

Fleet & Allocation Summary January 2017

The information below is up to date to the end of Period 9 (24 December 2016). The fleet list is summarised under main types. Figures / letters in brackets are registration periods.

Changes during 2016

Plus: 33504/7/44-6/8-9/51-3/5/7-9/61-3/7-8/70/2-4, 44659-62, 67160-71

Minus: 20463/500/802-5, 30887/902-3, 32801/4/9-10/47/9-50/5/63/87/905, 33001-2/45, 41732/6-7/61, 43483/5/731, 60135/206, 62406, 65566/74/86-7, 65627/30-1/50/4, 66165/77

From service vehicle to driver trainer: 62195/7, 66179

A new variant introduced during the year was the MMC version of the Enviro 200, in two lengths (44659-62 & 67160-71)

Types that left the fleet in the last year were: Volvo B10M / Plaxton Premiere (20463, a driver trainer), Volvo B12M / Plaxton Paragon (20500), Scania L113CRL / Wright Axxess-ultralow (60135, a stored former driver trainer), Scania L94UB / Wright Axxess Foline (60206, 65566/74/86-7, 65627/30-1/50/4)

Further, there are no longer any Volvo B10BLE / Wright Renown passenger service vehicles (66165/7 have left the fleet, 62139/95/7, 66179 are driver trainers)

Fleet List

Volvo B9R / Plaxton Panther: 20801(08)

Scania / Irizar Century: 23019-20(54)

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)

Dennis Trident / Plaxton President: 32856 (V), 32864(T), 33044/7/72-4/7-8/80-1/86-8/90/5/8(51), 33132-4/6/78/84(02), 33186/8-92/4-6/229/32(52)

The T, V and 52 reg are 9.9m, as are 33044/7 and 33178/84, the rest are 10.5m. The T and V reg have centre staircases, the rest front ones. 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 others are 10.1m. 33425 has bonded glazing, the rest have gasket.

Transbus Dart / Caetano: 41513/23-5(03), 41527/38-9/41-4(53), 42519(03)

Dennis Dart / Marshall Capital: 41730/5(X)

Dart / Pointer: 42482-7(03), 42488-9(53), 42918/22-3/7-8/30-7(05), 43480(R)

43480 is a shuttle bus, not licensed for passenger service

Dart / Pointer 9.4m: 42555-7/61(05)

Mini Pointer Dart: 43360(V), 43801-2(02), 43845-8(55)

43360 is a shuttle bus, not licensed for passenger service

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), 44076-81(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. 44900 is a "mini".

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

67160-71 are 11.5m length with luggage racks for use on routes X10 & X30

StreetLite DF / Wrightbus: 47521-30(64), 47643-58(15), 63161-70(64), 63328-44(65) *The 63 series are StreetLite DF Max*

Optare Solo: 53008(W), 53112-7/21/25-37(02), 53138/9(54)

53008 is type M850, 53138/9 are M950, the rest are M920. 53008 is a shuttle bus, not licensed for passenger service

Scania L94UB / Wrightbus Solar: 62407-10(03), 65665-77(51), 65678(02), 65679-85(52), 65686-92(03)

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

Volvo B10BLE / Wright Renown: 62139/95/7(X), 66179(W) *These are permanent driver trainers*

Volvo B7RLE / Wrightbus Eclipse Urban: 66794-804/6-19/21-30/7(05), 69421/29-34(58), 69512-20(11), 69532-3(05) *69512-20 are Eclipse Urban 2 and are dedicated Park & Ride vehicles in ECC all black livery*

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

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

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

Allocations

Basildon

33047/77/178/88/92/4, 33424-5, 33504/7, 33544-6/8-9/51-3/5/7-9/61-3/7-8/70/2-4, 41513/23-5/7/38-9/41-44, 42519, 47650-8, 66806/13/9/21-27, 67160-4, 69901-19

Chelmsford (including Braintree outstation)

32480-5/651-2/4, 42484/930-6, 43801-2/45-8, 44537-51/659-62/900, 53112-7/21/5-39, 65028-32, 66794-7/9/802/8/11-2/4-5/7-8/29-30/7, 67165-71/901-4, 68508-10/20/31-2/5/51, 69421/9/34/512-20/32-3

Clacton

42555-7/61/918/22-3/27-8/37, 44596-9, 65665-71/5-6/90-2

Colchester

32068/87/475-8/628/31/40-2, 33044/78/80/6-8/184/6/90/5-6, 62407-10, 63328-44, 65672-4/7-9/81-9, 66798/800-1/3-4/7/10/6/28, 69430-3

Hadleigh

33072-4/81/90/5/8/132-4/6/89/91/229/32/373/6/83-5, 41730/5, 42482-3/5-9, 44001-6/76-81, 47521-30/643-9, 63161-70

Driver Trainers (at Chelmsford): 62139/95/7, 66179

Driver Shuttles 43360 (at Colchester), 43480, 53008 (at Chelmsford)

Out of Service / Stored 20801, 23019-20 (at Chelmsford), 32856/64 (at Braintree), 65680 & 66809 (at Colchester)

Total 384 vehicles including driver trainers / shuttles, school buses and vehicles unlikely to see further service.



33184 (LR02 LZD) allocated to Colchester, turning from Osborne Street in to Stanwell Street in Colchester on 14 March 2016. St John's Street was closed due to roadworks, so buses were diverted via Stanwell Street on to Southway. Note First East of England fleetname.

Robert Appleton.

EBN634p19

Peter Mansbridge with thanks to John Card, Richard Delahoy, John Podgorski, Keith Sadler and Harlow Ride

Arrivals at **Southend** are 6256/9/62, (FD02 UKL/UKO/UKU), DAF DB250, East Lancs Myllennium Lowlander H44/29F. They have come from Maidstone depot and were new in 2002 to Arriva Fox County (later Arriva Midlands), moving to Southern Counties in summer 2016 (where, ironically, they replaced former Southend Dennis Tridents).

They are Low-height, 13' 9" and intended for service 29 and only noted on there so far. They could theoretically work the 1 but cannot work 7/8 due to low bridges at Rectory Road and Hockley Station; and are not permitted on 9 due to overhanging trees.

6259/62 entered service on 26 Jan although 6262 failed that morning and is out of traffic at present; 6256 entered service on 27 Jan. It is thought they will be here for about 3 months and may then be replaced by other slightly newer double deckers.

Volvo B7RLE's / Wright 3820/1/3 have been transferred from Southend to Gillingham replaced at Southend by the aforementioned DAF/ East Lincs 'deckers from Maidstone. (3 x Volvo B7TLs have transferred Gillingham to Maidstone to complete the triangle). This leaves 3816 in MAX livery and 3815/22 in standard Arriva livery as the remaining Volvo B7RLE's / Wright at Southend.



Picture:
As described
above, Arriva
6256
(FD02 UKL)
seen in
Mountdale
Gardens,
Eastwood on
Saturday 28
January.
Also see
pictures on
EBN634IFC.
**Richard
Delahoy.**

Courtesy of Richard Delahoy, the current **Southend** allocation is understood to comprise:

8 x DAF SB120/Wrights 3504/7/14/28/31/2, 3935/7

3 x Volvo B7RLE/Wrights: 3815/6/22

3 x Wright Streetlite DF: 4224, 4261/2

18 x ADL E400D: 6499-6516

7 x VDL SB200/Wrights: 3756/9/60/1, 3963-5

18 x Optare Versa: 4225/6, 4245-60

3 x DAF DB250/East Lancs: 6256/9/62

To give a **total of 60**.

At **Colchester**, a further Alexander Dennis Enviro 200 at Colchester ex Guildford is 4018 (GN58 BUE). Dart SLF 3414 transferred to Guildford in exchange (reported last month). 4018 entered service from Colchester with Guildford area route 91 branding as 4017 had done previously (EBN632).

At **Harlow**, the now Arriva liveried Citaro fleet sees daily use on town service 10. 3898 (BU58 URL), the one which has not been noted as repainted from Green Line colours, has been VOR for some months. Volvo B7RLEs/ Wright worked service 59 into Chelmsford on at least 4 occasions during January. Until now Solos have been the usual sub for Versas on this route.

hedingham and chambers

Mark Lloyd with thanks to Essex-buses yahoo group & John Podgorski.

Allocations

563 V307LGC SY to KN Then joined the cycle of B7TL's between CN and KN.

Withdrawals

6 N667THO B10M/Premiere 320 Withdrawn at CN

Modifications

561/3/9 Chambers branding changed to Hedingham. They originally arrived at KN without fleetnames but retained the Chambers route branding. By mid-January they were fitted with Hedingham names. Route branding is slowly being removed.

Services Closed school contract Alec Hunter – Silver End has transferred from KN to HD.

General 511 and 512 Volvo B7TL Wright Gemini are now both in Hedingham livery. 510 suffered a major engine failure post delivery at HD. At the end of January 72, 83 and 95 the withdrawn Olympians remained at the Kelvedon depot.

KN PVR is 13 – end of January allocation was B7TL's 510/560/1/3/9/73/4/5/6/7/8/9/80/1 and Tridents 737/8/9/43 with one or two vehicles floating between Hedingham and Clacton depot's for maintenance.



picture: Hedingham 514 LB02 YXF within Clacton depot on 9 December 2016. **John Podgorski.**

Panther Ian Ransom.

Recently acquired Dennis Dart SLF/Plaxton Y182 CFS, has been reregistered BIG 7006.
Following damage to the overhead wires in the Chelmsford area on Friday 27 January, Panther contributed DAF DB250/East Lancs DB52 PAN, Volvo B12B/Plaxton AB53 PAN + DC53 PAN, Volvo B10M/Plaxton BIG 611 + Y5 TRU and Volvo Olympian/Alexander BIG 9210 to an emergency rail replacement service.

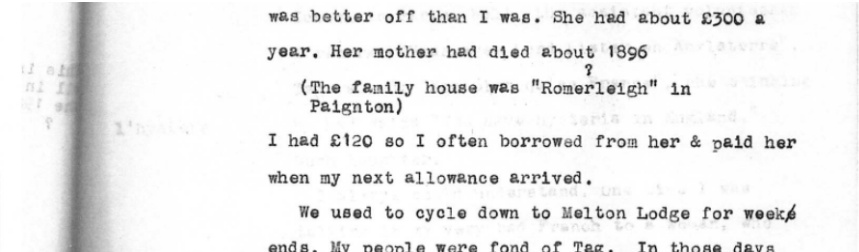


picture: Panther Travel Mercedes-Benz staff shuttle bus AB03 PAN seen near Mardens yard on 8 January 2017. John G. Lidstone.

Publicity Ian Ransom.

First	timetable booklet for 31/31X/33/36	dated 8.1.17
Ensign	Thurrock Area Bus times booklet	dated 12.12.16.

Snippet Maurice Austin.



Your Editor came across this reference to buses in the Memoires of Dr Ruth Bensusan-Butt, a much loved and respected GP in Colchester. The period relates to the late 1890s and the Park Lane referred to is the one in central London.

Vehicles

Olympian 947 (H547 VAT) has been taken out of service and donated to the Ipswich homeless shelter project. 810 (M410 RVU) has been reinstated at Haverhill in replacement, for use on a closed door contract. 809 (M409 RVU) has been sold to Galloway Travel Group. This leaves just 1 ON in use (810) and one stored in the reserve fleet (808).



It is just possible you are looking at the same picture Stephenson's MD Bill Hiron has on his office wall! Suffolk Express Irizar Century 203 (OW03 LFL) unusually at Rochford on Tuesday 24 January.

John G. Lidstone.

Most local bus operators have useful web-sites but that of Stephenson's is particularly interesting and user friendly.

The following extract from a recent posting is typical, note the thought for passenger comfort in the 418 section. Note also, the problems operators have with emergency road closures.

10/01/17 11:27GREAT BARDFIELD - EMERGENCY ROAD CLOSURES

We have been advised of emergency road closures in Great Bardfield, Bridge Street.

We have contacted the contractor, and at the time of posting, we await their reply.

Services disrupted will be 9, 9A, 16.

Details on the website.

Routes 417 and 418

Route 417 will start in Rayne as it usually does and travel as normal as far as Bran End, here it will turn toward Gt Dunmow, Dunmow to Thaxted and then past Gt Sampford toward Radwinter. Unfortunately, this leaves Lindsell and beyond unserved. Route 417 passengers from Lindsell and Great Bardfield should, where possible, make their way to join the 418 which will depart from outside the Coop store at 0731, any passengers from Finchingfield will need to board the 419 at its usual time of 0735 approx.

Route 418 will start its journey at 0731 in Great Bardfield itself and then have to come back to Gt. Sailing. From there the only practical route to get to Finchingfield will be via Braintree and Wethersfield. Undoubtedly, this will impact significantly on departure times from Finchingfield onward. We estimate a minimum of 30 minutes. We'd suggest appropriate, warm clothing.

These arrangements will remain in place for the duration of the emergency road closure.

We're very sorry for this disruption which unfortunately is beyond our control.

EBN634p23



Ensignbus Dealing Stock Movements January 2017.

Mark Lloyd with thanks to Ross Newman.

Vehicles In

Go-Ahead Oxford	T103-6/9/11/6/9-20DBW	Trident
Go-Ahead London	LB02 YXD/YXG/YXK	Volvo B7TL's
	LF52 TGN/TGV/TGX/THK	
	PJ52 LWC/LWD/WRA/WPW	
	LF52 ZPZ/ZRA/ZRD/ZRL/ZRV/	
	ZPO/ZPU/ZPX/ZTN	
	LN51DWP/DWL	Darts
	AE06 HCA/HCD	
	FJ54 ZDV/ZDW/ZFA	DAFSB120's
London United	LN51 DUH	Dart
	SN53 KHR	Trident
Metroline	LK03 GMF/GMV/GMX	Volvo B7TL's
	LK05 GFO	Trident
Stagecoach East Scotland	SP07 HHR/SP56 EBO	Volvo B7R's
Stagecoach Midlands	KX06 TYF	Solo
Stagecoach South	V162 DFT	Trident

Vehicles Out

AC Williams, Grantham	LX03 OSP	
Trident		
Carters Heritage Travel, Ipswich	LK05 GGI	Trident
Country Bus , Heathfield, Devon	LX53 AYP/AYG	Volvo B7TLs
Cumfy-Bus, Southport	LX05 EZJ/FAK/FBU/FCA	Volvo B7TL's
EM Horsburgh, Livingston	PG04 WHK/WHH/WHE/WHD	
		Volvo B7TL's

Flagfinders, Braintree, Essex

	PG04 WHF	Volvo B7TL
MP Travel, Manchester	LK03 GMF	Volvo B7TL
New Horizon Travel, Colchester	BX04 BBJ	Volvo B7TL
	LK03 CFG	
Nu-Venture, Maidstone		
Trident		
RJ of Wem, Conwy	FJ54 ZDV/ZDW/ZFA	DAFSB120's
UK Coachways, Bolton	YK05 CCV	Solo
Xelabus, Eastleigh, Hants	PL51 LGC	Volvo B7TL
Yorkshire Tiger	YJ59 GHA/GHD/GHF	Solo's

Other Movements

Volvo B7L	R986 SSA	
Olympian	R694 DNH	Dearnsdale Fruit Ltd, Stafford.
Enviro 400	LJ09 OKC	Larry the London Bus Ltd, Waltham Abbey.
Dart	LX06 EZU	Mike Lawrenson, Preston.
Dart	LN51 DWL	Johns School of Motoring, London N18.
Volvo B7TL	X559 EGK	Mr Jean Besin, Cambrai, France.
Trident	T103/4/5/6/9/11/16/19/20 DBW	
	S825/26/28/29/32 BWC	
	V162/67/68/69 DFT	
	V618/21 DJA	
	W671/72 PTD	
	LK03 NKE	
	LG02 FDF	
	SN53 KJF	
Dart	LN51 DUH	
		All to MC Tractors, Ely, for scrap.
RML2611		Dualway Coaches, Dublin.
Olympian	G132YWC	Fragers Ltd, Colchester.

Ensignbus

Ensign Fleet – January 2017

Mark Lloyd with thanks to Ross Newman.

Temporary fleet additions for a 5 month Brentwood-Shenfield London Crossrail (Elizabeth line) replacement are Volvo B7TL's 908 (LX53 BJO); 909 (PJ52 LWL); 910 (PJ52 LWN); 911 (PJ52 LWR); 912 (LX05 FAF); 913 (PJ52 LWW); 914 (PJ52 LWW).

Ian Ransom reports that the following were seen on 3 February on that rail-replacement service:-

901 (LC54 BFY); 902 (LC54 BFF); 904 (LC54 BDU); 906 (LC54 BFO); 907 (LJ54 BFL); 910 (PJ52 LWN); 912 (LX05 FAF); 913 (PJ52 LWW); 914 (PJ52 LWW).

at Brentwood, this service terminates adjacent to platform 4 and then depart via Rose Valley and Gresham Road.

Ian also noted (without fleetnames or numbers that he could see), so not sure of ownership but possibly Abbey Travel, Erith) LF52 ZNU; LF52 ZPD; LG02 KHY.



picture A flashback to the Ensign running day on 3 December 2016:
Southend Transport lives on - Van Hool Astromega TD824 245 (JEV 245Y) was as popular as ever and looking superb with Ensignbus Director Ross Newman happy as always to be out with his pet vehicle! **John G. Lidstone.**

Ian Ransom reports that Ensign 109 appeared as the pear hour extra on service 21 (Brentwood - Ongar) on 3 February and First Essex Chelmsford based 44659-44662 are usually to be found on the 351/37 circuit, although they do appear elsewhere.

Service 123 Clacton – Ipswich Part Four 1983 to 1986 By Robert Appleton.

However, in February 1983 the through workings of buses ceased. The Eastern National bus and driver worked Clacton - Mistley and returned to Clacton. The Eastern Counties bus and driver worked Ipswich - Mistley and returned to Ipswich, as shown on 5 February 1983:

0840 Clacton - Mistley, 0933 Mistley - Clacton: CN1769 (MAR 791P)

0845 Ipswich - Mistley, 0932 Mistley - Ipswich: LN539 (HVF 539L)

1240 Clacton - Mistley, 1333 Mistley - Clacton: CN1780 (PEV 692R)

1235 Ipswich - Mistley, 1332 Mistley - Ipswich: RL667 (PPW 667F)

1640 Clacton - Mistley, 1733 Mistley - Clacton: CN1548 (WNO 537L)

1635 Ipswich - Mistley, 1732 Mistley - Ipswich: VR396 (ENG 396K)

The turnaround point was Mistley (Rigby Avenue) which had a bus lay by and a bus shelter, but passengers intending to change buses could wait on their bus until the connecting bus arrived. I never saw a missed connection. Eastern Counties timetables still showed service 123 as a through service, but the Suffolk CC Public Transport Guide Eastern Suffolk dated June 1983 stated "through passengers change buses".

Still an interesting selection of buses, Leyland National, Bristol REL6G, and Bristol VRT/SL2/6LX.

A new type of bus appeared on service 123 later in 1983. Eastern National Bedford YMQS/Wadham Stringer DP33F CN1050 (TJN 973W) worked 1240 Clacton - Mistley and 1333 return on 30 April, and 0840 Clacton - Mistley and 0933 return on 14 May.

From 3 September 1984, Eastern Counties renumbered all Ipswich - Holbrook - Sutton - Brantham journeys from 221 to 123, even for those journeys terminating at Cattawade or extended to East Bergholt.

From 1984 onwards my sightings of service 123 were restricted, because I was working in Manchester, and living in Stockport, but I spotted buses on service 123 twice in August 1986:

1640 Clacton – Mistley, 1733 Mistley – Clacton: Eastern National Leyland National CN1756 (LJN 664P) in the new dark green and yellow livery on 2 August. Eastern National CN1110 (HHJ 371Y) Leyland Tiger TRC/TL11/1R/Alexander TE DP53F in the dual purpose version of the dark green and yellow livery on 29 August.

1635 Ipswich – Mistley, 1732 Mistley – Ipswich: Eastern Counties ex Ribble VR401 (OCK 101K) Bristol VRT/SL2/6LX/ECW H39/31F on 2 August. Eastern Counties LH930 (WEX 930S) Bristol LH6L/ECW on 29 August, the only Bristol LH in the Eastern Counties fleet fitted with coach seats and in the half poppy red half white dual purpose livery.



CN1110 (HHJ 371Y) in Clacton bus station on 29 August 1986 prior to working 1640 Clacton – Mistley 123.

Robert's last photo of a bus on service 123.

Robert Appleton.

EBN634p26

Deregulation of local bus services on 26 October 1986 meant the end of service 123.

Eastern Counties implemented their commercial network in East Suffolk early on 8 September 1986 to coincide with the start of the new school term, and their part of service 123 was renumbered 96.

Eastern National withdrew the Clacton - Mistley service 123 on 26 October 1986, replaced by shoppers services:

X22 Clacton - Weeley - Manningtree, then non-stop to Ipswich, Thursdays only.

124 Mistley - Manningtree - Lawford - Weeley - Clacton, Tuesdays only.

In addition, Chartercoach t/a Coastal Red gained the Essex CC contract for service 123

Manningtree - Mistley - Tendring- Weeley - Clacton, Fridays only.

It was not until 22 February 1999 that a Monday to Saturday service was reinstated between Clacton and Mistley. Village Link service 2 tendered by Essex CC operated via Weeley, Tendring, Little Bentley, Little Bromley, Lawford, Manningtree Rail Station and Manningtree every two hours. It did not follow the 123 route exactly, because it served Weeley instead of Thorpe le Soken, Little Bentley and Little Bromley instead of Horsley Cross, part of Bradfield, and Mistley Heath.

Eastern National operated this service until 5 August 2002, when Hedingham and District took over. Service 2 was retendered again with First Essex Buses taking over from 10 April 2016. Service 2 is normally worked by a 9.4m long Alexander Dennis Dart SLF Pointer. A short Dart makes it easier to turn round on the Manningtree Rail Station forecourt, and at Mistley (Rigby Avenue).

Meanwhile, First Eastern Counties withdrew service 96 from Manningtree and Mistley on 27 August 2005, when the service was revised to terminate at Cattawade, thus breaking the link to Essex. In January 2007, the link was reinstated when Carters Coach Services started operating service 96 Mistley - Ipswich via Manningtree, Brantham, East Bergholt East End, Bentley (Suffolk) and Tattingstone. Carters services were revised on 1 September 2014. The link to Essex became service 92 Manningtree - Brantham - Sutton - Holbrook - Ipswich, thus following the old service 123 route in Suffolk. This service passed to Ipswich Buses with the Carters Coach Services business on 27 May 2016, and now has an hourly off peak frequency. Service 92 is normally worked by Dennis/Transbus Tridents with Alexander/Transbus ALX400 or Plaxton President bodies.



Ex Ribble VR401 (OCK 101K) turning round at Mistley (Rigby Ave) on 2 August 1986 having arrived on 1635 Ipswich – Mistley 123.

Robert Appleton.

Acknowledgements:

Essex Bus Archive (Essex Bus Enthusiasts Group)

Eastern Counties Omnibus Co.Ltd Fleet History 2PF1 (The PSV Circle/The Omnibus Society/Eastern Counties Omnibus Society)

Terminus magazines (Eastern Counties Omnibus Society)

Eastern National Timetables

Eastern National Omnibus Co Ltd Fleet Record 1964 - 1990 (Essex Bus Enthusiasts Group)

Eastern Counties Omnibus Society/Eastern Counties Omnibus Society)

Eastern Counties Timetables

Ipswich Transport Society Bulletins

Suffolk County Council Passenger Transport Guides Eastern Suffolk 1982 - 1984.

EBN634p27



Robert Appleton has written an interesting piece on Manningtree Level Crossing that will be published in a forthcoming EBN. For a taster, here is his photo of Eastern Counties LKD202 (VVF 202) Bristol LD5G 1958 ECW H33/27RD coming over the level crossing in August 1971.
Robert Appleton.

SJN 63 for EBN634 – Text by Paul Bateson, additional research by Richard Delahoy.

I have been a member of the EBEG for a few years now and as a former Southend Corporation Transport employee enjoy the newsletter very much, not only for Southend news but Essex in general. As you know I now live in Canada so I do get a little homesick for Southend although it has changed immensely since I worked and lived there.

Single-decker buses with Southend Corporation Transport were numbered from 200 upwards. By 1959 when 200 (SJN 634) was delivered, only 2 of the 6 original 1931 AEC Regals remained (203/4) and so numbers 200/1 were re-used for the first pair of Albion Aberdonians. These Weymann bodied lightweight buses (a sort of lighter version of the Tiger Cub) were SCT's first to be fitted for one-man-operation. Despite seating 45, they weighed a mere 5 tons 2 cwt unladen, a far cry from today's buses!

Southend had wanted them to be dual doored but the Chief Certifying Officer at the Ministry of Transport was not willing to licence two-door buses for OMO, so the plan was modified before they were completed. Southend protested via the Municipal Passenger Transport Association and later a more relaxed view was taken (or there was a different Chief Certifying Officer!) but not until two more identical Aberdonians had arrived in 1960 as 202/5 (WHJ 428/9). Hence the first dual-door OMO saloons for Southend did not come until 1961 in the shape of Leyland Leopards 206/7 (2717/8 HJ).



Often to be found on the Wakering group of services, here **Paul Bateson** has photographed 200 on the forecourt of Victoria Station on Wednesday 16 February 1966, blinded up for the 29A service, probably one of the occasional special short workings that ran 3 or 4 times a day to Southend General Hospital. It was delivered with a cream V shaped flash on the front but had lost that flamboyant touch on repaint.

Essex Buses Abroad

Paul Bateson worked for Southend Corporation Transport between 1963 and 1969 and lives in Canada. His passion is tracing British-built buses, old and new, that are now operating in foreign parts. Since 2009, he has been the Editor of the full colour quality magazine appropriately named "British Buses Abroad". The magazine is published quarterly by Buses Worldwide and carries a variety of news, articles and photographs from around the world. He is always excited when he discovers an Essex bus abroad! The March 2017 issue includes a photograph of former Eastern National 1665 (AVX 956B) discovered by one of the magazine's readers in Florida. The annual subscription price is £12 and back issues of BBA are available. Paul can be reached at paul.bateson@rogers.com for more information.

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

APT Coaches, Rayleigh

Jonkeere bodied Volvo B12M FJ04 ERK has been re-registered as PT04 APT.

Bourne & Cantwell, Basildon

R866 SDT, a Scania K113TRB with Iriza C49FT body is now with Barker, Roydon.

Farrington (South East Coaches), South Woodham Ferrers

Acquired in November last year was FJ58 AHO, a Scania K349EB4 with bodywork by Salador, Caetano. This was C53FLT but is now C70FL. This vehicle was previously with Lockett, Fareham, Hampshire. Also here is YN09 HZC, a Mercedes Benz MB515, M16 previously with Stewarts, Woodley, Berkshire.

Ford, Althorne

Dennis Tridents S804 BWC and T650 KPU with Alexander H51/26F bodies are here, previously with Yorkshire Traction.

Godward, South Woodham Ferrers

Mercedes Benz Tourismo C57F demonstrator, reg. no. BP65 JNL is reported to have arrived here late last year for an unknown period.



One of Godwards coaches on rail replacement duties at Witham Station in March 2015. Iriza/Scania T123 PGC.

Roger A. Smith.

New Horizon, Frating

Iriza bodied Scania C51FT has reverted to its original registration of YN54 AKK from S20 NHT and is no longer here whilst YP10 VZB, a Scania K400 with Lahden C51FT body has gone to Cooper, Killamarsh, Derbyshire.

Snow (Cheldon Coaches), Great Wakering

YN09 AOV, a Plaxton C33F bodied Mercedes Benz C816D is here ex. Rodgers, Weldon, Northants and ST02 GDE, a MB0814D with Plaxton C33F body has gone from here.

Dominic Lund-Conlon Passenger Transport Manager (Smart Ticketing), Essex County Council Buses and Wheelchairs.

As I write [18 January], the BBC News channel is showing the message that the Supreme Court has decided in favour of Doug Pauley and wheelchair users in the "Who has the right to the space on the bus" argument. None of the coverage is dealing with the biggest issues in this:

- How will this be enforced?
- How can the industry properly convey the priority to customers?
- What will be required to improve the situation?

Ultimately, a driver is going to be put in the middle and therefore at risk of passenger dissatisfaction or worse, potential violence. Is this right? Of course not! How can this potential situation be mitigated against?

In my humble opinion, there are three things:

1. The bus industry chose to market the wheelchair space and accessible buses as "buggy friendly" or "buggy buses". That marketing now needs to change and be clear.
2. The bus industry chose to invite buggies on board. The internal layout now needs to change where appropriate to give space to both buggies and wheelchairs.
3. Customers need to be reminded they can help each other – assisting lifting a buggy into a luggage rack, giving up a seat, considering our fellow traveller.

Regardless of the arguments of who is paying a fare or using an ENCTS pass (which is a separate discussion), everyone needs to get from their bus stop to the destination. How they get there is down to us as an industry – we can get the customer there either seething in anger or with a smile and customer satisfaction.

Alternatively, we can let the law makers decide for us (again)!

Brian Ashley

More Facts on Westcliff.

I'm pleased that the photo of YPU 139 from my collection brought back nostalgic memories to Terence Challis. In order to clarify things, according to The PSV Circle's publications PF 4 dated December 1965 and PF 5 dated February 1966 and my own photo collection, all the bus bodied Bristol LS's supplied to Westcliff and Eastern National in 1953 plus the first two in 1954 had dual doors with the 'Entrance' at the rear and 'Exit' at the front. At some stage before they were later converted to single door, the 'Entrance' changed to the front door and 'Exit' to the rear, perhaps when OMO (later OPO) was introduced. Although it can't be seen very easily in my photo printed in EBN632, the words 'Entrance' and 'Exit' were painted in capitals in the waist band cream panel adjacent to the outside of the doors. At least some later had the wording painted in white on the internal panel to the right of the front and rear door stairs/steps, instead of the exterior panel. All the dual door LS's were converted to single door at various dates between 1958 & 1960.

Buses FJN 162-3, UEV 829 and VNO 869-871 were DP41D, the seats being dual-purpose high back rather than actual coach seats. Buses WXX 441-7, YPU 168-9 and YWW 121-2 were B43D with normal bus seats. Obviously, they all gained two extra seats when they were converted to single door layout with the rear stairs/steps either removed or just floored over.

Although control of Westcliff Motor Services was taken over by Eastern National on 18 May 1952, the assets of Westcliff were finally transferred to Eastern National on 1 January 1955. Before the fleet renumbering of the various combined companies under Eastern National control on 18 July 1954, Westcliff's vehicles ran without fleet numbers in common with its old practice. Bristol LS's FJN 162-3 and YPU 138-9 were the first new buses to be delivered to the Westcliff fleet in green livery, but still with 'Westcliff-on-Sea' fleet-names and without fleet numbers. The last buses to be delivered new to Westcliff in red and cream livery were Bristol KSW's registered FJN 156-9. Gradually Westcliff's red and cream liveried buses started reappearing from the paint shops at Prittlewell in green and cream livery as from the end of 1952, but with 'Westcliff-on-Sea' fleet-names on the sides. Some of that information has been taken from The Omnibus Society's excellent book about the history of Westcliff Motor Services Ltd.

Robert Appleton of Mistley

More Harwich Ferry Services.

Thank you to you, the late Ken Bateman, and Owen Woodliffe, for the article about the Prins Ferries Coach Service in EBN633p4, a fascinating read. I was not aware of this coach service. By the time I was visiting Harwich in the 1970s, there was a Prins Ferries boat train from Harwich railway station to Liverpool Street. I do recollect a BR class 37 diesel hauling BR Mk 1 coaches.

The Prins Ferries ships from Bremerhaven and Hamburg used Navyard Wharf at Harwich Quay. Harwich & Dovercourt Coaches ran a shuttle service from Navyard Wharf to Harwich railway station for ferry passengers and their luggage.

Often Harwich & Dovercourt Coaches had a bus parked on layover outside Harwich railway station.

A photo of Harwich & Dovercourt Coaches NCK 372 in March 1978 appears on the outer rear cover of this issue. NCK 372 was a Leyland Atlantean with MCW body new to Ribble. The seat cushions over the rear wheels have been tipped up to make space for luggage. Note the livery includes the black/red/yellow of the West German national flag at the front 'tween decks. Beyond NCK 372 in the station platform is a blue/grey BR Mk 1 coach, part of the boat train to Liverpool Street.

I regret that I do not recollect seeing the shuttle service actually running, to see how many buses Harwich & Dovercourt Coaches used at any one time.

A photo of Harwich & Dovercourt Coaches 410 COR in April 1976 is on EBN634p32. 410 COR was a Dennis Loline III with Alexander body, new to Aldershot & District. Note that seats at the rear of the lower deck have been removed to make luggage space.



Picture:
Harwich &
Dovercourt
Coaches
410 COR in
April 1976.
See
EBN634p31
**Robert
Appleton.**

Target Dates for EBN635 (March 2017).

By	Saturday	3 March 2017	Reports to Sub-Editors.
By	Saturday	10 March 2017	Sub-Editor drafts to Editor.
By	Monday	20 March 2017	Dispatch by Printers.

Back Cover Photos.

Outer Top As described in EBN634p31, Harwich & Dovercourt Coaches NCK 372 in March 1978. This was a Leyland Atlantean with MCW body new to Ribble. The seat cushions over the rear wheels have been tipped up to make space for luggage. Note the livery includes the black/red/yellow of the West German national flag at the front between decks. **Robert Appleton.**

Beyond NCK 372 in the station platform is a blue/grey BR Mk 1 coach, part of the boat train to Liverpool Street.

Following a query by the Editor, Robert kindly did an internet trawl and discovered that:

Prins Ferries was taken over by DFDS Seaways in Sept 1981.

They closed Bremerhaven – Harwich ferry in December 1982 and the Hamburg – Harwich ferry in March 2002.

Navyard Wharf at Harwich Quay is now used by cargo ships.

Some incidental information:

DFDS Seaways closed their own Esbjerg (Denmark) – Parkeston Quay ferry in Sept 2014. There was talk of another company [Regina Line] restarting this service in 2016, but this did not happen.

The Hook of Holland – Parkeston Quay ferry is now operated by Stena Line and seems to go from strength to strength, with two sailings per day. Parkeston Quay was renamed Harwich International a few years ago.

He expects that cheap air travel and the Channel Tunnel has had an impact on some ferry services.

Outer Lower Re the London Bus Company/EoR "Preservation Corner" article in EBN632, I can confirm that RFs have occasionally appeared on the 339 as far as Shenfield during 2016. The picture is of RF636 at North Weald on Saturday 15 October 2016 and about to leave with a light load on the last departure of the day for Shenfield - on this day the RF had been spare and was substituting for a failed RT family vehicle. RF180 also appeared briefly on the 339 on Sunday 2 October 2016 (the day of the "Number 1s and Unique 1s" event) with the first run to Shenfield, before being swapped at North Weald on its return journey for RT3871 - this was from memory to ensure sufficient RT class capacity, including relief vehicle, for Epping that morning to cater for expected large numbers arriving for this event. I was the conductor on these RFs on the above dates, and therefore happy to confirm their use on the 339.

Dave Cope.

EBN634p32

Lowlander Contrasts.

[Text by Richard Delahoy.]

The transfer in to Arriva Southend of three 2002 double deckers has revived the Lowlander name in the fleet. Older members will typically think of "Lowlander" in terms of Albion's low-height chassis based – not entirely successfully, it has to be said – on the Leyland PD3. Southend Corporation took 10 in 1963 with Alexander bodies and in 1969/70 they became SCT's first one-man operated deckers. The new incarnation of the name in the fleet relates to the low-height (13' 9") version of the East Lancs Millennium body, on DAF DB250 chassis...

top picture:

Arriva DAF DB250 / East Lancs double decker 6256 (FD02UKO) on Arriva Southend Route 29 at the Southbourne Grove bus stop on Fairfax Drive on Thursday 26th January 2017.

Alex Cranfield.

centre picture:

two double-deckers on 29! 6259 passes 6262, which later became a little unwell owing to sub-zero temperatures and required recovery.

John G. Lidstone.

lower picture:

By way of contrast, 323 (7087 HJ) taken at the London Road garage on 6 July, 1971.

Richard Delahoy.



