

Essex Bus News

No. 667; November 2019



Essex Bus Enthusiasts Group

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www.essexbus.org.uk



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where sold



Upper picture

Alan went to Brentwood on 26 October and "captured"

First 44540, YX13 AHP, AD Enviro 200 on route 37 with branding to match; seen in Brentwood High Street.

Alan Moore.

Lower picture

First Essex Buses 69519 (BJ11 ECV) Volvo B7RLE/Wright Eclipse 2 has been on loan from Hadleigh depot to Colchester depot. In St John's Street, Colchester, on 28 October 2019, working service 65 from Highwoods to Stanway Tollgate.

Robert Appleton.

EBN667inner front cover

Front Cover Picture

On parade at the Canvey Island rally on 13 October was the Arriva poppy bus, AD Trident Enviro 400, 6458, reg. SN58 EXX.

Alan Moore.

Essex Bus News 667

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

Black & White Photo Sales

Now discontinued.

November 2019

Welcome to New Member
Len Cornwell, Colchester, 1149.

And we are sorry to have to record the passing of
Doug Cornwell of Colchester, (911) and offer our
sincere condolences to his family.

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. Please see note on p7

A calendar year subscription is £22. 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 £2.00 per month. For example, a member joining in March would pay 10 x £2.00, i.e. £20.00. 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.

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 **but now only accessible via Parkway and Cedar Road West**, other public car parks nearby. Tea and coffee making facilities. Members and guests welcome. £2.00 donation towards cost of room hire, please.

Thursday 28 November	Philip Kirk	the Bus Archive.
Thursday 12 December	Richard Delahoy	20 years ago.
Thursday 23 January 2020	Bob Palmer	Further Recollections.
Thursday 27 February 2020	Richard Delahoy	A Regal Retrospective.
Thursday 26 March 2020	Alan Osborne	

Further dates for 2020; 26 Mar, 23 April, 28 May, 25 June, 23 July, 24 September, 22 October, 26 November, 10 December.

NORTH ESSEX MEETINGS by Dave Arnold.

Downstairs room at the Friends Meeting House, Church Street, Colchester, just south of "Jumbo" (the water tower) and behind the Mercury Theatre. Town centre bus stops and parking are nearby. Doors open at 1915 for informal chat, and often an impromptu slide show, with the main talk or show from 1945 to 2145. **£3.00** donation towards room hire, please.

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

Friday 13 December **Alan Moore**, Malta since 1991 plus Hong Kong since 2002.

A Blast From The Past Paul Harvey.



Contrast with 367 in EBN6661 Southend Transport 372 Daimler Fleetline Northern Counties WIN 372J new in 1971 seen at Shoeburyness, The Renown on service 7. This bus was later converted to Open Top format in 1980. **Paul Harvey.**
EBN667p2

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

EVENTS

Saturday/Sunday 22/23 November Depot Discovery Tours. LT Museum Acton.
Sunday 1 December ... The Christmas Cracker. Ipswich Transport Museum.
Saturday 7 December Ensignbus Running Day based at Lakeside Shopping Centre.

X55 Upminster- Aveley-Lakeside-Grays-Bluewater-Northfleet- Gravesend.
X81 Shenfield-Brentwood-Ockendon-Lakeside-Grays-Tilbury Ferry.
X21 Brentwood-Upminster.
Lakeside Loop with rare special vehicles.

X services operate every 30 minutes - full timetable is to be available on Ensignbus website later.

Museum of Power, Langford; Transport Related Events 2020

Transport Fest 12 April 2020

Classic Car Show 19 July 2020

The Museum would welcome attendance at these events by preserved buses; earlier this year, two Crossley's were on display and were very well received!

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.



APT of Rayleigh regularly work the feeder service of Alpha Travel from Southend to Reading Services. In July, Scania Irizar YR61 RWJ was on the Snowdonia Tour and is pictured outside Alpha's George IV Hotel at Criccieth near Portmadoc.

Owen Woodliffe.
EBN667p3

Delving into the archives

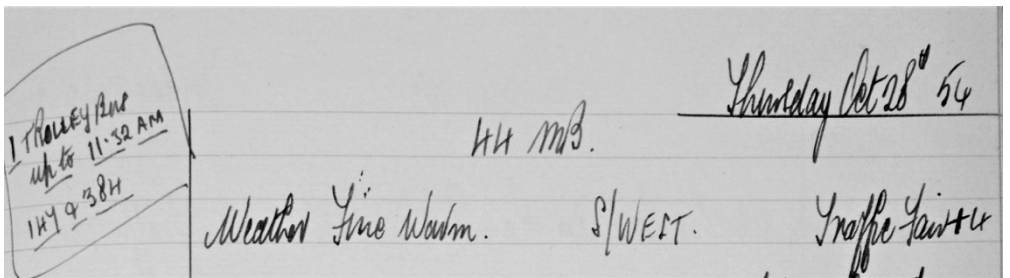
Richard Delahoy uses the resources of The Bus Archive to unravel a mystery or two.

My interest in the bus industry has always included a fascination with timetables and scheduling. Indeed, some of my earliest memories are of devising imaginary routes and timetables for services operated by my pedal car in the back garden of our Westcliff family home. Why? I have no idea!

Studying the history of Southend Corporation Transport has been a particular life-long interest (some might say obsession) and I've amassed a great deal of information, but certain aspects still puzzle me. One relates to the size of the fleet and its scheduling before the transformational Co-Ordination Agreement took effect in 1955. It should be borne in mind that, pre-1955, SCT's operations were confined entirely to parts of the County Borough, with no operations "beyond the boundary", and with Westcliff Motor Services as the dominant local bus operator. Unfortunately, SCT didn't publish "proper" timetables before 1955, instead simply producing lists of departures from terminal points. With some guesswork about running times, these can be turned into full timetables and from that, the peak vehicle requirement - pvr - can be established. However, that pvr was often considerably less than the fleet strength, even allowing for a generous number of spares to cover maintenance etc. It was obvious that there must have been significant duplication at busy times, e.g. summer weekends.

This was destined to remain a puzzle until a recent visit to The Bus Archive at Walsall where I was privileged to be able to look at some of the as yet uncatalogued material bequeathed by the late Derek Giles, SCT's revered Traffic Superintendent of many years standing and dedicated Omnibus Society member. Amongst his collection were a series of official ledgers which show the daily output route by route. In all I found five ledgers covering the period 1938 to 1955. They provide a fascinating and invaluable insight into SCT's operations, even if they sometimes raise further queries! Showing their importance, many of the entries were signed by the Traffic Superintendent of the day.

In my visit I could do no more than sample a few entries, especially as I didn't have with me a list of key service change dates, so my browsing was somewhat random. But I was quickly able to resolve one puzzle. The last day of trolley bus operation is widely quoted as Thursday 28 October, 1954, when AEC/Strachan 128 made a commemorative final run, suitably decorated. In those days schedule changes started on a Thursday and I'd become convinced that the actual last day was in fact Wednesday 27th but couldn't be sure. Now at last here was the definitive proof. The log for the 27th notes "Last trolley buses operated" with a PVR of 7 trolleybuses and 37 motor buses. For the following day it records "1 trolleybus up to 1132 am" and the pvr is now just 44 motor buses. It also records that this was the exact day that SCT switched over from TIM ticket machines to Setright Speeds, in anticipation of the more complex fare structures they'd need to cope with once the Co-Ordination Scheme started just over two months later.



It's particularly appropriate that thanks to Derek Giles' foresight in saving these ledgers we know the answer, as he was a passenger on 128's farewell run, being pictured standing upstairs with current EBEG member John Taylor (as seen in Dennis Gill's picture that we published in EBN557, September 2010, at the time of Derek's death).

Turning back to scheduling matters, I've taken a few examples to show how utilisation of the fleet varied across the week and have contrasted that to the overall fleet size, for a random selection of dates. One interesting aspect was that the pvr was much higher on Saturdays than the rest of the week, yet the published timetables of the period didn't show any enhancement for that major shopping day. As might be expected though, services were strengthened in the summer.

March 1938	Typical winter schedules – fleet output			
	Mon - Fri	Saturday	Sunday	Fleet size
Trams	22	24	21	45
Trolleybuses	14	17	11	20
Motor buses	9	10	10	11
TOTAL	45	51	42	76

So, in winter, even on the busiest day, a third of the fleet was idle, mostly trams. By way of comparison, on August Bank Holiday Monday that year, the output totalled 69 vehicles:

31 trams, 20 trolleybuses and 18 motor buses, against a fleet total of 83. The bus fleet had been increased by 7 in July (Regents 211-7). The "surplus" vehicles appear to have been in the tram fleet, with 45 trams still listed as in the fleet but only 31 used on this peak day, perhaps suggesting that some were taken out of service well before the official withdrawal dates.

June 1949	Summer bank holiday - Whitsun			
	Mon - Fri	Saturday	Sunday	Fleet size
Trolleybuses	20	24	24	32
Motor buses	27	38	40	55 *
TOTAL	47	62	64	87
Plus duplicates	4	8	4	
Grand total	51	70	68	87

* The bus total includes newly-delivered Daimler CVs 251-6.

December 1951	Typical winter schedules – fleet output			
	Mon - Fri	Saturday	Sunday	Fleet size
Trolleybuses	16	23	9	34
Motor buses	28	34	21	54
TOTAL	44	57	30	88
Plus duplicates *	5	6	2	
Grand total	49	63	32	88

* Duplicates comprised Ecko works services, football extras and, on Sunday, hospital extras.

See how in winter, a quarter of the fleet were not required even on the peak day of the week.

October 1954	Immediately prior to the Co-ordination Scheme, before trolleybuses ceased			
	Mon - Fri	Saturday	Sunday	Fleet size
Trolleybuses	7	7	4	10
Motor buses	37	49	36	77 *
TOTAL	44	56	40	87 *

* Includes buses bought for trolleybus replacement from 28/10/54 and increased Co-ordination Area commitments from 2/1/55.

From the inception of the Co-ordination Scheme (by which time the trolleybuses had been abandoned), the output rose to 63 (M-F), 61 (S), 46 (Su), including what appear to be scheduled duplicates, showing that Southend not only expanded its operating area very dramatically but also increased total operations. I now need to research how the mileage operated changed. A job for another day.

What these figures show was that for much of the time, SCT maintained a fleet much larger than was required in normal day to day operations, in order to meet the seasonal peaks in traffic. A great contrast to today's industry!

We should all be grateful to enthusiasts like Derek for saving so much material and to The Bus Archive for providing a secure repository for them. We are pleased to say that their archivist, Philip Kirk, will be talking to us at our meeting in Chelmsford on 28 November about the work of the Archive and why it's important for us all to think about what will happen to our collections of transport books, photos, notes and ephemera when we pass on or are no longer able to look after them.

EBN667p5

To read more about the work of the Archive, which is a registered charity and incorporates the collections of both the Omnibus Society and the PSV Circle/Kithead Trust, go to <http://www.busarchive.org.uk/>.

(In this article I've referred to D S Giles as "Derek", as that's how most people knew him, but correctly his first name was spelt Derrick).

The log for Monday 28 March, 1938 claims 22 trams, 14 trolleybuses and 9 motor buses in service, although the tram total (pre or post 9am) seems to add up to a different number! The log is signed off by J Fayle, the Traffic Superintendent.

2

Monday, 28th March, 1938.

22 Trams, 14 T.V's, and 9 M.Buses in Service

W. Square & Leigh, 14 Trams till 9.0 am.

" Sch & Y Bay, 9 " " "

" Kursaal, 2 " " "

Leigh, Kursaal & Y Bay, 13 " from 9.0 am

W. Square & Church, 2 " " "

" & Clwell Schools, 6 " " noon.

Eastwood Blvd & Kursaal, 7 T.V's.

Priory Park & Bankside, 3 T.V's. 7.0 to 9.0 am,

1.0 to 3.0 pm and 5.0 to 7.0 pm.

Hamstel Road & Kursaal, 3 T.V's till noon, then 4.

L.M. & S. Ry Stn - Ness Road - 4 M.Buses.

" - Plough - 2 "

" - Cemetery - 21 "

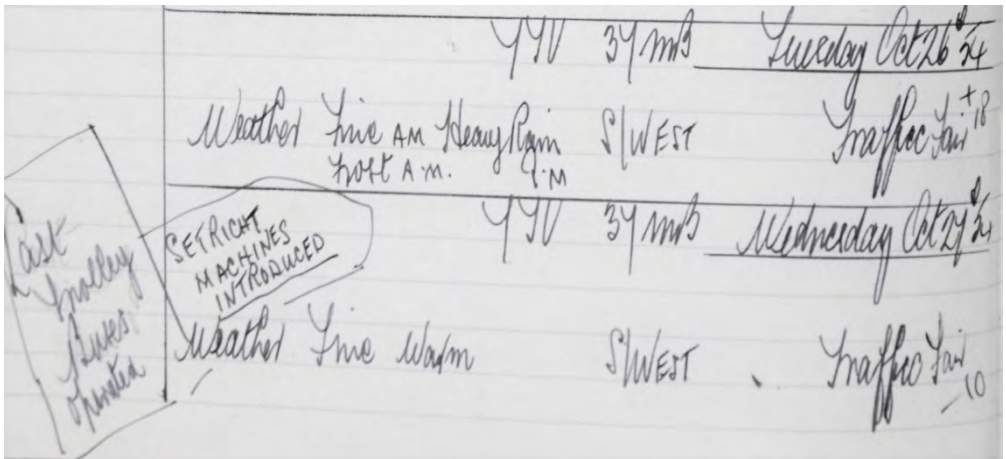
Alexandra Rd - Bryant Ave - 2 "

Weather Fine

Traffic Supt
J Fayle

The entry for Wednesday 27 October 1954 records the final full day of trolleybus operation, with 7 TV (trolley vehicles) and 37 MB (motor buses). The following day is just 44 MB, plus the solitary special on its commemorative run – "147 & 384" is presumably a reference to the badge numbers of the driver and conductor.

I wonder how much influence the wind direction had on passenger numbers?!



Richard refers to the writing styles — a reminder of the days of fountain pens and elaborate handwriting! Beautiful!

Membership renewals,

Richard Delahoy.

A very big “thank you” to all the members who responded so quickly to last month’s renewal notices. Over half the membership have already renewed. If you haven’t done so yet, to secure your supply of Essex Bus News for 2020, please use the renewal slip that was enclosed with last month’s magazine or simply send your payment of £22 in one of these ways:

- 1) By BACS transfer to our bank, Santander, 09-06-66, a/c 42118196. This is our preferred method as it is easy and cheap for both you and us. Note that you can only do this by electronic banking or on your bank app; you cannot go into a Santander branch to pay.
- 2) By sending us a cheque or postal order (to the address on page 1).
- 3) By PayPal — to admin@signal-training.com.

Engineering Circular – Editor, Essex Bus News.

1942 pre-Utility bodied Maurice Austin was taken out of service on Friday 25 October and promptly dispatched with “blue-light escort to Barts Hospital, London where he has remained and is likely to do so for several more months.

Like those well-loved and well-used old ‘deckers seen in many depots, he has been parked out of the way and is regularly checked and inspected with remedial treatment attempted frequently. So far, there have been no attempts at cannibalization!

The diagnosis is acute leukaemia [MLA].

So far as the few EBNs are concerned, every effort will be made to produce them from the bedside. I have had invaluable help already from my family and Richard Delahoy. Despite this, there may be a few hitches. My paper records are at home, as is my scanner (ironic, really when one thinks of the scanning power on this site!) With the kind offers of help already mentioned, the only likely impacts are a possible slippage of some non-electronic submission. But, none of it will be wasted!

And don’t forget that none would be possible without the input from members both direct and through the Sub-Editor network.

Eastern National - Dunmow Outstation

Alan Tebbit BEM.

Further recollections from a former, well-respected Chelmsford Bus Driver.

Dawn breaks over Dunmow yard,
In comes a cyclist, peddling hard,
Ten to six, that is not too bad,
Oh, what an energetic lad,
Jumps on bus with sprightly tread, . . . ,
Finds batteries well and truly dead,
Oh swear, and cuss, and kick the thing,
Not enough juice to make bells ring,
Back on his bike to find a phone,
And to hear the inspector moan,
Hello Derek, I'm very sorry,
But can you dispatch the breakdown lorry,
And now I dread the coming morn,
When I will face the reg'lars scorn,
'Twas not through me they lost a quarter,
But through a lack of distilled water.

This poem of mine first appeared in Eastern Nationals' in-house magazine "Grapevine" in the late 80s and referred to a true episode when I was providing cover at the Dunmow outstation. Probably it was not a lack of distilled water that caused the problem, but it rhymed and scanned nicely! Hicks of Braintree built a depot at 5 North Street, Dunmow. By the time I joined the company, the garage had been sold to Dons' Coaches, but we still housed a double deck bus there. This operated exclusively on the 33 route between Dunmow, Church End, and Chelmsford. Originally an outstation of Braintree, by the time I was involved, it had been transferred to Chelmsford. The vehicle was a Bristol LD5G, 60 seater, 2508 (1853 F), but was soon replaced by FLF6G, 2848 (MVX 885C). The regular crews were George Latter, and Chris Cracknell, the old boys, and the younger pair Keith Pallet and Richard Wright, known to all as Dunmow Dick. I can still see Chris, a giant of a man, standing on the forecourt at Duke Street, whilst changing the front destination blind, without having to climb onto the step. When the elder pair retired, Dick took up driving duties, and Ray Hitchins, and "Tina" Belsham were drafted in. Dick passed his test on 17/11/1968, two hours before me, and gained PSV badge FF 22859. He broke his leg later that day, and I had to cover his last conducting shift.

I well remember that day! A regular customer was a young lady, Linda Turner, from Great Waltham, who had a penchant for men in busmen's uniforms. She caught the 1305 ex Chelmsford, and excitedly asked if I was to become the regular outstation conductor. I assured her that as long as I was conducting, I would be on the 33 road. At 1525 hrs that afternoon, I operated my first journey as a driver, Sorry Linda! By the time I had to cover a Dunmow shift as a driver, Dons had moved out of North Street to more spacious premises at Parsonage Downs, on the outskirts of town, saving the awkward reverse out of the old depot, under the guidance of the conductor. It was not long until Tina was promoted to Inspector, and Dick went OMO. VR 2027 (NPU 974M) became the regular bus, being suitable for both crew, (Keith and Ray) and OMO.

For a short time, there were two buses allocated to Dons' yard, following Viceroy's sudden departure from their Dunmow and Saffron Walden service. Driver Joe Schact was sent in to operate the old Viceroy timetable, using an MW5G dual purpose saloon. At the end of his shift he would take the decker back to the yard, whilst the crews would use the saloon for their evening shift, in order to refuel it at Chelmsford. Eventually the Viceroy service was tagged on to the 33, and was operated by Chelmsford, leaving the outstation to run the first and last Dunmow-Chelmsford runs, plus the dinner time changeover, and found themselves on Chelmsford town services.

One of my memorable days at Dunmow, was the day after the Christmas holiday. We were operating a Saturday service for the entire week until New Year, so I didn't have to start until 0738. I had abandoned my usual transport, I would normally cycle the 16 miles from my home, but a heavy overnight fall of snow, forced me into my car. 3027 had stood in Dons' yard for three days, and was up to its' axles in snow, but the Gardner engine burst into life. The duty involved the 0756 Church End to Chelmsford, and then the 0845 to Saffron Walden. Progress was steady due to the weather, but I kept reasonably to time. The Radio station, BBC Essex, had announced that the Thaxted to Walden road was closed. The bus route, of course, used the backroads between these points, and a lady in Debden, hearing that the road was closed, abandoned her planned visit to town. She had just taken off her coat, when the bus passed by her house. She phoned the company to complain that I had run, after BBC Essex had said that it was impossible, probably the only time that I was reported for doing the job properly.

The Don's Research Project!

Nigel Turner.



The attached photo is of Dons' depot formerly at North Street. Note that, unless there was a renumbering, the address was no. 18, not no.5 as stated in Alan's article. You will see that the Eastern National bus out-stationed on that occasion was VNO 859!! We believe that the date is 1965 because of the Dons vehicles there. It is not the best of photos but it's the only one we have!

Alan Osborne had been asked about the history of the outstation by Andrew Mead and I am in the process of collating what information I have.

Alan Tebbit refers to Richard Wright in his article, the November 2007 edition of EBN refers to the outstation (at Parsonage Downs) closing on 8 October 2007 and Richard Wright transferring to Westway. There was a later outstation at Stortford Road, not connected with Dons. I believe that Dunmow changed from being an outstation of Braintree to one of Chelmsford during 1965, possibly on 12 December. The change from crew to a mixture of crew and OMO operation occurred in October 1977. Alan Tebbit, who I had not met before, came and said Hello to us at Showbus.



Lodges of High Easter have prepared their Model T Ford for their 100th Anniversary service from High Easter to Chelmsford at a date in 2020 to be decided. This is a great restoration project!

John Salmon.

Service Revisions

by Paul Harvey.

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

3 September 19

32 Purfleet Uplands Estate to Grays (M-F)

Ensignbus

The section between Uplands Estate & Aveley Usk Road now only operates on Schooldays.

9 October 19

22 Aveley to Grays (D)

Ensignbus

Service resumes normal routing upon completion of London Road works.

25 Purfleet to Stifford Clays (Sch)

Ensignbus

Service resumes normal routing upon completion of London Road works.

44 Lakeside to Grays (D)

Ensignbus

Service resumes normal routing upon completion of London Road works.

66A Lakeside to Chadwell St Mary (M-F)

Ensignbus

Service resumes normal routing upon completion of London Road works.

16 October 19

508 Stebbing to Colchester Norman Way (Sch)

First Essex

Revision to route and timetable service extended from Stebbing to Great Dunmow due to the re-opening of Stebbing High Street.

509 Great Dunmow to Colchester Norman Way (Sch)

First Essex

Revision to route and timetable service to start & finish at Little Dunmow due to the re-opening of Stebbing High Street.

25 October 19

HSB1 Old Harlow Churchgate to Harlow (MWFS)

Epping Forest Community Transport

Saturday service withdrawn, service will continue on MWF but some stops will be by request with a reduction from 5 to 3 journeys per day.

4 November 19

33 Lakeside to Grays (M-F)

Ensignbus

The extra schoolday journey from Mayflower Road Chafford Hundred to Grays withdrawn.

92 Ipswich to Manningtree (M-S)

Ipswich Buses

Revised timetable with reduction in service off peak reduced from hourly to two-hourly. Timetable revisions at peak time.

93/94 Ipswich to Colchester (M-S)

Ipswich Buses

Revised timetable with reduction in service off peak reduced from hourly to two-hourly. Service 93C/94/A/C variations withdrawn.

Timetable revisions at peak times (updated information).

94 Ipswich to Langham (M-F)

Ipswich Buses

New peak hour service with journey at 0805 from Langham & 1545 from Ipswich (updated information).

1 December 19

66 Waltham Cross to Loughton Circular (M-S)

Arriva Kent Thameside

Revised timetable.

724 Harlow to Heathrow Airport (D)

Arriva Kent Thameside (Green Line)

Revised timetable during the morning peak hour operation.

7 December 19

X21 Upminster to Ongar (Sat)

Ensignbus

This special one day only service will only operate between Upminster & Brentwood, the section to Ongar withdrawn.

X55 Upminster to Gravesend (Sat)

Ensignbus

This special one day only service will operate as in previous years.

X81 Shenfield Station to Tilbury Ferry (Sat)

Ensignbus

This special one day only service will operate as in previous years.

9 December 19

LCY2 Barking Station to Tilbury Amazon (D)

Kings Ferry

New service operating until 5 January 20 for Amazon workers operating via Rainham Tesco.

EBN667p10

Chelmsford Park & Ride Consultation January 2019

Closed 22 March 2019

Essex County Council is reviewing the ticketing options and fares offered and days of opening for the Chelmsford Park and Ride Services.

OUTCOME The consultation is being assessed.

Consultation on proposals for a review of Essex County Council's supported Evening and Sunday local bus services - Consultation December 2018

Closed 22 March 2019

Essex County Council (ECC) is reviewing the way it supports local bus services which operate on evenings and Sundays and carried out a public consultation. The consultation also included proposals regarding delivering ECC services differently and devolving ECC funded local bus services to communities.

OUTCOME The consultation has been assessed

<https://consultations.essex.gov.uk/rci/local-bus-consultation-2019/>:

<https://essexhighways.org/getting-around/bus/bus-service-changes.aspx>

Park & Ride Concessionary Bus Pass Consultation May 2019

Closed 31 July 2019

Consultation on changes to the use of Concessionary Bus Passes on Essex County Council run Park and Ride services only from April 2020.

OUTCOME The consultation is being assessed.

Ongoing Consultations

Consultation on route change on Bus 4/4A Jaywick Circular operated by Hedingham Omnibuses

09 September 2019 - 18 October 2019

The evening journeys which are funded by ECC currently operate via Gorse Lane in Clacton and Broadway in Jaywick. It is proposed to operate these journeys as the same commercial daytime journeys, via Stephenson Road West in Clacton and Via Meadow Way (for journeys towards Tower Camp) in Jaywick. <https://consultations.essex.gov.uk/rci/consultation-bus-service-4-4a>.

The consultation is being assessed.

Consultation on service 115, Weeley - Tendring Technology College, Schooldays only, operated by Stephenson's

23 September 2019 - 20 October 2019

Due to a change in Tendring Technology College finishing time it is proposed that the timing of the afternoon journey is amended to reflect the change.

The consultation is being assessed.

<https://consultations.essex.gov.uk/iptu/service115>

Consultation on service 9, Walton on the Naze - Great Holland, Mon – Fri's, operated by Stephenson's

23 September 2019 - 20 October 2019 Due to proposed changes to the network following a revision of college time it is proposed that the timing of one afternoon journey is amended. <https://consultations.essex.gov.uk/iptu/service-9>

Consultation on service 105, Colchester - Walton on the Naze, Monday - Saturdays operated by Stephenson's

23 September 2019 - 20 October 2019

Due to proposed changes to the network following a revision of college time it is proposed that the timing of one afternoon journey Monday to Friday only, is amended. <https://consultations.essex.gov.uk/iptu/service-105>

Consultation on ECC supported journeys only Witham Town Service 39, Monday - Saturday operated by Stephenson's

23 September 2019 - 04 November 2019

Although service 39 is operated by Stephenson's on a commercial basis, ECC provides financial support for some journeys. These journeys are failing our cost per passenger journey support, therefore ECC is considering withdrawing these journeys with effect from 25 July 2020. <https://consultations.essex.gov.uk/iptu/service-39>

Consultation on service 313/313A Great Dunmow - Saffron Walden operated by Stephenson's

23 September 2019 - 04 November 2019

Service 313/313A operates Monday to Saturdays with financial support from ECC. The contract is due to expire on 25 July 2020. The service is failing our cost per passenger journey support, therefore ECC is considering withdrawing this service with effect from 25 July 2020. <https://consultations.essex.gov.uk/iptu/service-313-313a>

Consultation on Service 63 – West Mersea to Colchester operated by Hedingham Omnibuses Ltd

04 November 2019 – 13 December 2019

Service 63 operates Monday to Saturday with financial support from Essex County Council (ECC). Due to low passenger usage between West Mersea and Berechurch, it is proposed that some journeys start and finish at Berechurch, William Harris Way.

<https://consultations.essex.gov.uk/iptu/service-63>

More On The Round The World Bristol Tour.



It was such a momentous occasion and expedition, I am sure no-one will object to us breaking our aim of not showing the same bus more than once an EBN!

Top picture

ON059 was on display at The Elms for two days: at dusk on 27 August, contemporary EN Bristol L6B coach 327 (PTW 110) came along to join its old stablemate, both having been with dealer Syd Twell after sale, PTW now owned by Craig Mara and resident at the Canvey museum.

John G. Lidstone.

Lower picture

Vintage night charm: the distinctive 'low bridge ECW' look at night. Where once bunk beds stood, remade seats have been fashioned very skilfully and trimmed in original-style moquette.

John G. Lidstone.

Eastern Counties RL667 for EBN667

Robert Appleton.



Eastern Counties RL667 (PPW 667F) Bristol RELL6G with Eastern Coach Works body new in 1968 at Mistley (Rigby Avenue) on 31 December 1981. Working from Cattawade outstation, RL667 had worked 0945 service 223 from Ipswich to Mistley via Tattingstone, Brantham, Cattawade, and Manningtree.

Robert Appleton.



Manchester Bee, part of Go-Goodwins is seen at Thurrock Services truck park whilst transporting a Junior Indian cricket team in October.

Paul Smith.

.....EBN667p13

Allocation Changes

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

Period 7 2019/20 (29 September - 26 October)

32064 CR (oos)-FG, 32631 CF (oos)-CF, 33195 CR-CR (oos), 33561 BN-BN (oos), 41523 BN-BN (oos), 42483 BN-CF, 42484 CF-FG, 42485 CF-FG, 42486 HH-FG, 42488 HH (oos)-HH-BN, 44596 HH (oos)-HH, 62139 CF(DS)-CF (oos), 65677 CF(DS)-CR (oos), 66179 CF(DS)-CF (oos), 66815 CF (oos)-CF, 69430 CF-CF (oos), 69519 HH-CR, 69914 BN-BN (oos)

Note that two permanent driver trainers are now withdrawn for disposal. Further to EBN666, 65677 was only used for training at Chelmsford for a few days and is now back at Colchester out of MOT. As reported in EBN664, 33195 returned to service in July having received the engine from low bridge victim 33189. However, this engine has now failed and 33195 has been withdrawn from service for scrap, it last ran on 10 October on route 17. 42483 returned from Basildon to Chelmsford on 18 October and was replaced at Basildon on 22nd by 42488, which had returned to service at Hadleigh on 16th. However, both have since been working from Colchester (Period 8, details next month).

Recently acquired 32064 returned to First Eastern Counties during October. On 16th, 42486 went to First Eastern Counties at Great Yarmouth, this was followed on 19th by 42484 & 42485. All three are indirectly for increased Bernard Matthews contract work in the run up to Christmas, they are for normal service but will release other vehicles for the contract.



First Essex ex First Eastern Counties Volvo B7TL/Gemini 32629 at Maldon Road, Colchester on 3 September 2019. Possibly one of its first days in service at its new home. This and ALX400 B7TLs 30945, 32064 came to CR from YAR.

John Podgorski.

EBN667p14

Disposals

Recently acquired 32064 returned to First Eastern Counties during October. On 16th, 42486 went to First Eastern Counties at Great Yarmouth, this was followed on 19th by 42484 & 42485. All three are indirectly for increased Bernard Matthews contract work in the run up to Christmas, they are for normal service but will release other vehicles for the contract.

Repaints

BN66821, seen on route 8 on 16 October, repainted from Barbie livery to Urban. CF67903, seen on route 42B on 7 November, repainted from hybrid Urban livery to standard Urban livery. Both have small "First Essex" with f symbol above the driver's cab & doors and depot stickers both sides. 66821 has main "Essex" fleet names on cove panels both sides, 67903 has these on lower panels both sides.

Remembrance Day

Some vehicles have been seen in early November with large poppy stickers on the nearside front window.

Caetano Watch

41523 last operated in service on route 8A on 14 October. This left just three Caetano bodied Darts in service, 41522 at Hadleigh and 41524 & 41541 at Basildon. 41524 was on route 9 on 19 October, 41541 was on this on 24th. Publicity Vehicle 41521 and Hadleigh's 41522 attended a wet Canvey "Big Wheels" rally on 13 October (as did Chelmsford's Enviro 200 MMC 67166 and Hadleigh's Thamesway liveried Volvo B7RLE 69520).



Broomfield Hospital, First Essex Dart 42900 about to depart on an afternoon 47 "long way round trip to Chelmsford. On 15 August.

Maurice Austin.

Area News and Workings

Colchester

(All vehicles listed below allocated to CR).

Due to a shortage of serviceable double deckers at Colchester, Chelmsford's 32482 & 32628 were on loan during half term week, commencing Monday 28 October.

There was only one report of a double decker on routes 103/4 during October, 33080 on the morning of 31st. 30954 was on the routes on 2 November.

The number of Barbie liveried Scania L94UB / Wrightbus Solars in service is now down to three. Some sightings during October: 65679 on 2A (Sunday 6th), 61 (9th & 24th), 64A (10th), 71 (12th & 16th), 103/4 (17th & 22nd), 67 (21st), 64 (25th); 65681 on 65 (14th), 67 (15th, 25th & 29th plus 1 November), 61 (20th); 65682 on 61 (10th), 75 (17th), 64 (19th), 102 (20th), 65 (22nd), 97/8 (26th & 29th plus 2 November), 1A (27th), 103 (28th).

6 Oct	Sunday. 37042 on 62A, 66804 on 75, 67750 on 67B, 67756 on 64A, 67805 on 65
8	67742 on 71
10	63338 & 66816 on driver shuttles
11	63332 on 71
14	33178 on 62, 37027 on 64
15	Route 62 liveried 37134 on 88, 65689 on 71
16	33087 & 33088 both on 65 all day
19	33184 on 65
23	67735 on 71
24	33044 & 33086 on 67
29	32476, 33078 & 37140 on 67, 33044 on 65, 33080, 33184, 33196 & 62408 on 75
31	67736 on 71

Area News and Workings

Chelmsford

(All vehicles listed below allocated to CF)

Further to EBNs'649 & 659, 66829 is still out of service at Westway, but on 30 October it was moved outside. It looked a sorry sight with many panels and its headlights missing.

7 Oct	42485 & 67166 on 70
8	DS62191 on driver training at Berechurch Hall Road, Colchester, DS66242 on driver training at Tollgate
11	43847 on 71A
14	X30 liveried 67168 on 70
17	66796 on 71X
21	X30 liveried 67170 on 71
1 Nov	67170 on X30 to Stansted was taken out of service at Chelmsford. 44538 was ready to work the 1435 36 to South Woodham but this was commandeered to replace 67170 on X30 and 42945, which was parked up in the bus station, in turn replaced 44538 on 36.
4	69533 a very unusual long vehicle on 45
7	44915 on 37

Preservation News

Leyland Tiger / Plaxton 1131 (C131 HJN), new to Eastern National in March 1986 in Highwayman livery but sold to United in May 1989 (and later worked for Henry Cooper Coaches of Annitsford, Northumberland), attended the Isle of Wight Beer & Buses weekend on 12 & 13 October. It is in a United livery of red lower / white upper. Further to EBN 643, preserved Scania L94UB / Wright Axcess Foline 65574 (S574 TPW) has been repainted from Connexions Buses (Harrogate Coach Travel) white and green livery into mid to late 1990s First Eastern Counties Great Yarmouth Blue Bus livery of cream and two shades of blue. (Being a low-floor vehicle, it never wore this livery in service, it spent its entire life with First Eastern Counties, First Northampton and First Essex in Barbie.)

Sources own observations, and with thanks to R Appleton, S Barham, D Bell, W Bell, T Clark, J Elliott, J Podgorski, C Stewart, R West, Facebook, Essex Buses Google group and Terminus.

Area News and Workings. Basildon & Hadleigh (All vehicles listed below allocated to BN except where stated.)

HH44596, a recent transfer from Chelmsford, had its unique red leather seats retrimmed to standard dark grey e- leather before entering service at Hadleigh. It also had an exterior "tidy up", including having the area around the headlights painted black, in line with some other Hadleigh vehicles. It entered service from HH on 24 October on routes 24 & 26.

47652 has a new front dash panel, without the "W" moulding and with the first three digits of its fleet number missing, first seen thus on 30 October.

13 Oct	47651 on X10
16	33573 on 9
17	44909 on 9
30	47652, 47657 & X10 liveried 67164 on 100
6 Nov	33188 on 9



First 47653, SN 15 AET Wrightbus Streetlite DF on route 9 heading along King's Road, Brentwood towards the town centre. 26 October 2019.

Alan Moore.



Ian Ransom.

Vehicle changes

Acquired from City of Oxford is Scania K360/Plaxton TF61 OXF, re-registered to DB61 PAN

Former First Essex Volvo B12B/Plaxton WV02 EUP has been re-registered AB02 PAN

Enviro 200 YX10 BGK has gone from dealer stock to Southend Airport

Enviro 200 YX10 BGO is now painted and fully operational and re-registered AB10 PAN

The main service bus operational fleet is now Enviro 200 with two Darts and a Primo as spare.

School Services From the start of the new term, 3 services are operated to Ipswich School, 1 from Dedham, 1 from Raydon/East Bergholt and 1 from West Bergholt.

EBN667p17

Paul Bateson has More on the Mr Ford article!

Paul Bateson writes "What did catch my attention was the letter from Chris Stewart on EBN667p30. I had not realized that the Ford demonstrator SVW 275D had worked for ENOC. Guess what? I have pictures of this bus on demonstration to Southend Corporation Transport. These were taken on 21 November 1966 and are attached to this message as well. I hope that you can choose one or two for publication in EBN 667.



"I had not realized that the Ford demonstrator SVW 275D had worked for ENOC. Pictures show this bus on demonstration to Southend Corporation Transport on 21 November 1966."

Both pics by **Paul Bateson**.

EBN667p18

Richard Delahoy.

Acquired

four E200s formerly operated by Yourbus have been bought from Ensign:

SN66 SLL/SLO are 10.8m 37 seaters

YY67 USC/USD are 10.2m 34 seaters

Allocations to depot or whether SOE/NIBS has yet to be decided.

Former sales stock ex Uno 405 Optare Solo YJ58 PHO is being refurbished and repainted and will join the Haverhill fleet.

Fleet numbers for all of these will be confirmed in due course.

Services & operations

A new commercial service 475 from Stanford Le Hope to Brentwood County High School commenced operation (by NIBS) from 4 November.

Following the takeover of Viceroy commercial routes 59/590 in September, the remainder of the Viceroy business sadly ceased trading during w/c 28 October. Stephenson's at very short notice took on the two ECC contracts operated into Saffron Walden County High School and Newport from Great and Little Chesterford wef Monday 4 November. These are now numbered 421 and 422 and require one double deck each from Haverhill depot.

Not a Stephenson's pic, but it covers Viceroy's sad demise.



As noted in the Stephenson's notes, they have taken over two contracts into Saffron Walden and Newport previously operated by the now-defunct Viceroy Travel. Seen in Viceroy days, RIG 9303 (ex H82 DVM, an Alexander Belfast-bodied Volvo B10M bus new to Shearings) approaches Joyce Frankland Academy in Newport on 30 January 2018 to pick up the afternoon run to Great & Little Chesterford. Stephenson's now use double deckers on these contracts, adding to their other buses to these schools. **Richard Delahoy.**



Arriva Southend / Harlow / Colchester.

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

Following on from the bus decorated for the poppy appeal as reported last month (6458), all buses at **Southend** are carrying a small poppy sticker on their front panels. E400, 6503 has also gained a large red moustache on the lower front panel to mark "Movember", the annual event involving the growing of moustaches during month of November to raise awareness of men's health issues.

A further bus at **Southend** is due to appear in a pseudo heritage livery. We've seen a mock-up but are sworn to secrecy until the launch, which will take place around the time that this issue of the magazine appears, so keep your eyes peeled!

At **Harlow**, Optare Versa 4243 (KX13 DHN) and Volvo B7RLE / Wright 3860 (KE54 HHF) both ex-Stevenage, have been noted on the depot premises but have not been used in service from Harlow.



As reported in the October magazine (EBN666p24), Arriva Southend have decorated Enviro 400 6458 to mark the annual poppy appeal but also to commemorate the life of a WW2 veteran, Charles Benford, a former resident of Leigh on Sea. We think this bus was chosen as it is not fitted with advert frames between the decks, thus giving a large "canvas" for the lettering and silhouette, which appears on both sides and both front and rear. Smaller notices inside and out pay tribute to Mr Benford.

Richard Delahoy caught the bus (both literally and photographically!) on Saturday 26 October, the bus is seen here on the turning circle at the Shoeburyness The Renown terminus – the hoarding behind showing where the old pub has been demolished and is to be replaced by housing. Incidentally, 6458 differs from the other E400s at Southend by being a longer (10.8m) example, seating 81 rather than 73.

Ticket machines are now to be found on the vast majority of buses in Essex, being specified by both Arriva and First along with Stephenson's/NIBS, Heddingham, Panther and others. Most are of the latest model which accepts contactless payment and can scan the QR codes printed on multi-trip tickets along with concessionary fare passes. In the big fleets the machines are usually obscured by the driver anti-assault screen, but a few Arriva buses don't have screens (Volvo saloons 3816-9/22/5/6 and E400 6458), allowing **Richard Delahoy** a clear view to photograph the machine on Arriva 6458. From left to right, we see the ticket printer, the scanner and the driver's touch screen unit. A far cry from Setright Speed machines attached to a massive powerpack for OMO use, or a manual Almex! More low-tech is the piece of paper under the screen, that's the driver's duty card, folded up to show timings for the trip about to commence. The screen itself also gives schedule adherence information electronically in the bottom right-hand corner, alerting drivers when they are running early, for instance.



Arriva Colchester
4261 (GN64
DXR) Wright
Streetlite Max in
Osborne Street,
Colchester, on 28
October 2019.
**Robert
Appleton.**

EBN667p21



Mark Lloyd with thanks to Ross Newman.

Ensignbus

Dealing Stock Movements – October 2019

Vehicles in

Arriva London	LJ54 BGF LI05 BIY / BHP LI05 GPX-Z/GRZ/F/GLZGRU /GRX/GSO	DAF's Volvo B7TL's
Go-Ahead London	LX58 DDN	E400H
Hunts Coaches	PN07 KRF	E200
Metroline	YX10 BFE/BDO/BGE/BDF BCZ/BN	E200's
Nottingham City Transport	YN08 MLY YT09 YHL / YHW	Scania's
RATP London	YJ58 VBD	Versa
Skills Coaches	W320/303 MKY	Scania's
Stagecoach Cumbria	PX55 EGV	Dart
Stagecoach Midlands	KX54 OPC / KX06 JYU	Darts
YourBus	YY67 USC/D/G-H SN66 WLO/L/P YY18 THK/N/U-V/X/Z	E200's

Vehicles Out

A2B buses, Cambridge	MX08 ZDZ	E200
Bakers Dolphin , Weston-Super-Mare	YN07 EYL	Scania
Bear Buses, Feltham, Middx	LX55 EPP	Trident
Carmel Coaches , Okehampton	YN55 NJU	Scania
Chesters Coaches, Manchester		

	YT09 YHS	Scania
Dartline Coaches, Exeter	YN55 NKP / NKO	Scania's
Halton Transport	PX55 EGV	Dart
Nu-Venture, Maidstone	LX06 AHA	Trident
Peter Godward Coaches, Basildon, Essex	LX05 BHP / BHV	DAFs
Pulhams Coaches, Bourton-on-the-water, Gloucs	YN07 EYJ	Scania
Red Rose, Aylesbury	PA04 CYC Volvo B7TL N07 EYK	Scania
RJ Coaches, Ashford, Kent	NK54 NUO / NUM Volvo B7RLE's	
Seaford and District	FJ11 FXE / FXT Volvo B11Rs	
Stephensons of Essex	SN66 WLO YY67USC / USD	E200's
Transdev Blazefield	MX59 AVB / YX10 BFA	E200's

Other Movements

Merc 814
YN 07 OZU

McGonagle Coach Hire, Co Donegal, Eire.

Scania's
LX09 AEG / YP59 ODT

Bruens Coaches, Dublin.

The following all to Shelton Motors for scrap

Tridents
LX53 KAJ / LX03 BWE

Versa YJ58 VBB

Volvo B7TLs

LK03 GKN / LJ05 GRX / BX54 DIV / LJ03 MXN
Solos KP04HVR / KX04RBZ E200 PN07KRF

Ensignbus

ENSIGN FLEET – October 2019

E200s 710 SN11 FFO and 713 SN11 FFS sold to Faresaver, Chippenham.

Ex -yourbus E200's YY18 THK / THN / THU / THV / THX / THZ into fleet as 705 / 706 / 707 / 708 / 709 / 710.

The existing E200s with these fleet numbers will be withdrawn as these enter service.

Mark Lloyd with thanks to Ross Newman.



SOUTHEND JETLINK



London Southend Airport Jetlink | X1 | Airport Shuttle Bus

Travel to and from London Southend Airport quickly and easily during the early morning hours.

- Two daily departures: One from and one to the airport.
- First departure from Southend at 23:40 (to London Victoria).
- First departure to Southend at 03:00 (from London Victoria).
- Stops at Embankment, Canning Town Station & Lakeside Bus Station.
- Modern double-deck buses
- Super-comfy seats
- USB charging
- Mobile phone holders

X1 TIMETABLE: These times are valid daily including public holidays (there may be alterations over the Christmas period, see below):

FROM SOUTHEND AIRPORT:

Southend Airport | Departs 23:40.

Lakeside Bus Station (Bay N) | Departs 00:25.

Canning Town Station (Stop A) | Departs 00:45.

Embankment Station | Departs 01:00.

London Victoria | Arrives at 01:05.

TO SOUTHEND AIRPORT:

London Victoria, Grosvenor Gardens (Stop 10A) | Departs 03:00.

Embankment Station (Stop 40B) | Departs 03:10.

Canning Town Station (Stop A) | Departs 03:25.

Lakeside Bus Station (Bay P) | Arrives 03:45 and Departs 03:50.

Southend Airport | Arrives at 04:30.

X1 SINGLE FARES (no returns available)

London - Southend Airport/Southend Airport - London £17.50 Adult, £12 Child

Lakeside - Southend Airport/Southend Airport - Lakeside - £12.50 Adult, £9 Child

[Download and Print the X1 Timetable here>>>](#)

EBN667p23

X1 TIMETABLE BOXING DAY 2019 ONLY

FROM SOUTHEND AIRPORT:

Southend Airport | Departs 23:40.
Lakeside Bus Station (Bay N) | Departs 00:25.
Canning Town Station (Stop A) | Departs 00:45.
Embankment Station | Departs 01:00.
London Victoria | Arrives at 01:05.

TO SOUTHEND AIRPORT:

London Victoria, Grosvenor Gardens (Stop 10A) | Departs 03:00, 04:00 & 07:00
Embankment Station (Stop 40B) | Departs 03:10, 04:10 & 07:10
Canning Town Station (Stop A) | Departs 03:25, 04:25 & 07:25
Lakeside Bus Station (Bay P) | Arrives 03:45 and Departs 03:50, 04:50 & 07:50
Southend Airport | Arrives at 04:30, 05:30 & 08:30

X1 SINGLE FARES (no returns available)

London - Southend Airport/Southend Airport - London £17.50 Adult, £12 Child
Lakeside - Southend Airport/Southend Airport - Lakeside - £12.50 Adult, £9 Child

X2 TIMETABLE BOXING DAY 2019 ONLY

FROM SOUTHEND AIRPORT

Southend Airport | Departs 10:30, 12:00, 13:00, 13:30 then every 30 mins until 22:30.
Upminster Station | Journey time is 40 mins

TO SOUTHEND AIRPORT

Upminster Station | Departs 09:00, 11:00, 11:30 then every 30 mins until 19:00
Southend Airport | Journey time is 40 mins

London Underground's District Line operates within these times between Central London and Upminster Station. Change at Upminster for the X2



Ensignbus
omnibus suppliers to the world

Alan Tebbitt, BEM adds his two-pennyworth to the "Mills saga".

The Chelmsford to Mill Beach service (48) was started in National Omnibus and Transport days, and continued until the 31st of August 1960. My 1951 timetable shows 4 journeys a day on Wednesday, Saturday and Sunday during July and August only, the first leaving Chelmsford at 10.30 am, the last returning from the beach at 9.15 pm. The return fare was 2 shillings (10p). Before supermarkets had 2-4 hour opening, Wednesdays were early closing days, so clearly a popular destination for shop assistants. Continental holidays were on the up by the time that I actually travelled on the service, in its' final month. By this time, it was down to 2 journeys only on Wednesdays and Saturdays during the school summer holidays. That was on a Bristol SC4LK, probably 436 or 9, (606/9 JPU), the regular OMO saloons allocated to CF depot. driver, Alf Attwood, and I were the only people on the bus between Hatfield Peveral and Mill Beach, in both directions.

Mill Beach was also served by services 64/5 from Maldon, later 94/5 in the 1952 renumbering. These were taken over from Quest on 1 January 1935 and relinquished to Osbornes on 22 January 1965. When I was in Eastern Nationals' head office in 1965, I came across a lot of correspondence between the company, and the owners of the Mill Beach hotel, who were claiming compensation for damage to their car park, citing the buses as the main culprits. Presumably Osbornes were also asked to cough up. I believe that this was part of the reason, along with lack of patronage, that ENOC withdrew from the area. The Mill Beach caravan site was popular with people from the East End of London. I recall one bank holiday Monday in 1967, when I was late spare conductor at CF. We were sent to Maldon with a Bristol LD5G, to work a 31 duplicate back home. There didn't seem to be many potential passengers, but the Regulator, Long Tom, said to wait until Osbornes brought the hobbledehoy's up from Mill Beach. Shortly after a well loaded RT pulled up, and we were deluged with passengers. On arrival at Chelmsford, Inspector Sonny Calver, directed us to stand 1, and announced " all Romford, Ilford, Stratford and Bow passengers remain on this bus", and off we went with a full bus, most of them from Mill Beach.

Mill Green was also served from NOTC days by service 10B, later 30B, on Fridays and Saturdays only, 2 journeys in the morning on market day, and afternoons on Saturday.



Osbornes' ex London RT, HLX 222 reverses at Heybridge Basin, on a short working to Mill Beach, summer 1965, G.W. (Jim) Osborne at the wheel.



Eastern National Bristol MW5G 1434 at Mill Green in September 1966.

Both pictures this article by **Alan Tebbit**.



A couple of Solos joined the Trustybus fleet during the summer. JY07 EGE carried Coasthopper livery originally with Norfolk Green although gained Stagecoach swoops later and had acquired the new Trustybus blue/red livery without yellow or fleetname when seen operating ECC route 7 at Bishops Stortford on 22 August.

Owen Woodliffe.

EBN667p26

GARAGE
 FIVE WAYS EST.
 (VIA SHRUB END)
 TURNER ROAD
 (VIA NORTH STATION)
 LEXDEN
 (BOROUGH BOUNDARY)
 BERGHOLT ROAD
 (VIA NORTH STATION)
 DUGARD AVENUE
 (VIA LEXDEN)
 DUGARD AVENUE
 (VIA PRETTYGATE)
 GREENSTEAD EST.
 DUGARD AVENUE
 (VIA SHRUB END)
 PARSONS HEATH
 PRETTYGATE
 OLD HEATH
 HEAD STREET
 SHRUB END EST.
 SHRUB END
 KING GEORGE EST.
 VINEYARD
 STREET
 GORING ROAD
 WALNUT TREE WAY
 OLD HEATH
 POST OFFICE
 MIDDLEBOROUGH
 RECREATION
 GROUND
 ST. JOHN'S EST.
 MYLAND HOSPITAL
 (VIA NORTH STATION)
 MILL ROAD
 (VIA NORTH STATION)
 IPSWICH ROAD
 SEVERALLS
 (VIA NORTH STATION)
 HIGH STREET
 BUS STATION
 UNIVERSITY
 OF ESSEX

ST. ANDREWS AVE.
 BARNHALL EST.
 FOOTBALL GROUND
 JOHN KENT AVE.
 FLYING FOX
 HOMEFIELD ROAD
 LAYER ROAD EST.
 HYTHE
 BERECHURCH CAMP
 ST. BOTOLPH'S
 ST. HELENA
 SCHOOL
 ST. JOHN'S GREEN
 SCHOOL
 LETHE GROVE
 BERECHURCH
 SCHOOL
 MONKWICK
 SCHOOL
 TECHNICAL
 COLLEGE
 PRIVATE
 TUFNELL WAY
 NORMAN WAY
 LEXDEN CHURCH
 MERSEA ROAD
 NORTH STATION
 MONKWICK EST.

ST. NORBURY BRIDG.
 DAY UNREMARKABLE BUS
 17425.
 SCHEDULE BUSSE 14/2/27

The Blind Spot!

A belated return to part of **Bob Williamson's** superb collection of bus bland, always a favourite our fault, not his!.

We start in Colchester with many still familiar destination!

Let those memories toll and the memories flood in!

Mark Lloyd

With thanks to Essex-buses yahoo group, J. Podgorski & Hedingham buses website.

Vehicles Withdrawn

290.	EX02 RYR	Dennis Dart Plaxton MPD	Withdrawn at KN by 31/10
577	W518 WGH	Volvo B7TLPlaxton President	Withdrawn at HD

Significant Allocations

257	CN to KN	by 1/11
261	HD to KN	by 12/10
261	KN to HD	by 15/10
523	CN to KN	by 30/10
524	CN to KN	by 21/10
524	KN to CN	by 30/10
851	u to CN	

A057 EZL entered service at CN 7 October

Fleet News

500, PL51 LDJ open top Volvo B7TL President has moved to KN after an MOT for winter storage. 457 AU61 AVK has had Chambers names added over its Konect livery. 616, SN10 CCV, the ex 50-years anniversary liveried ADL Enviro 400, entered service on the 9 October, on route 88 in the new livery, looking very smart after being worked on by R H Bodyworks near Eye. 9 & 10, S290/1 TVW were collected by Alpha recovery from Sudbury on 19 October. 290, EX02 RYR was withdrawn at end of service on 30/10 and stored at KN.

Other News

561 V301 LGC the Volvo B7TL President which was originally PVL1 with Go Ahead has been sold to Bromley Bus Preservation Group. It joins PVL284, PJ02 RCU which was the last PVL in use with GAL. V301 LGC was the pioneer London Volvo B7TL President and entered service at Bexleyheath and fittingly ended its career there as well before moving within the Go-Ahead empire, eventually becoming the first of an initial batch of refurbished B7TLs to join Hedingham after Go-Ahead takeover in 2012. 561 joined Konect in dual door form, had the central door removed and was refurbished before transfer to Chambers. Chambers have 566, W428 WGH in store but none operational, and Hedingham operational B7TLs have now reduced to a total of 13 from a maximum of 35 operated including the Hedingham original 560, EU53 MVZ which was destroyed by fire in Coggeshall in 2017. Scrap B7TL President ex 582, X507 EKG had been taken away from Clacton depot by w/e 5 October.



Hedingham 524 (LX05 EZG) Volvo B7TL/Wright Eclipse Gemini in St John's Street, Colchester, on 28 October 2019, on service 63 normally working to West Mersea. However, note the destination display "High Tide terminates Peldon Bus Shelter" due to very high tide covering the Strood that links the mainland to Mersea Island.

Robert Appleton.

EBN667p28



Upper picture As referred to in Mark's report, Hedingham 500 in winter storage at Kelvedon on 14/10/19. **John Podgorsky.**



Lower picture Chambers 874 (PN09 ENC) Scania N230UD/Optare Olympus in Osborne Street, Colchester, on 28 October 2019, working service 754 to Sudbury, this was one of the hourly 754 journeys which continue as service 753 from Sudbury to Bury St Edmunds. **Robert Appleton.**

EBN667p29

Letters

Chris Stewart from Shenfield.

That soft toy!

No doubt many others will also tell you this, but the soft toy on the Mercedes' front was a Red Devil (in deference to the fleet number 666 as being the Devil's bus)!

Paul Bateson, Canada, Editor, British Buses Abroad.

I was pleased to see my three photographs included in EBN665. Richard Delahoy has a sharp eye in noticing the route number on MTF 665G. What happened is that I had a picture of that bus on route 61A but chose the 9A instead as I thought it was the better image but didn't correctly alter my caption. Route 61A at the High Street Odeon stop is attached!



As described in his letter above, **Paul Bateson.**

What did catch my attention was the letter from Chris Stewart on EBN666p30. I had not realized that the Ford demonstrator SWV 275D had worked for ENOC. Guess what? I have pictures of this bus on demonstration to Southend Corporation Transport. These were taken on 21 November 1966 and are attached to this message as well. I hope that you can choose one or two for publication in EBN667.

Thank you for editing a most interesting newsletter.

Eds note, in the interest of international relationships, I have done just that at EBN667pp18.

Other Operators.

Roger A. Smith.

With thanks to the PSV Circle.

A1 Taxi (Tony Glew), Colchester

Irizar C70F bodied K914B4, registration YN54 NYH, is a recent arrival from Bull, Pytchley, Northants, whilst YIL 5494 (ex-R 211 OKH) a Dennis Javelin with C70F body by Salvador Caetano has gone from here.

APT Coaches, Rayleigh

KX61 JVO, a Volvo B9R with Plaxton C53F body is here from AFSC, Aylmerton, Norfolk.

Gardener, Chelmsford

YR58 SNK, a Lahden C55FT bodied Scania K340EB4 arrived here in April, previously with GHH, Norden, Greater Manchester.

Keane Travel, Orsett

Former Nottingham City Transport Scania N94UD, reg. YN05 WFT with East Lancs H51/36F body is now here.

Klarners, Colchester

There seems to be some confusion regarding Mercedes Benz Tourismo reg. BV66 GVX. Last month, based in information supplied by the PSV Circle, I reported this vehicle had been re-registered ES53 XCC. However, on the weekend of 18- 20 October, Mrs Smith and I travelled to Llandrindod Wells in Wales on a Sunrise Direct short break with transport provided by Klarners Mercedes Benz Tourismo, still registered as BV66 GX.



Picture Seen outside The Glen Usk Hotel in Llandrindod Wells, is BV66 GVX, a Mercedes Benz Tourismo (C49FT) operated by Klarners, Colchester.

Roger A. Smith.

Roman Coaches, Colchester

Former National Holidays Setra S415GT-HD, C48FT, is no longer here.

John. Salmon's Mystery Resolved?

John Salmon's photo. on EBN666p26 was of Mercedes Benz Sprinter, reg. RE66 VFD. This vehicle was with The Rural Development Trust, Lanark, Scotland before being acquired by Stephenson.s

EBN667p31



On EBN666p16 you have a picture of XNV 882S restored to United Counties livery, I have attached a pic of this vehicle in service with Fords Althorne (after purchase from Eastern National)

207 JPG - Fords Coaches Althorne XNV 882S @ Seaway Coach Park Southend on Sea 9 March 1995, operating on Fords then Fortnightly service from Althorne/South Woodham to Southend

With reference to the pic of "Italian job Val " on page 6, the details shown are not correct!

The vehicle shown is not the original rebodied as the caption suggests but is actually FYG 663J.

1970 Val70/Willowbrook B56F new to Wigmores Dinnington South Yorks re-registered to ALR 453B

The original Harrington bodied ALR453B used in the film was brought back to the UK and sold to an operator in Scotland and then scrapped in the 1990's.

The article on page 10 re petite municipalities, I always thought that Hartlepool Corporation was the smallest with 4 vehicles until they merged with West Hartlepool in 1966/67.

The vehicles were crewed and maintained by Bee Line @ West Hartlepool

History link attached below

<http://www.lthlibrary.org.uk/library/PDF-091-1.pdf>

Robert Downton

Target Dates for EBN668 (December 2019).

Before ...	Saturday	30 November 2019	Reports to Sub-Editors.
Before ---	Friday	6 December 2019	Sub-Editor drafts to Editor.
On or before	Monday	16 December 2019	Dispatch by Printers.



Wilkin & Sons, Tiptree Routemaster RML 2722 SMK 722F taken at Osea Leisure Park near 24 Maldon October 2019

Dave Arnold.



Sullivan
Bus
electric
Renault
car with
bus
route
branding
was
attending
the
Barleylands
event
this
year.
Paul
Smith.

EBN667irc



Essex Bus News 667; November 2019.

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Top picture
NIBS Dart at Brentwood. This is an unusual working with an older and long Dart on Brentwood locals, as all services are normally covered by the ex-Abbelio Dart/Enviro 200's.

NIBS Buses 458 (SN55 DVR) at Rail Station Brentwood 6 November 2019, 2005 Dennis Dart SLF/Alexander B35F ex National Car Parks NCP23.

Robert Downton

Centre picture
Eastern National ONO 59 Bristol K5G ECW 1327 (2255) seen at the recent Lincoln LWVS running day.

Paul Harvey.

Lower picture
EBN665p26 reported that Stephenson's are operating Galloway of Mendlesham services 384/385 Bury St Edmunds to Stowmarket/Stowupland. On 3 October 2019 Stephenson's 433 (EU10 NVS) Alexander Dennis Enviro 200 was leaving Bury St Edmunds on 1135 service 385 to Stowmarket.

Robert Appleton.

EBN667 outer rear cover