Essex Bus News

No. 610
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2015



Essex Bus Enthusiasts Group
www.essexbus.org.uk





Top picture this page:

Amber bus Dennis Trident/Alexander ALX400, T690 KPU (John had to wait nearly an hour to get this 'in the open' as it sat squeezed in with other buses in the station yard).

John G. Lidstone.

Bottom picture, this page:

Regal's latest Trident acquisition T697 KPU operated in Essex during 2014 with Cambridgeshire based Freedom Travel of Horseheath. In June last year it approaches Newport Grammar School on the schoolday extension of route 18 (Saffron Walden to Haverhill).

Owen Woodliffe.

Front Cover picture:

In a cold and dismal Harlow Market Place on Saturday 31 January Arriva displayed Versa 4230 (KX62 JVW) to announce the upgrade of local fleet, commencing with routes 2/3 to Staple Tye.

Owen Woodliffe.

Essex Bus News 610; February 2015

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We are sorry that this service is temporarily suspended until further notice.

Welcome to new Member
Ken Wildman of Braintree – 1087

Subscriptions
A calendar year subscription is £21. New members may join from any month, but subscriptions will always run to December, from whichever month the member chooses.
Those joining from February to December inclusive will pay a pro-rata subscription calculated at £1.80 per month. For example, a member joining in March would pay 10 x £1.80, i.e. £18.00.

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

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

SOUTH ESSEX MEETINGS.

The Winter dates are all Wednesdays at Wickford Cricket Club, off Swan Lane, five minutes walk from Wickford Railway Station and five minutes drive from A130 and A127. In Wickford Town Centre, turn right into Swan Lane (pub on corner) and in 100 yards turn right, signed Wickford Tennis Club, this is a private road. Free parking in front and a cash bar is available. Doors open at 1930 for informal chat and usually an impromptu slide show with main show from 2000 to 2145/2200. Members and guests welcome - £1.50 donation towards cost of room, please.

Wednesday 18 February 2015. Richard Delahoy "20 years ago".
Wednesday 18 March 2015. AGM starts 1945 sharp then slide show "50 years AGO", by Alan Osborne.
The programme from April to July is still being arranged and will be published in the March magazine.

NORTH ESSEX MEETINGS by Dave Arnold.

Venue: 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 an informal chat, and often impromptu slide show, with the main talk or show from 1945 to 2145. £1.50 donation towards room hire, please. Slides/digital photos are preferred, but prints can also be shown. Members and guests welcome.

Friday 13 March 2015. Gary Sharpe/Trevor Brooks. Osbornes of Tollesbury – part 2.
Friday 10 April 2015. Owen Woodliffe. Bus Rallies, Wales and South-west 2014.
Also Fridays 8 May, 12 June, 10 July, 14 August, 11 Sept, 9 Oct, 13 Nov and 11 Dec 2015.

A Blast From The Past! Paul Harvey.



Picture above: As it seems to be Rail Replacement month, it seems appropriate to show ex Southend Transport 335 CJN 435C Leyland PD3 Massey seen preserved near Bourne Lincolnshire during 1993. Her sister, 336, was shown last month. Paul Harvey.

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

EVENTS

Saturday 28 March. SE Bus Festival, Kent Showground, Detling near Maidstone. See note ******* below.

Sunday 12 April. The AJN 825 Group are organising a further study tour over former Westcliff MS routes, this time concentrating on the western (London fringes) end of the network, visiting the Upminster/Romford/Grays area. Pick up points are expected to be Rayleigh Station (c. 0940) and Tarpots Corner (c. 1000). Anyone interested in participating is asked to contact Richard Delahoy, richard@signal-training.com or by post to 272 Shoebury Road, Southend on Sea, SS1 3TT (enclosing 2 SAE's – one for initial confirmation, the other for final details).

Sunday 19 April. Spring Gathering, London Bus Museum, Brooklands.

Sat/Sun 25/26 April. 1940's Weekend, Dover Transport Museum.

Sunday 26 April. Delaine Buses Heritage Running Day.
Four heritage vehicles will boost Delaine Buses normal Sunday service between Peterborough and Bourne. These vehicles will operate alongside modern low floor vehicles providing a 20 min frequency on service 101. Full details available at www.delainebuses.com or 01778 422866.

Sunday/Monday 3/4 May. King Alfred Gala Weekend. Winchester.

Sunday 17 May. Open Day. Great Yeldham Transport Museum, info@yeldhamtransportmuseum.co.uk. *The Group Stall will be at this event.*

Sunday 31 May. Clacton Bus Rally.

GROUP TOURS

Saturday 23 May. "The Norfolk Flyer",
Departing Colchester North Station at 0830 we will be visiting a selection of operators including Galloway at Mendlesham, Sanders at Holt, Easton's at Stratton Strawless and, by popular request, a return visit to Simonds at Diss on the way home. Lunch stop will be at Sheringham and we suggest you bring food with you. Return to Colchester approx. 1830. Fare is £20.00. To book, please send cheque for £20.00 payable to E.B.E.G together with S.A.E. To Keith Woods, 34 Normandie Way, Bures, Suffolk CO8 5BE. *(Note: High Vis. Tops are required for this trip)*

Tuesday 23 June. Talisman Evening Tour, details to follow.

SALES Due to a generous donation from our member 263, the following can be offered first to group members:- Destination blinds: Southend Transport; RM side, P5 and NN types (30.5 ins): LCBS Grays RT, RCL, RMC, RF/RP,AN: LT North St DM/RM, LT Leyton RF (235), Upton Park RM. Special price to members at £20 per blind.
Eastern National Cap Badges: 1 green and 1 plated at £10 each.
For further details contact Sales Officer at pat_woodliffe@hotmail.com or 020 8529 4454.

**** Unfortunately, the Sales Officer will be unable to take the stall to SE Bus Festival on 28 March. If anyone can assist in taking stock there and manning stall under cover, please contact as above.*

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.



AJN 825 at Bournes Green on the earlier tour last August.

John G. Lidstone.

The late Ken Healey an Obituary by Chris Stewart.

I was sad to read that Ken Healey had passed away. Ken lived in Hutton and I used to see him quite often waiting for his bus home. As far as I recall from talking to him he'd been a conductor with City, Westcliff and then briefly Eastern National, before going to LT at (I believe) Barking. A number of staff moved 'up' from red buses to Green Line at Romford, including Ken who continued as a conductor on the 721 until this went one man in January 1972. He was one of three conductors who were kept on as office based staff but he left the bus industry when Romford (RE) closed in July 1977, getting a job with Rothschild in the City of London as a messenger. He stayed there until retirement, always speaking highly of them. I believe he did gain a PSV licence in due course and drove occasionally for County Coaches.



After retiring, he devoted a lot of his time to St John Ambulance but also kept the spirit of Green Line Romford going by organising annual Christmas meals and a few other events. He conducted prototype coach RMC4 (SLT59) on 1 July 2007 when former RE driver and inspector John Bush borrowed it from Roger Wright to run over the 721 from Romford to Brentwood and back, commemorating the 30th anniversary of Romford's closure and the last 721.

I joined them for the short leg from Brentwood High Street to the London Hospital Annexe/'Robin Hood & Little John' terminus and back, and photographed the proud crew posing in front of the unique ECW bodied Routemaster.

Both pictures by Chris Stewart.



There were several other EBEG members on that day with the RMC, including Dave Livermore, John Rugg and the late Terry Dendy.

200 years ago. Moore starts carrier service in Feering.

Extract from "In and around Heybridge in the 19th & 20th Centuries" by Beryl Claydon. (with her kind permission). Page 233. ISBN 978-0-9572410-0-8

"Carriers took goods but would pick up and set down passengers en route without pre-booking since they followed a timetable. Edward Moore started his carrier business on 20th February 1815 in Feering. He used a simple, bone shaking springless cart hauled by one horse. The journey to Colchester took three hours since there was a speed limit of 4mph. He served Colchester market on Wednesdays and Saturdays and Chelmsford Market on Tuesdays and Fridays. Transport magazines credit Moore's with being "the oldest family undertaking in the passenger service industry". The firm moved to Kelvedon in 1844, probably because the Eastern Counties railway main line reached Colchester in 1843."

Phoenix School Transport Model bus. Members Request.

Does anyone have any information about a commercially produced model of a double decker bus in Phoenix School Transport livery? That is the one that operated in Essex, predominately from KEGS, Chelmsford. One of our members recalls seeing an advertisement, probably in a bus magazine, some while ago but can't now find the ad! He has tried "the net" but can only get information on the school bus operator in Phoenix, Arizona! Any information, please to the Editor, Maurice Austin on 01245 492328 or maurice.austin@phonecoop.coop, who will pass it on to the enquirer.

Fat Finger Fiasco!



The picture on EBN609p2 mistakenly referred to EN Olympian 4550; it was clearly 4500 as shown on the fleet number plate. Martin Farmer emailed the news even before my copy was delivered! Several other eagle-eyed members also reminded me there had never been a 4550. Thanks to all of you for your vigilance! John G. Lidstone, who took the photo. tells me Routemasters were running when it was taken so it would probably be February 1988. Comment was also made about the phrase "Commuter Special". That was intended to be a reference to the time of day the photograph was taken, not a description of the type of licence the service operated under. Martin Farmer tells me the service was a stage carriage limited stop service.

Alan Osborne has given me a copy of the timetable operating at the time the photograph was taken and it clearly shows a 7-day a week hourly service with the first bus leaving Southend at 0500, due to arrive at Kings Cross at 0702. Interestingly, the first one out of London was 0832 NSSu and 0902 daily. I wonder whether the bus and crew had a nice breakfast break or whether it did other work.

Whilst we are dealing with errors, the captions for the outer rear covers were reversed. I am not certain whether it was just carelessness on my part or whether the pictures "flipped" during the process of creating a pdf and transmitting it.

By far the most serious mis-captioning was my description of the Routemaster shown as the upper photo on the inner rear cover. It is, of course, RMA50 not RML2643. Ensign refer to it as RMA50 (it was BEA34 in original days in the fleet operated by LT for BEA, but was presumably numbered RMA50 when LT finally took the buses over – they did not all move to LT at the same and not in fleetnumber order, hence the tidy matching of fleetnumbers and registrations was lost). The real RML 2643 is NML643E and has a rear entrance. Thanks to Richard Delahoy for this information.

"On The Buses"

John G. Lidstone has remounted his Facebook gallery of EN KSWs VNO 857/62/6, WNO 476 in 'On the Buses' films. He spent two days immersed in KSWs in his lounge in the dark to create this set (that's dedication!). See the set at:

https://www.flickr.com/photos/46986413@N07/sets/72157649895679357/

Service Changes by Paul Harvey.

Arriva Kent Thameside

8 March 15 – all services registered to TGM Network Colchester & Network Harlow will be registered under the Arriva Kent Thameside licence.

Chelmsford Community Transport

2 Jan 15	CCT2/3	M-F	Chelmsford/Braintree/Maldon/Wickford DRT: new DRT service.

Epping Forest Community Transport

12 Jan 15	SB03	Th	High Beech to Loughton: new service.

First

1 Feb 15	X30	D	Stansted Airport to Southend: revision to running times at certain times of the day and journeys from Southend to operate via Rayleigh Road, Eastwood instead of Progress Road (updated information).
	14/15/15A	M-S	Chelmsford to Wickford: minor timetable revisions to certain am journeys.

Fourways Coaches

3 Jan 15	FWC001	Sch	Witham to Sandon: school service withdrawn.

Go Ahead (Hedingham)

23 Feb 15	91/A	M-F	Witham to Tollesbury: minor revision to morning journeys.



Showing of the new style name but not yet fully in the livery described in EBN609, Hedingham Volvo Olympian/Northern Counties (R279 LGH) leaving Station Road, Tollesbury on service to Colchester on 20 January 2015. Ken Coldwell.

SBC Engineering

12 Feb 15	A	Sch	Chelmsford Springfield Road to Westcliff High School: new school service.
	B	Sch	Great Notley to Southend High for Boys: new school service.
	C	Sch	Billericay Goose Green to Westcliff High School: new school service.
	D	Sch	Hutton to Westcliff High School: new school service.
	E	Sch	Ingatestone to Westcliff High School: new school service.

These school services have been operating as non-registered services for awhile.

Swallow Coaches (EOS)

19 Jan 15	21A	M-F	Ongar to Warley: new contract service providing two evening return j'neys.
26 Jan 15	66	M-S	Harlow to Debden: will operate between Debden/Loughton and Waltham Cross only Mon to Sat. Saturday extra service to North Weald Market withdrawn (updated information).
	66A	M-F	Upshire to Loughton: will operate Harlow to Waltham Cross and Upshire Mon to Sat(updated information).
	HC1	Coll	Harlow College Circular: new college day service via Epping, North Weald and Harlow.

TGM (Network Harlow)

8 March 15 – all services registered to TGM Network Harlow are being cancelled and registered under the Arriva Kent Thameside licence. Services will be rebranded as Arriva services.

TGM(Network Colchester)

1 Feb 15	2/C	D	Horkesley Heath to Highwoods: revised timetable with revised routing in the Highwoods area.
	4	M-F	Colchester to Stanway: revised timetable with reduced frequency.
	6	M-S	Old Heath to Colchester: service withdrawn.
	8/C	D	Monkwick to Highwoods: revised timetable with improved frequency.

8 March 15 – all services registered to TGM network Colchester are being cancelled and registered under the Arriva Kent Thameside licence. Services will continue to be marketed as Network Colchester.

Townlink Buses

14 Jan 15	16	M-F	Harlow to Waltham Abbey: service withdrawn.
9 March 15	19A	M-F	Harlow to Loughton: revision to timetable. This service was introduced on 15 December 14 and not 4 December 14 as recorded.

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



Following the Editor's comment in EBN609p31 about the rarity of photographs of buses operating on First Essex /Essex County Council service 256, member William Morrison proves him wrong! Here we see 41538 on 256 in Basildon Bus Station on Friday 28 November 2014.

William Morrison.

“Quest” and Jim Gozett; Maurice Austin.



Travel by Open Road

REGULAR DAILY SERVICE

LONDON to

Danbury, Maldon, Southminster, Burnham

with connections for TOTHAM and WICKHAM

BY

“QUEST” COACHES

Proprietor—J. W. GOZZETT.

From LONDON CENTRAL STATION	Dep. p.m.	Single	Retn	Period Retn
Eldon Street (Liverpool St.)	7.0			
Danbury (next to Rail)	5.45	3.6	5/-	6.6
Maldon Square	6.0	4/-	6/-	8/-
Southminster (Nunn's Stores)	5.30	4/-	6/-	8/-
Burnham (Central Cafe)	5.45	4/-	6/-	8/-

Burnham (Central Cafe)	Dep. a.m.	Single	Retn.	Period Retn.
Southminster (Nunn's Stores)	8.0	4/-	6/-	8/-
Maldon Square	8.10	4/-	6/-	8/-
Danbury (next to Rail)	6.45	4/-	6/-	8/-
Eldon Street (Liverpool St.)	9.0	3.6	5/-	6.6
CENTRAL STATION	10.45			
	11.15			

SUNDAYS—Leaves Central Station at 7.30 p.m. and Eldon Street at 8.0 p.m.

Head Office:

SILVER STREET, MALDON, Essex. Phone 136

LOCAL BOOKING OFFICES:

BURNHAM. A. COLE, Central Cafe, High Street. 'Phone: 61

SOUTHMINSTER.—P. NUNN, High Street. 'Phone: 15.

DANBURY. Mr. WAKEFIELD (Producer), Next to the Bell Inn. 'Phone: 107.

London Station and Main Agents:

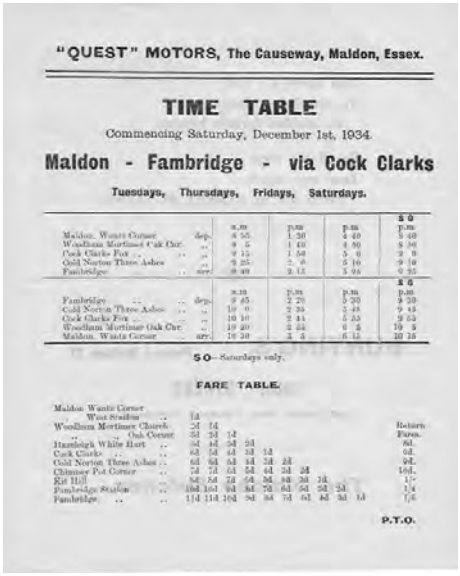
CENTRAL LONDON ROAD TRANSPORT STATION

Crescent Place, Cartwright Gardens, W.C.

(Off Euston Road, close to Russell Square)

Phone: Museum 5331–5339

SEATS MAY BE BOOKED AT:



“QUEST” MOTORS, The Causeway, Maldon, Essex.

TIME TABLE

Commencing Saturday, December 1st, 1934.

Maldon - Fambridge - via Cock Clarks

Tuesdays, Thursdays, Fridays, Saturdays.

		a.m.	p.m.	p.m.	S O p.m.
Maldon, Wantz Corner	dep.	8 55	1 30	5 40	5 40
Woodham Mortimer Oak Cor.	,,	9 5	1 40	5 50	5 50
Cock Clarks Fox	,,	9 15	1 50	5 0	6 0
Cold Norton Three Ashes	,,	9 25	2 0	6 10	6 10
Fambridge	arr.	9 40	2 15	6 25	6 25

		a.m.	p.m.	p.m.	S O p.m.
Fambridge	dep.	9 45	2 20	5 20	6 20
Cold Norton Three Ashes	,,	10 0	2 30	5 45	6 45
Cock Clarks Fox	,,	10 10	2 44	5 55	6 55
Woodham Mortimer Oak Cor.	,,	10 20	2 55	6 5	7 5
Maldon, Wantz Corner	arr.	10 30	3 5	6 15	7 15

SO—Saturdays only.

FARE TABLE.

Maldon Wantz Corner												
,, West Station	..	1d										
Woodham Mortimer Church	..	2d	1d									Return Fares.
,, ,, Oak Corner	..	3d	2d	1d								8d.
Hazelgrib White Hart	..	3d	1d	2d	2d							6d.
Cock Clarks	..	4d	3d	1d	1d	1d						8d.
Cold Norton Three Ashes	..	6d	4d	3d	1d	2d	2d					9d.
Chimney Pot Corner	..	7d	7d	6d	5d	4d	3d	3d				10d.
Rit Hill	..	8d	8d	7d	6d	5d	4d	3d	1d			1/-
Fambridge Station	..	10d	10d	9d	8d	7d	6d	5d	4d	2d		1/4
Fambridge	..	1/4	1/4	10d	9d	8d	7d	6d	4d	3d	1d	1/6

P.T.O.

Last month, we reported on the sale of Jim Gozett’s “Quest” to Eastern National on 1 January 1935.

Group stalwart Alan Osborne has delved into his extensive timetable collection (possibly one of the most comprehensive in the UK) to enable us to show members the time and fare tables for the Quest London service and the local Maldon to Fambridge service.

The daily Burnham - London service took 3 ¼ hours in each direction at a maximum fare of 8/-, ie eight shillings or 40 “new” pence in today’s currency. Inflation has been almost 50 times since then, so I reckon an equivalent fare today would be in the order of £20.

The London terminus was the “Central London Road Transport Station” in Crescent Place, Cartwright Gardens, WC, close to Russell Square.

Interestingly, the time allowed between Burnham and Maldon was 45 minutes compared with the 35 minutes allowance of the current 31X. No doubt road conditions have changed somewhat! Vehicles certainly have improved out of all recognition!

The 3 or 4 return journeys on TThFSa show a maximum fare of 11d single (almost 5p) and 1/6 return (7 ½ pence).

The reverse of the local handbill has an advertisement for Bunting’s, The Maldon Butcher based in Maldon High Street, 100 yards from the Quest terminus. Bunting’s is still there. There telephone number was Maldon 71. It is now 01621 853271!

Their advertising “jingle” was

You know it’s best
To travel by “Quest”
To Maldon bargain hunting.

But if it’s meat
That you require
Please call on ALBERT BUNTING.

To mark the 60th anniversary of the winding up of Quest Motor Services of Maldon, Essex County Council operated a special heritage between Maldon and Basildon on 6 Summer Sundays and Bank Holiday Monday in the summer of 1995. 3 trips were operated from BN to MN and two in the reverse direction using a collection of gorgeous vintage buses, the oldest being a 1936 Leyland TS7, reg. JA 5515 32 seater, new to North Western Road Car Co. of Stockport.

Group members Geoff Mills and Derek Stebbing were heavily involved in this project. Further notes will be produced for later EBN’s but, in the meantime, members are asked to send their memories of Quest.

Moore of Kelvedon.

On p5 of this issue, we report on the 200th anniversary of Moore's. Once again, we are indebted to Alan Osborne's fantastic timetable collection.



MOORE BROS.'

KELVEDON,

NATIONAL STEAM CAR

WILL RUN

Every Tuesday and Friday

From KELVEDON to TIPTREE and COLCHESTER.

TIMES AND FARES AS UNDER:

LEAVE	a.m.	LEAVE	p.m.
Kelvedon	11'10	Colchester Town Hall ...	4'30
Inworth Street ...	11'20	Birch Rectory Corner ...	5'0
Tiptree Co-operative	11'30	Smythes Green	5'5
Haynes Green Corner ...	11'35	Haynes Green Corner ...	5'10
Smythes Green	11'40	Tiptree Co-operative	5'20
Birch Rectory Corner ...	11'50	Inworth Street	5'25
ARRIVE		ARRIVE	
Colchester Town Hall ...	12'15	Kelvedon	5'35

FARES:

	Adults	Children
Kelvedon to Tiptree	4d.	2d.
Inworth Street to Colchester	11d.	6d.
Tiptree to Colchester	9d.	6d.
Haynes Green Corner to Colchester ...	8d.	5d.
Smythes Green to Colchester	7d.	4d.
Birch Rectory Corner to Colchester ...	6d.	4d.
Kelvedon to Colchester	1/-	8d

SPECIAL TRIPS ARRANGED.

This Car stops to pick up and set down Passengers anywhere.

Return Fare, Kelvedon to Colchester either by Tiptree or Coggeshall, 1/9, Children, 1/2.

Children under 5 years, free,

J. A. Dodds, Coggeshall Press.

Here we see a copy of a 1915 timetable for the Colchester via Tiptree service. The WSat service operates via Coggeshall; the fares and times for the two routes are similar.

Compare the time taken a century earlier (see p5) when the journey took 3 hours. So steam was much faster than the horse!

Interestingly, childrens' fares were "under 5 free" even in those days whilst the reduced fare for older children ranged from half fare to about two-thirds.

Unfortunately, we do not have access to a copy of the 1815 timetable; presumably one did exist. Alan's earliest timetable is a directory that includes stage coaches from London to most parts of the UK.

Any member who has researched this service, presumably using Essex Records Office materials, is invited to submit details for possible publication.

Eastern National at Harwich by Robert Appleton.

Robert has been observing the bus scene in and around Harwich for half a century; readers will have seen some of his interesting photographs and noted his observations of operations, especially during the recent changes to the status of Harwich (DT) depot. We are pleased to start to serialise his memories of the first thirty years or so of his memories. After some time away from his beloved "growing up area", Robert is now back and just as keenly observing the local bus scene. Who knows, by the time this series has been fully published, Robert may have bought his history up-to-date!

Introduction

This series of articles covers the period September 1965 to August 1986 based on my own memories and notes. It does not claim to be complete, nor does it attempt to list every Eastern National (EN) bus that has operated from Harwich. Nevertheless, I hope that it will give a flavour of the Harwich – Mistley – Colchester bus service, and EN's operations from Harwich depot.

Part One: Early Memories

My interest in buses dates from September 1965 when I had to travel by bus from Mistley to Colchester. To arrive at school on time, I had to travel on Eastern Counties' 0740 East Bergholt – Colchester service 221, normally worked by one of LKD178/179/180 (UNG 178/179/180) Bristol LD5G 1956 ECW H33/27RD from East Bergholt outstation. I was intrigued by the Bristol ECW Lodekka chassis body plate displayed below the stairs, but I did nor realise the significance of the Bristol Lodekka until much later.

Another bus service between Mistley and Colchester was the EN70, at that time it was a long through service Harwich – Colchester – Braintree – Bishops Stortford. One morning, the 221 service was very late. The Eastern Counties LKD was held up at Manningtree level crossing. In those days, the level crossing was manually operated, the crossing keeper having to walk from Manningtree signal box to the level crossing and he only did this if there was sufficient gap between the trains. So any late running meant the gates would remain shut, leading to the buses running late!

So that morning, I travelled on the EN 0740 Harwich to Colchester service 70 which was worked by an ex-Moore Bros. Guy Arab IV so, probably, this was a through Harwich to Bishops Stortford journey.



Bringing the story right up to date, on 30 January 2015, First Essex Colchester based 65675 leaving Harwich on 1100 service 104 to Colchester still has IPSWICH fleetnames on its cove panels following its time with First Eastern Counties at Ipswich. Robert Appleton.

Return, weekly and season tickets issued by Eastern Counties were valid on EN buses, and vice versa, so no problem travelling on the Guy Arab IV; but why the sunken offside gangway? Eventually, I discovered the reason for the low bridge layout, and the advantage of the central gangways on the Bristol ECW Lodekka.

EN also used Bristol LD5G Lodekka's on the 70. The timetable allowed 65 minutes from Harwich Quay to Colchester Bus Station; a very tight timing as this part of Essex is not flat! There are steep hills between Upper Dovercourt and Ramsay, between Ramsay and Bradfield, then Mistley Hill, another hill from Manningtree up Colchester Road in to Lawford, another hill in Lawford, then John de Bois hill between Ardleigh and Colchester and, lastly East Hill in Colchester. One day, I was on a Bristol LD5G crawling up hill in second gear, and an older Colchester Corporation Crossley double-decker caught us up climbing East Hill much faster.

Then there were closely spaced bus stops in Bradfield and Lawford. Every time a Bristol LD5G pulled away from a stop, accelerating slowly, then it was time to halt again at the next bus stop. So the poor hill climbing and slow acceleration of a Bristol LD5G made it a hard job for the EN crews to keep time on the 70. The Eastern Counties crews working the 221 seemed to have much easier timings.

However, help was to come for the hard-pressed crews working the 70 between Harwich and Colchester, and it was another variant of the Bristol ECW Lodekka.

Further parts of this fascinating story will follow in subsequent EBN's, subject to space being available.

Robert acknowledges the following sources-
Eastern National 60 years of service to Essex 1930 to 1990.
75 years of service in Essex 1930 to 2005 with Eastern National and First.
Eastern National Omnibus Company Co Ltd Fleet Record 1964 – 1990 (Essex Bus Enthusiasts Group).
Coastal Red Fact File 4 (Essex Bus Enthusiasts Group).
Ipswich Transport Society Journals.
Eastern National and Eastern Counties timetables.



EBN608p14&15 recorded the transfer of 30887 from BE to CN and its repaint in to First Urban livery.
Here we see 30887 at Harwich on 19 Jan on layover between journeys on service 2 Harwich – Parkeston on what was a very dull, cloudy, wintry day!. It is is parked alongside the closed Harwich depot building on what used to be the staff car park. As per EBN609p7 service 2 has a revised route and timetable w.e.f 2 February 2015. Robert Appleton.

By Adam Kelleher.

Acquired Vehicles

65670 SN51 UYC Scania L94UB 1840629 Wright E510 B43F 11/01 First Edinburgh 548
69433 AU58 FFW Volvo B7RLE YV3R6K6269A131517 Wright AC596 B44F 01/09 First E Counties 69433

From First Eastern Counties, 17 January 2015. 65670 is in old First livery (Barbie), 69433 is in Urban livery with Ipswich fleet names on cove panels. Both have LED blinds. 65670 was seen in service at Clacton on routes 7 and 8 on 23rd. It had previously operated for First Essex between August 2002 and March 2013 when it moved to Ipswich. Its return means that all of the SN51 reg Scanias, 65670/2-6, which moved to FEC between July 2011 and April 2013, are now back with Essex and the whole batch, 65665-77, which were acquired in July 2002 for route 100, is once again complete. 69433 was seen on route 65 at Colchester on 26th. It is part of the batch 69421-33 (AU58 reg) which were new in pink livery at Ipswich for Park & Ride service. Of these, 69421/9-33 are now with Essex (at Colchester) leaving 69422-8 at Ipswich. (Those remaining at Ipswich have all recently been refurbished at Rotherham and repainted into First Ipswich's new livery, with 69426/8 receiving Excel livery fronts).



65670 (SN51 UYC) has transferred from First Eastern Counties at Ipswich to First Essex Buses at Clacton. Seen here in Pier Avenue, Clacton on 23 January on service 7 to Walton on the Naze. Robert Appleton.

61579 (S692 BFS) This vehicle, a Scania L94UB / Wright Axcess Floline, was new to First Glasgow as SS92 in October 1998 and according to British Bus Publishing's "First Bus Handbook" was still with FG in early 2014 at Dumbarton depot. However, there is a photo of it on Flickr, taken on 9 October 2014, at Colchester (between the old bus station and the garage) with its front dash panel removed. It was then seen at the back of Clacton depot on 12 December before it was towed, together with 65532, to Alpha Recovery for scrap on the 15th (there is also a photo of this on Flickr). There have been no reports of this bus arriving at First Essex and no reports of it having operated in service with FE, so it is assumed it was used just for spare parts, but if anyone has any more information it would be most welcome.

Allocation Changes

These are, and always have been, taken from the Company's allocation sheet. For operational reasons there may sometimes be discrepancies with the actual situation on the ground.

FEC=First Eastern Counties; FG=to/from another First Group company (both involving change of legal ownership); Acq=acquired from a non First company

The following traditional depot codes are used in EBN, although no longer by the company:
BN-Basildon; BE-Braintree; CF-Chelmsford; CN-Clacton; CR-Colchester; HH-Hadleigh; DS-Driving School

Period 10 (28 December - 24 January)

40008 CF(out of service)-sold, 42487 BE-CF, 42936 CF-BE, 43712 CN-CN(out of service), 60305 CF/DS(out of service)-sold, 60810 CN(store)-sold, 60811 CN(store)-sold, 61054 CN-CN(out of service), 65551 CN-CN(out of service), 65570 CR-CR(out of service), 65665 CR-CN, 65670 FEC-CN, 65676 CR-CN, 66798 CR-CF, 69433 FEC-CR

Disposals

To Alpha Recovery for scrap January 2015: 40008, 60305, 60810, 60811.

The MOT on HH42439, the last original style low floor Pointer bodywork Dart in service, was due to expire on 6 February. First Essex have kindly donated this bus to the Yeldham Transport Collection (it becomes the Collection's first group owned vehicle) and it was driven to Great Yeldham on the afternoon of the 4th. It will be preserved alongside fellow ex Hadleigh Dart 952 / 46152 (they were together at HH between February 2009 and January 2010 and they complement each other well, a late step entrance N reg. Dart alongside an early low floor P reg. Dart). 42439's last day of service was due to be the 3rd, when it worked on routes 24, 822, 27X and finally 20, but it was pressed into service in the very early morning of the 4th when it worked one rounder on 20, Southend-Hullbridge-Southend, and a 25B Southend-Hadleigh.

Repaints

To Urban livery:

HH41761, seen on 27 on 13 January, Essex fleet name and depot sticker on lower panels on offside (nearside not seen), unlike HH41736 (see EBN 609) it has retained its Marshall wings on the front dash, but this has been over-painted white

HH42923, seen at Clacton depot repainted on 31 January, Essex fleet name and depot sticker on lower panels on both sides

HH42927, seen at Hadleigh depot repainted on 9 January, Essex fleet name and depot sticker on lower panels on both sides

CF43802, seen on 351 on 10 January, Essex fleet name and depot sticker on lower panels on both sides, large f symbol above a small Essex name on the rear window

CN65667, seen on 17 on 31 January, Essex fleet name on cove panels and depot stickers on both sides, Essex fleet name on rear

CN65671, seen on 7/8 on 16 January, Essex fleet name on cove panels and depot stickers on both sides, Essex fleet name on rear

CR66803, seen at CR Queen Street depot on 24 January, Essex fleet name on cove panels and depot sticker on offside (nearside not seen)

CR66804, seen on 64A on 12 January, Essex fleet name on cove panels and depot sticker on offside (nearside not seen)

CR66807, seen on 65 on 16 January, Essex fleet name on cove panels and depot sticker on offside (nearside not seen)

CR66810 seen on 28 December, Essex fleet name on cove panels and depot sticker on nearside (offside not seen)

CR66816, seen at CR Queen Street depot on 30 January, Essex fleet name on cove panels and depot sticker on offside (nearside not seen)

CR66828, seen at CN depot on 17 January and back at CR on 61/62 on 22nd, Essex fleet name on cove panels and depot stickers on both sides

Updates on earlier repaints: CN30887, which had been off road since its repaint awaiting engine repairs, was first seen in service from Clacton on route 76 on 6 January. It has Essex fleet name and Clacton depot stickers on nearside (offside not seen). Unlike similar CN30902 which was repainted last September, the coloured bands at skirt level do not continue across the whole of the front of the vehicle, they are angled downwards / inwards before the registration plate. (With Urban livery some vehicles have continuous coloured bands at the front and others do not, generally dependent on the bodywork.) CF42935 (see EBN 609) does not have any f symbols on front or sides but does have a large f symbol above a small Essex name on the rear window. CN65691 has depot stickers both sides but does not have main fleet names. CN65692 has depot stickers both sides (as well as Essex fleet names on cove panels both sides). BE66168 has an Essex fleet name on cove panels on nearside but not on offside and does not have depot stickers.

Continued, by Adam Kelleher.

Other Vehicle News and Workings

General
Unfortunately, the black paint on the wheels of Aberdeen liveried BE62139 (see EBN 609) quickly started to peel. At some time, the rearmost nearside pair of seats on CF53134 has been replaced with a set from another vehicle. This new set has deep cushions (as opposed to the very thin seats on the rest of the bus and all 02 reg Solos in general) so at least two passengers can have a more comfortable ride! Correcting EBN 609, out of service 43474 is still at BE, seen there on 24 January.

Olympian
Due to pavement widening works only single deckers can pass under Duke Street Railway Bridge between 12 and 30 January (for work on the north side footpath) and 23 February to 6 March (for work on the south side). This has therefore severely limited the service opportunities for 34305 and in consequence it has moved from CF to BE. It was seen on route 70 on 23, 26, 27, 29 & 30 January. (It had been seen still at Westway on 14th.) Good news is that it has recently passed its MOT.

Rail Replacement
Amongst the vehicles from many different operators on weekend Greater Anglia rail replacement services between Billericay and Southend Victoria / Southminster during January have been First Essex BN33077 and BN33424 on 11th, BN32801 and BE33088 on 17th, with HH33191 being seen on both of these dates, and BN32640 (standby vehicle), BE32856, HH33098 and HH33134 on 25th.



An interesting Trident pairing. The use of 33385 (and the other HH deckers in Adam's notes above) is of interest as HH 'deckers do not usually work railways, here alongside Ensign Trident 109 (T87 CLD), which has just been re-registered very recently with the ex-Leicester Daimler CCG6 registration UJF 182, previously carried on the Ensignbus recovery tow-truck. John G. Lidstone. EBN610p14

Clacton (CN) and Colchester (CR)

Updating EBN 609, CR66803 was still parked in the area between Colchester bus garage and the old bus station on 4 January but had gone for repair and repaint by the 11th. CR(out of service)65576 remained there throughout January and by the 30th its front dash panel had been removed.

Partly to increase punctuality and reliability and also because some journeys were proving uneconomic to run, Harwich's local circular route 2 was severely reduced from 2 February, with the Monday to Friday service being reduced from a 20/40 minute headway to only six journeys per day (with the last two only doing half the circle) and with the first journey starting at 0900 rather than 0700 and the last journey starting at 1605 rather than 1740. (N.B. First's Twitter feed described this as a "minor change"!) However, some additional stops were added, including one at Dovercourt Hospital. This service now only requires one bus, which is also used before 0900 and between 1430 and 1605 on school route 30A. The revised Saturday timetable will continue to require one bus, but this has eight journeys in total, as the bus isn't required for school work. Between 0900 and 1400 (M-F) and 1600 (Saturday) there are departures on the hour from Harwich Station except at 1200 due to driver's meal break. The Harwich & Manningtree Standard has reported that Harwich Town Council are very unhappy with this reduction in the service and have protested about the new timetable. They also protested when the previous services 20/20A/22A/22B were replaced by the 2, but to no avail. It was also reported that the Council no longer see any point in meeting with First. Two women in the Harwich area have organised a petition against the cuts. There was a letter from First in the H&M Standard on 30 January stating that the Harwich-Parkeston service was operated under contract to Essex County Council for six years with reduced subsidy, but when this subsidy ended it was clear that the service did not cover its costs so action had to be taken, however, if demand increases then service 2 will be reviewed. But with the service being only hourly at its best, no peak hour journeys and no direct service from Parkeston to Dovercourt, it is difficult to see how demand will increase. On the last day of two-bus operation on the 2, 30 January, CN65665 was noted on the 1040 departure from Harwich and CN65668 on the 1100. 65665 was also on 30A that day. Prior to this, recently returned to service CN30887 (see Repaints above) was used on the 30A and as the second bus on the 2 on most days since 6 January (one exception that was noted was on the 23rd, when CN65554 was on the routes). The other Alexander bodied double decker at Clacton, CN30902, continued to work on route 76 on most days during January.



65665 has transferred from Colchester to Clacton and is seen here on 31 January operating on service 2 Harwich - Parkeston. Robert Appleton.

Continued, by Adam Kelleher.

Chelmsford (CF) and Braintree (BE)

Rickstones Road in Rivenhall has been closed from 0930 until 1530 on Mondays to Fridays from 26 January until 19 February whilst road drainage is renewed to stop flooding from the surrounding fields, which are at a higher level. During this time route 132 is on diversion and a shuttle is running to Rivenhall Oak, the scheduled vehicle for this being MPD BE43356.

BE43679 was on loan to CF in the first few weeks of January and was seen on 351 on 7th, 71/A on 12th, 47 on 13th and 40 on 14th. It was seen back at BE on the 132 on 23rd. Updating EBN 609, there have been no further reports of BE42486 working in Chelmsford, but CF42930 has still been working from Braintree, seen on 132 (7th and 23rd) and 70 (14th, 20th & 29th) although this bus remains officially allocated to CF. However, 42487 has now moved from BE to CF with 42936 going the other way.

Buses seen on X30 during January (all CF): 66812 and 66837 (11th), 44547 (12th), 44540 (15th), 65032 (16th), 65029 and 65031 (18th), 66795 (21st), 66799 (23rd), 66796 (24th), 65028 and 65031 (25th)

13 Jan	CF43732 on 71/A (and again on 19th), CF53112 on 71/A
14	CF53116 on 71/A, CF53117 on 42
20	BN66824 on 17.10 Sandon P&R extra
21	BE33088 and BE33195 on driver shuttles, CF43731 on 71/A, CF53138 on 42A
23	BE30993 on driver shuttle, CF53115 on 42, CF66802 on 542
24	CF66812 on 70 (loan to BE but back at CF by 27th, on 71/A)
30	BE30903 on 70, BE33190 on driver shuttle, CF53113 on 31, CF53701 on 42
2 & 3 Feb	Ex P&R CF65029 back on Sandon P&R
3	CF6681x (last digit not seen) on Chelmer Village P&R



42487 is a recent transfer from BE to CF. It retains BE depot stickers. It is unusual in having an additional fleet name below the driver's cab plus depot stickers on old livery. Seen at Chelmsford Bus Station on 23 January 2015. Adam Kelleher. EBN610p16

Basildon (BN) and Hadleigh (HH)

16 Jan HH63163 on 25
23 BN33425 parked at A12 Mountnessing roundabout at 1635 (presumably waiting to take up service on 9A)
24 BN69902 on 25A
28 BN42934 on 100 (and again on 5 Feb)
29 BN69913 on 25A
30 BN32883 and CF43732 on 9, the latter a loan or transfer to BN
31 BN66806 on 9
5 Feb BN66813 on 100, BN66825 on 9

Other News New ticket machines (Wix, replacing Almex) are being introduced across the fleet.

Sources: Own observations, and with thanks to R Appleton, M Austin, S Barham, J Benee, N Clark, T Clark, R Delahoy, Adam Hughes, Alan Hughes, S Hughes, J Lidstone, J Long, D Lund-Conlon, C Martin, C Nixon & Ipswich Bus Blog, C Paynter, J Podgorski, I Ransom, J Sadd, K Smith, C Stewart, R West, the Essex yahoo! group, *Essex Buses Google group*, First Essex, Flickr, www.buslistsontheweb.co.uk, *Real Bus News*, LOTS, PSV Circle and *'Terminus'*.

Reports relating to First Group may be sent by e-mail to adamxxxx4@yahoo.co.uk or by conventional post. Many thanks to all those who do.



Operation of Marshall bodied Darts by Chelmsford depot has been extremely rare with just 41647 officially allocated there for six months from November 2009 to May 2010 and 41650 there for a single month in May 2013, just before it was withdrawn. However, in the first few weeks of the New Year, 43679 was on loan to CF from BE and is seen here on route 40 on 14 January. It was back at BE by 23rd. Adam Kelleher.



Stop Press!!!

42439, the "Oracle" in its new home fraternising with EN Bristol VR 3107. Yeldham Transport Museum has a fine collection of former EN and other local(ish) buses, well worth a visit on one of their open days.

More next EBN. John G. Lidstone.

More Rail Replacement!



We don't often illustrate Fords of Althorne's fleet in EBN, but the recent planned rail replacement on Abellio Greater Anglia presented an opportunity. Thanks to Matthew Evans' photos, we have contrasting buses and liveries. R156VPU is a former Stagecoach London Volvo Olympian/Alexander, whilst W80BUS (shown on the inner rear cover) is a former Brighton & Hove Dennis Trident/East Lancs, originally W833NNJ. The B&H livery style has been very neatly adapted to Ford's colours. Both were seen at Billericay on Saturday 17 January working to Southminster and are usually found on schools and in the case of W80, shopper services. Fords run 13 deckers, a mix of Leyland and Volvo Olympians, Dennis Tridents and Scania N113. Text by Richard Delahoy. Matthew Evans.

Regal 610 for EBN610.



610 was acquired by Regal when it took over Imperial's Brentwood area routes in November 2011. It had been new to First Midland Red and also saw service with TGM / Burtons. It is seen at Brentwood Station on 6 December 2011. It later gained LED front blinds but retained this Imperial adaptation of TGM livery throughout its time with Regal. It was towed away for scrap in March 2013 following an engine fire.

Eastern National at the 1960 Aldermaston March.

Philip Wallis.

Further to his article in EBN598 (February 2014) Philip Wallis has recently re-discovered one of his early notebooks which listed Eastern National buses and one coach that he saw when they brought protestors to the start of the Campaign for Nuclear Disarmament's (CND) 1960 March which set off from the main gates of the Atomic Weapons Research Establishment (AWRE) at Aldermaston in Berkshire bound for London on Good Friday 15 April 1960.

A total of 15 Eastern National vehicles were noted. 12 of these were double-deck comprising Bristol Lodekka LD5Gs or LD6Bs 1463, 1478, 1486, 1494, 1503, 1504, 1507, 1514, 1524, 1525, 1539 and 1559. Bristol MW5Gs saloons 489 and 492 together with Leyland Royal Tiger coach 133 made up the balance.



Burlingham-bodied Leyland PSU1/15 coach 133 had been ordered by City Coach Company but was delivered to Westcliff-on-Sea Motor Services in 1952 following that company's acquisition of City. Westcliff vehicles were transferred into Eastern National ownership on 2 January 1955 but 133 continued to display Westcliff-on-Sea fleetnames. This Leyland Royal Tiger coach was seen having just discharged its passengers close to the main gates of AWRE Aldermaston on Good Friday 15 April 1960 with its driver being instructed by a policeman to move on the vehicle. Philip Wallis



Three Eastern Counties Bristol MW5Gs were also noted. LL 453 was a 1959-built model fitted with 45-seat ECW body seen near AWRE's main gates. Brand new Duple-bodied Bedford SB3 YXH 851 of Balfour, Hounslow, is seen beside the MW5G. Philip Wallis.

Ensignbus

By Mark Lloyd with thanks to Ross Newman.

Ensign Fleet – January 2015

Additions

156	LX04FXR	Dennis Trident	Alexander ALX400	Ex Stagecoach E London 18226
157	LX04FXS	Dennis Trident	Alexander ALX400	Ex Stagecoach E London 18227
158	LX04FXT	Dennis Trident	Alexander ALX400	Ex Stagecoach E London 18228
159	LX04FXU	Dennis Trident	Alexander ALX400	Ex Stagecoach E London 18229

All converted to single door layout and in full fleet livery.

Changes

109	T87KLD	reregistered UJF182
192	T192CLO	reregistered 392MBF
194	T194CLO	reregistered 864DYE



As reported above, Ensign has just added several 04-plate Tridents to its fleet, this one being the first time John had seen one, on Abellio Greater Anglia rail replacement on 3 February, seen here at Warners Bridge on its way in from Wickford to Southend Victoria. John G. Lidstone.

Ensign Dealer; Other Movements **from next page.**

RML2350	…	It's Vintage Event Catering Ltd, Bournemouth.
Tridents LY02 OAW / OBG		South East Bus Supplies, Bromley, Kent.
Dart KM02 HFN	…	J Coates Driver Training Leicester
Metrobus BYX 304V		Unipessoal LDA, Maia Castelo Da Maia, Portugal.

Ensignbus Dealing Stock Movements - January 2015.

Vehicles In

APH Parking	YJ10MGV	Versa
Arriva TGM	TUI4844	Volvo B12M
Blazefield	YJ57XVZYJ57XWA/B/C/D/F/G	Versa's
Dawson Rentals	KX03HZG/HZE	Darts
	KX53SDV	
Epsom Buses	PE56UFP/R	Enviro 200's
Metroline	Y191/203/233/5NLK	Volvo B7TL's
	LK51XGM/XGR/XGG	
Stagecoach Merseyside	R254NBV	
	S659NUG	Olympians
Stagecoach SE	S757DRP	Olympian
Stagecoach Wales	M765/766RAX	Volvo B10M's
	R789DHB	
Western Greyhound	WK02BUS/SAT	
	WK03BUS	
	WK53BNB/EUT	
	WK04CCC/CUL/HSD/KUO/OTA	
	WK54BHN/P	
	WK05AOX/CFD	Merc Vario's
	WK11APO/V/U/X	Optare Solo's
	NA52AWP	Dart

Vehicles Out

Ace Travel, Liverpool	LK03GHY	Trident
Blueworks Taxis, Ulverston, Cumbria	SN53ETO	Dart
Bryans Coaches, Enfield	Y529NHK	
	LV52HFJ	Tridents
Brylaine Coaches, Lincs	LX04FXM	Trident
D and G Buses, Stoke on Trent	YJ57XWA/B/C/XVZ/XVV	Versa's
Coastal and Country, Whitby	Y738TGH	Volvo B7TL converted partial open top
Freedom Travel, Cardinals Green, Cambs	K741ODL	Olympian
Galleon Travel, Essex	M765RAX	Volvo B10M
Go-Ahead London	UK05BCL	Volvo B12B
Hilton Hire Services, Newton-le-Willows	YN54NYT	Scania
Hunters Coaches, Daventry	LX05BWN	Neoplan
Lehane Travel, Canterbury	YN06PFE	Volvo B12M
London City Tours	Y149/147/163/183NLK	Volvo B7TL's
Mann's Travel, Gravesend	TNZ1186	Dart
Minibus Direct, Churchdown, Gloucs	T745JPO	Trident
Redbridge Transport	LK51XGL/XGN	Volvo B7TL's
Red Kite, Tilsworth, Beds	R253NBV	Olympian
Rodgers Coaches, Northampton	S757DRP	Olympian
Stagecarriage , Middlesborough	KX05HVE	Neoplan
Watts Coaches, Bonvilston, Wales	SNZ7293	Dart
	PE56UFP / UFR	Enviro 200's
Western Greyhound, Newquay	FJ54ZDP/ZDT	DAF SB120's
	LF52TKD/TKO/TKJ/TKC	DAF SB120's
	W578DGU	Volvo B7TL

Robin Recalls; pictures and memories from Robin Jenkinson.



Robin has been catching up with last year's EBN's, awakening some fond memories of earlier "gricing".

A few of his recollections are:-

In EBN600, April 2014, Michael Parsons says that Lodekka WG 1489 was good to drive. Robin doesn't comment on this assertion but does point out it was fitted with Cave-Brown-Cave heating, it was probably the only one so fitted at the time. Robin took a picture of it in Brentwood in 1957 and it is shown at top left. Robin Jenkinson.



In EBN601, May 2014, Terry Challis mentions some of the JN and AHJ batches being fitted with low PV2 radiators. Robin photographed all of these. 1252, reg. JN 9540 taken at Tarpots Corner in 1958 is pictured below.
Picture mid-left. Robin Jenkinson.



Also in EBN601, there is the late Bob Beaumont's interesting article on Tillings, which bought back memories of when Robin was signwriter for National Travel South East as well as doing some part-time driving for them.
Robin dreaded being on a route that went into the old Tillings garage at Caledonian Road as, if you had a 36 or 40 foot coach and something was parked on the other side of the road, it was a real struggle to get in or out without scratching the side of the vehicle. The picture, bottom left, shows the narrow entrance and several coaches (including MXB 735) all of which later passed to Eastern National. Robin Jenkinson.

hedingham and chambers by Mark Lloyd.

Fleet moves

The transfer of Volvo B10BLE 486 (R233 HCD) from HD to CN has enabled the release of seatbelted ADL Enviro200 261 (EY57 FZE) from CN to SY. It is covering for Optare Solo 962 (MX58 XDB) which was involved in an accident before Christmas, where Chambers have a council contract in Suffolk that requires belts – this had been covered temporarily by one of the seatbelted Volvo B7TLs. 261 will move onto the Chambers O-licence for the duration and is having its Hedingham decals removed.

Scania update

18 of the 21 Scania N94UD/East Lancs OmniDekkas moving from Metrobus to Go East Anglia are for Hedingham & Chambers; the rest are for Anglianbus. Fleet numbers will be 1500-20, starting with YN53 RYP and followed by a mix of 55, 06 and 56-reg examples assigned in order of age and registration letters. Marking a new four-digit number bracket for East Anglia, the OmniDekkas will sit among GoEA's Scania and Volvo heavyweight low-floor double deckers numbered in the 500s.

Norwichbusesblog.blogspot.co.uk reported on 26 January that the first to be repainted was YN55 PZC in Anglianbus yellow and blue; a rear offside profile picture accompanied their article.

Other fleet news

At CN, short ADL Enviro200 293 (EU59 AFJ) has been fitted with white LED destination equipment on the front, nearside and rear in place of its orange displays. Volvo B10BLE 485 (R232 HCD) has received that front unit in place of its roller blinds and this is tuned into the nearside and rear flipdot units already fitted.

With thanks to Jeff Clayton & Essex-Buses yahoo group.



Hedingham Volvo Olympian/Northern Counties (R279 LGH) leaving Station Road, Tollesbury on service to Colchester on 20 January.
Ken Coldwell.

Amber Coaches by Adam Kelleher *With thanks to LOTS.*

Acquired Vehicle HT52 WTG (see EBN 608) is B33F

Vehicles on Loan It is confirmed that Enviro 200s KX58 BGY (see EBN 600) and KX09 CHZ (see EBN 603) were only on loan and have since been seen in service with operators in the North East, the former on loan to Central Taxis, Gateshead in August 2014 and then S&S Travel, Bishop's Auckland in November and the latter with Scarlett Band, County Durham in November. BGY had last been last seen in service with Amber in June 2014 and CHZ in July 2014. Similar KX08 HMD (see EBN 593) was also only on loan rather than being acquired. It was last seen with Amber in September 2013 and was with WMSNT Buses, West Midlands by August 2014.



Ambus Volvo B7TL/Plaxton President Y172 NLK in allover white, contrasting with its colourful sister shown on the inner front cover. At Southend for the rail replacement service to Billericay on 17 January 2015. John G. Lidstone.



Regal Busways

recently-acquired Alexander Dennis Enviro200 Dart 652 (MX10 DXO) speaking a foreign language to its intended Essex passengers;
"Sorry Ahm No In Service".

No doubt a relic from its time in Scotland with Hendersons Travel of Newton, near Glasgow, in a very smart metallic silver and blue livery. It was numbered 210 with them.

Seen on 17 January near Southend Victoria Station.

John G. Lidstone.

EOS London.com (Swallow Coaches, Rainham, Essex) by Adam Kelleher.

Acquired Vehicles

JFZ 8261 Optare Excel L1000 (10.0m) B32F new as an Optare Demonstrator 3/97
Previously registered P429 AHR, N30 ARJ, TIL 6877 and originally P446 SWX. When relatively new it operated for a time with Harris Bus, Grays and has also operated for First Glasgow, Classic Coaches, Network Colchester and Thompson's. It is in Filers' livery of white with a blue skirt.
R300 PAR Optare Excel L1150 (11.5m) B40F new to Swanbrook, Cheltenham 2/98
This has also operated with Gwyn Williams, Wales
Both acquired November 2014 and join JFZ 8262 which was reported last month, all from Filers Travel, Ilfracombe, Devon. All three are different lengths; JFZ 8262 is an L1070 (10.7m). 8261, like 8262, entered service in late November, but R300 is yet to be seen in use. 8262 was noted out of service in January.

Other Vehicle News

Dart 777 has been re-registered from W947 ETW to HSK 177.



EOS 774 on the 21A at Brentwood Station on 29 January 2015. Photo by Adam Kelleher. See text below.

Services

The last two Monday to Friday route 21 Townlink journeys from Harlow (1700 and 1800) to Warley and return were cut back to Ongar circa end of October last year. This suddenly left evening commuters and other passengers from Epping station without a service beyond Ongar and those from Brentwood station without any service whatsoever over the route. After a joint campaign by Kelvedon Hatch Parish Council, Ongar Town Council and the Brentwood Bus and Rail Users Association, an Essex County Council tendered service 21A was introduced from 19 January, operated by EOS. There are two evening journeys each way between Ongar and Brentwood to replace the two curtailed services, which link up with the Townlink route (now numbered 20 as it is Harlow to Ongar only) at Ongar. (The 20 and 21A run parallel between Ongar Four Wantz and Two Brewers). The last two Saturday Townlink 21 journeys from Harlow (1710 and 1800) to Warley and return continue to operate the whole route. 774 was seen on the 21A on 29 January and 101 on 30th. EOS made major changes to its other services on 26 January with 16 withdrawn, 66 and 66A totally revised, a new school day 66B introduced and HC1, Harlow college days service, also introduced. Timetables for the new services are on EOS London's website.

With thanks to Chris Hatley, Peter Horrex, Chris Stewart, Owen Woodliffe, Brentwood Gazette and LOTS.

ARRIVA
a DB company

by Peter Mansbridge

Arriva Southend

With thanks to Richard Delahoy, Richard Lewis, John Podgorski and Owen Woodliffe.

VDL SB200/Wright 3761, (YJ08 DZM), arrived in December taking the Southend fleet of these up to 4, 3756/9-61.
Dart SLF / Plaxton 3320 (T820 NMJ) was withdrawn in December upon MoT expiry. DAF 3915 (T915 KKM) was withdrawn at the start of February.
Wright Cadet 3504 (KE51 PUH) was on loan to Guildford during early January. Later in the month Dart SLF 3324 (T824 NMJ) went to Guildford but returned to Southend on 4 February.
Previously unreported in EBN is that Dart SLF/ Plaxton 3321 (T821 NMJ) left Southend in August 2013 and has been in use with New Enterprise at Tonbridge.
Arriva have donated Olympian/Northern Counties R614 MNU (5944) to the Southend SOS Bus project to replace the Volvo Citybus G649EKA currently in use (and garaged at Arriva's Southend depot, as the Olympian will be).





An article in the 26 January Southend Evening Echo revealed that Arriva have donated 1998 Olympian / Northern Counties R614 MNU (5944) to the Southend SOS Bus project to replace the Volvo Citybus G649 EKA currently in use (and garaged at Arriva's Southend depot, as the Olympian will be). The Olympian was in use at Colchester during summer 2014 (prior to this it was at Harlow) and was reported in October 2014 as being delicensed, awaiting recovery back to Stansted. It had been noted in store at Southend depot earlier this month (January 2015).

Pictured left above is soon to be departed G649 EKA, taken near Southend Travel Centre on 8 June 2014.
Adam Kelleher.

The lower left photo shows (left to right): Glen Shuttleworth (Regional General Manager, Arriva Southern Counties), John Bastin (Project Manager, Southend SOS Bus Project) and Michael Jennings (Business Development Manager, Arriva Southern Counties) blocking out the view of donated R614 MNU on 4 February 2015!

Richard Lewis.

Malta Transport News reports that former Arriva Southend Olympian 5893 (F893 BKK), now COY 18 in Malta, has been sold by Garden of Eden Garage to Speedway Garage of Gozo Island. However, it operates for Island Sightseeing (the road subsidiary of Captain Morgan Cruises) on City Sightseeing franchise and is garaged at their premises on Malta. The other two Olympians, 5895 (now COY 019) and 5897 (now COY 022) have finally entered service in open top form with a restyled front grille and have passed from Garden of Eden to Island Sightseeing in City Sightseeing red livery.

Network Colchester by Peter Mansbridge.

The Colchester business was transferred to Arriva Kent Thameside ownership on 22 December. A licence increase for Arriva Kent Thameside in the eastern traffic area has been granted and service registrations have been submitted for all Harlow and Colchester routes to be transferred to PF1116442 with effect from close of traffic on Saturday 7 March.
Dart SLF/ Caetano 1562 (RX07 KPG) returned from loan to New Enterprise in early December and has entered service at Colchester having been repainted into fleet colours from Nexus Red/Grey. 1565 also lost Nexus Red/Grey colours for fleet livery just prior to Christmas.
A further Dart SLF withdrawal is 3315 (S313 JUA). The reference to S313 JUA in EBN608 was incorrect and should have read S303 JUA.
Trident 5452 was returned off lease to Dawson Rentals in December having been in store at Southend. 5450/5451 were returned earlier in the autumn (See EBN607).
Volvo B7RLE/Wright 3817 (GN07 AVD) has transferred to Harlow in a direct swap with Dart SLF 3421 (AY54 FPZ), which arrived from Harlow at the start of the year.
Network Colchester has won the contract for the new Colchester Park and Ride Service. It is reported that 5 Wright Streetlites are on order for March delivery.
New wayfarer 200 ticket machines were introduced from 1 February.

With thanks to Richard Delahoy , Richard Lewis, John Podgorski and Keith Sadler.



Network Colchester's 6131, Volvo B7TL in Colchester. Richard Lewis.

Arriva Harlow by Peter Mansbridge.

The Harlow business was transferred to Arriva Kent Thameside ownership on 22 December. A licence increase for Arriva Kent Thameside in the eastern traffic area has been granted and service registrations have been submitted for all Harlow and Colchester routes to be transferred to PF1116442 with effect from close of traffic on Saturday 7 March.
The Network Harlow name will disappear with the main brand reverting to Arriva following the introduction of the Versas transferred in from Gillingham. The Versas due for Harlow are reported as 4230/1/6/7/8/9 (KX62 JVW/WF, KX13 DHF/G/J/K). They are to be used mainly on the services 2 and 3 between the town centre and Staple Tye. 4237 was first seen working from Harlow on 8 January followed on the 10 January by 4230/1/9.
Volvo B6 3250 and 3255 (V250/5 HBH) have been withdrawn for scrap.
Moved across from Colchester, and conveniently in SX Connect livery, Volvo/Wright 3817 (GN07AVD) has joined sister vehicles on the 509/510 from 5 January. Some of the branding from the 133 is still evident. Dart SLF 3421 (AY54 FPZ) has moved to Colchester.
With thanks to Richard Delahoy, Richard Lewis and HarlowRide27.

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

APT Coaches, Rayleigh
Plaxton bodied Volvo B7R coach W218 UMV has been re-registered 827 APT.

Farrington (South East Coaches), South Woodham Ferrers
Recently acquired is YN55 PVX an Iriza bodied Scania C49FT, from Peakes Coaches, Pontypool, South Wales, whilst Bova Futura C49FT, reg. MJI 3084 has reverted to its original reg. T322 KNN and been disposed of (current whereabouts unknown).

Godwards (Peter Godward Coaches), South Woodham Ferrers
The report in EBN609 should have referred to YN07 LKD as having been acquired from Princess, West End, Hampshire, and not Essex.



Photograph above:
Brand new Peter Godward Scania/Irizar CC64 PGC. How much better this would look in a LIVERY (compare with Stobart coach shown on the back cover!), rather than allover 'dealer stock' white paint. (OK, no fleet names yet, but that still doesn't make a 'livery'. In John's opinion, it's just a coat of paint). Seen at Billericay on the massive bus and coach rally otherwise known as the Billericay to Southend Victoria Rail Replacement service, on 18 January 2015. Also read a contrasting opinion on liveries on "The Letters Page" (EBN610p31). John G. Lidstone.

Talisman, Great Bromley
W567 RSG, a Dennis Titan H47/28F, converted from H47/24D is here from Lothian Buses, Edinburgh, Scotland.

Truck & Bus (Coachstop), Rettendon
A recent arrival here is BU55 AXH, a Mercedes Benz C49FT, previously with Ace Travel, Beeding, West Sussex.

Rail Replacement Services.

Your Editor used to enjoy driving rail replacement services and may get round to writing up some of his experiences one day! Meanwhile, Essex has had more than its fair share of these in the past month, which is likely to continue for a while yet. The number of photos and reports received suggest that our members share the Editors fascination with this "genre". EBN610 has a strong rail replacement service theme; the items are a bit random as there has been no attempt to produce a detailed chronology; hopefully, members will find these snippets of interest.

The following were noted by Ian Ransom on Billericay - Southend/Southminster on Saturday 17 January 2015.

Ensign Dennis Trident 105 (V115 MEV), 109 (UJF 182), 143 (X343 NNO), 157 (LX04 FXS), 192 (392 MBF), 194 (864 DYE), 195 (GVV 205), 196 (PX55 AHG); Volvo B9TL 116 PO58 NPU), 121 (PL08 YLZ)

First Essex Dennis Trident 32801 (T801 LLC), 32850 (T850 LLC), 33088 (LN51 GMU), 33191 (LT52 XAB), 33385 (LK53 EZE)

Stephenson Scania N230 510 (YN08 OAM), 606 (EX63 UZW), 607 (EU64 CVP), 608 (EU64 CVR)

Amber Coaches Volvo B10M/Jonckhree Y874 XEO Y875 XEO; DAF MB230/Van Hool YNJ 214; Dennis Trident T690 KPU; Bova Futura KIG 1321, WA06 LZK, YJ08 NSO; Volvo B7TL Y172 NLK

Ford, Althorne (Southminster replacement)
Volvo Olympian R156 VPU; Dennis Trident W80 BUS

SBC, Wickford
Scania N270/Optare YT10 WKZ.

South East Coaches, Bicknacre
Setra GRZ 2450; DAF SB3000/Van Hool GRZ 2451; Scania/Irizar GXZ 4247

Eddie Stobart, Southend Airport
Scania/Irizar C8 ESL

Peter Godward, Basildon
Scania/Irizar T123 PGC; Irizar integral CC62 PGC

Kirby, Rayleigh
Setra K9 BYS, K60 BYS

Talisman, Great Bromley
Scania/Irizar YT13 HLA

Your Editor used the Chelmsford/Billericay service on Saturday 31 January, travelling on First Essex HH 33133. Billericay Station car park was the base for services to Chelmsford, Witham, Colchester and Ipswich. These run every weekend from 31 January until 22 March, so there is plenty of time for further observations. In addition to every operator reported by Ian (apart from Eddie Stobart), there were vehicles from Reliance, Richmonds, Kings Ferry, BakerBus, Galloway, Kirby's, Lodge, New Horizon, Galleon Travel, Turners of Essex, Corbel of London and Young's Coaches of Cambridge. No doubt there were more but there was an appointment waiting in London! Buses also operate on the Braintree and Sudbury branches on these dates.
On his return, your Editor waited for a First Essex service 100. The 1803 from Billericay did not seem to operate (or was very early) but the 1834 did run using Volvo Hybrid BN69908 and kept very close to time to Chelmsford with a fair load.



SBC Leisure Scania / East Lancs OmniDekka YT10 WKZ, a recent acquisition ex-Beestons of Hadleigh, Suffolk. On the Southend Victoria to Billericay service on Sunday 18 February.

John G. Lidstone.

Panther Travel by Ian Ransom with thanks to Adam Barham.

Dennis Dart SLF/Plaxton SIL 6719 (P508 RYM)
Leyland Olympian/Alexander BIG7596 (F639 LMJ) and
Volvo B6/Plaxton BIG9248 (M832 CVG) were returned by Regal in early January, these were the final vehicles on hire there.
BIG 7596 then went on hire to Acme Transport, Bambers Green in late January, before it returned to Regal in early February.
Volvo B10M/Plaxton Y5 TRU was also on hire with Terravision, Stansted Airport in late January.
Volvo B10M/Plaxton BIG 611 (S314 SRL) went on hire to Turners, Little Maplestead in early February.
Former Hedingham Dennis Dart MPD X509 WRG was sold to Viceroy, Saffron Walden in late January.
Mercedes Benz Sprinter RX54 RUU has been re-registered AB52 PAN.



Picture above: Over the weekend of 13/14 December 2014, the railway from Thorpe-le-Soken to Walton-on-the-Naze was closed for engineering work. Panther Travel operated the rail replacement service for Abellio Greater Anglia. On 14 December, Optare Solo VB08 PAN (originally MX08 DHM and pictured in EBN609), and Leyland Olympian BIG 9249 (originally J114 KCW) were used, both buses looking very smart. Robert Appleton.

Publicity by Ian Ransom.

First Essex leaflets for
25/A/B dated 4.1.15.
31/C/X both dated 4.1.15.
X30, undated but includes changes made from 1.2.15.
Brentwood area timetable booklet dated 4.1.15.



The Letters Page.

Terry Challis from Blackpool.

A PS2 THAT WAS 'ALMOST GNU'! In EBN 608p31, City Coach Company Leyland Gnus were mentioned.
Perhaps we should also remember NVX170 of 1948(?), City G7 and ENOC 132, which was a PS2/11, which was fitted with a second front axle in order to build a 30 foot long single-decker before it was legally permissible to do so. NVX170 had a Heaver C39C body. When the legal requirements were changed and 30-foot long single-deckers on two axles became legal, the second axle was removed.
Thank you for keeping up the excellent standard of the EBN. ***Ed:*** *Any pictures of this?*

Adam Kelleher from Brentwood. [A similar comment supporting Amber has been received from Owen Woodliffe].
I am writing to defend Amber from the rather unfair comment on EBN609p28. Yes, their overall off-white livery is rather bland and I personally would much prefer that they had a livery based on their company name, but at least the company paints vehicles into livery before they enter service and applies fleet names and other vinyls. Their vehicles also (on the whole, not always) have working destination screens. Compare this with some other operators in Essex who operate vehicles in a myriad of liveries and quite often with bits of paper in the windscreen in place of blinds. Indeed, just taking Trusytbus as an example, in the last couple of years they have operated vehicles in all red, all blue, all yellow, all white, all black, two-tone blue (Metrobus), white with a green skirt, red and cream (Brighton & Hove), Metroline & London General liveries, amended national Stagecoach livery and now brown and white City livery as well as their own red, yellow and blue livery (which granted is superior to all white)! On another point, I thought the flood photos in EBN609 were superb and would like to see more themed double page photo spreads in EBN (when space permits of course).

Peter Oughton of Billericay.
The Puzzle Corner challenge by Lyn Watson in EBN607 is of interest as it shows a Bristol Lodekka. It appears to be one of the CTW registered batch as can just make out a letter "C" on the license plate, probably one of the 562-4 CTW which were Bristol LD6Bs allocated to the 'main road' 251 service. As these were delivered in 1955 and with the bus still looking relatively new, it is either that year or 1956. As to the location, I would guess it had just turned out of High Street, Wickford into London Road with what would be Nevendon road where the van is. Anyone local to Wickford at the time would be able to confirm this. I seem to recall seeing this photo or one like it not too long ago in one of the free newsheets for Basildon district following more recent floods. *[also see Adam Kelleher's letter in the last EBN]*
The picture of this bus reminds me of a photo I have of another CTW LD, i.e. 566 CTW. Seen in somewhat dryer conditions, like the 'Puzzle Picture", it carries an off-side advert for Bass although in a slightly different style and placed further forward. The location has always been something of a mystery to me as it is pulling away from a bus stop layby with an International Store behind it and a Kingdom Hall sign just above the roof. Not much to go on? The picture is by J F Higham.
Eds. Note: *The copyright of J F Higham's photographs has been traced to Alan Cross so we cannot publish Peter's print without Alan's consent. I am still working on that. However, Richard Delahoy has provided the following brief history of 566 CTW: New 7/55 as 1463. LD6B, 60-seater. Used as seen in the photo on 251, probably from brand new, as the Bristol engined ones were put on the 251. Certainly allocated to Tylers Avenue by 1957, probably from new. [hence needing to see the depot allocation plate but the limited resolution of the pic prevents this. The plate could well be circular rather than a triangle, supporting Richard's conclusion]. Photo probably shows the bus in original condition as it wears the equal height fleetname, not the later underlined style. Renumbered 2432 in the 8/64 series, withdrawn 9/71. Richard can't place the location.*

Doug Brown of Hutton (DB from BD).
The story in EBN607 about the City Coach Company reminded Doug of when he was a little boy. City used to take him from home in Perry Street to school in Billericay in a Bedford OB.
"The Southend to Wood Green and Kentish Town buses used to go down Billericay High Street and turn at the Church, driving into Chapel Street and reversing back into High Street as, at that time, there was no Radford Way. They used to stop where the museum is now. At that time, the shop was a saddlers and the owner was Mr Fred Eales. Fred was the unpaid bus inspector and if, according to Fred's watch, the bus left early, Fred was on the phone to Ongar Road.
The buses were Leyland half cab 6 wheelers, the rear wheels being a tri-axle with the passenger door at the centre. When City bought the Leyland decker PD1's, I think they were too high to go under Shotgate Rail Bridge and had to make a detour via Battlesbridge. No pick- ups or set downs were allowed during this detour. As far as I remember, City had their own engineering workshops in Ongar Road, which I think became Thurstons after the sale. They eventually moved to Ongar. When I started work as a bus driver we had many old City drivers and conductors. It was easy to spot them as they always wore a cap and tie summer and winter. When we had the strikes in the '60's, these ex-City folks were terrified of loosing their jobs. They hated us younger drivers. We did not call management "Sir"; it was the age of the angry young men!"



First Essex, Hadleigh based 42439, reg. P439 ORL, The "Oracle" has for some reason been a pet bus right from when it was new. Seen here on Tuesday 3 February, on one of its last revenue earning journeys for First. Oracle now goes to Yeldham Transport Collection, gifted to them by First Essex. John G. Lidstone.

Target dates for EBN611 (March 2015).

By	…	Saturday 28 February 2015	…	Reports to Sub-Editors.
By	…	Saturday 7 March 2015	…	Sub-Editor drafts to Editor.
By	…	Monday 16 March 2015	…	Dispatch by Printers.

Back Cover Photos.

Inside Top: There are two temporary additions to the Ensignbus fleet' ex-Arriva London Wright hybrids LJ58 AVG (507) and LJ58 AVK (508). They are sales fleet vehicles, but have had basic blue repaints (not the roof and no silver) to take part in a Mon – Fri peak hour Jubilee line bus service between Waterloo and Canada Water, to assist with the crowds at London Bridge while the major works in connection with the Thameslink project start off. 508 is seen in York Road, Waterloo on 12 January 2015, the first day of the service at 0800 and a bit dark!! Russell Young.

Inside Bottom: We don't often illustrate Fords of Althorne's fleet in EBN, but the recent planned rail replacement on Abellio Greater Anglia presented an opportunity. Thanks to Matthew Evans' photos, we have contrasting buses and liveries. R156 VPU (pictured on page 18) is a former Stagecoach London Volvo Olympian/Alexander, whilst W80 BUS is a former Brighton & Hove Dennis Trident/East Lancs, originally W833 NNJ. The B&H livery style has been very neatly adapted to Ford's colours. Both were seen at Billericay on Saturday 17 January working to Southminster and are usually found on schools and in the case of W80, shopper services. Fords run 13 deckers, a mix of Leyland and Volvo Olympians, Dennis Tridents and Scania N113. Matthew Evans.

Outside Top: A really rare stunner of a coach for Billericay-Southend Victoria rail replacement on Saturday 17 January - none other than Stobart's one and only coach, Irizar Scania C8 ESL, named Laura Abbey and here seen having just unloaded passengers at Billericay in the freezing cold! It was like finding a needle in a haystack to get this, which, I think, ran only one or two trips. John G. Lidstone.

Outside Bottom: James Johnson, of Hadleigh Engineering, has covered some rail replacement turns not otherwise covered this weekend and last. He has used 'The Red Devil' 33191 (LT52 XAB) on two of the three days and ran a special 'fast trip' which enabled him to use one of several unique displays he created for this one bus (which show 'All Stations', 'Limited Stop' or 'Non Stop'). John G. Lidstone.


Ensignbus
To and from Canada Water & Waterloo
LJ58 AVK


Greater Anglia Rail Replacement Service
www.fordscoaches co.uk
FORDS OF ALTHORNE
www.fordscoaches.co.uk
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W80 BUS





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