

Essex Bus News

No. 641; SEPTEMBER 2017



Essex Bus Enthusiasts Group
www.essexbus.org.uk



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where sold



<<< Upper picture Hedingham have subcontracted service D1 to Arrow Taxis for September & October. AY17 UVL is seen arriving in Maldon High Street on the first trip from Bradwell on 1 September.
Dave Arnold.



lower picture Panther Travel's demonstrator Dennis Enviro 200 YX17 NNM from 22 to 31 August, taken on 22 August at 1953 hours.
Adam Barham.

Front Cover Picture.

A pair of First Essex Volvo B9TL with green fronts; 37138 (SN57 HCX) in Belle Vue Road, Wivenhoe on 18 August working service 62 Brightlingsea - Colchester. The bus in shadow in the background is 37134 (SN57 HDJ) on layover on service 62A Wivenhoe - Colchester. Services 62/62A combined give a 15 min frequency Mon - Sat daytime between Wivenhoe and Colchester.

Robert Appleton.

EBN641ffc

Essex Bus News 641

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Using the order form available on-line at:
<http://www.signal-training.com/ebeg/Photo%20order%20form.pdf>.

September 2017

Welcome to New Member

David Boyce of Chelmsford, 1120.

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	Keith Woods.

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

Subscriptions

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

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

Contact Richard Delahoy, address below.

Data Protection Act

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

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Reports and observations

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

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

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

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

MID-ESSEX MEETINGS by Maurice Austin.

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

Tea and coffee making facilities. For those who need other refreshment, there are plenty of excellent pubs and eating establishments nearby. Members and guests welcome. £2.00 donation towards cost of room hire, please.

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

Thursday 28 September Matthew Arnold, Commercial Director, Stagecoach South East; "Wings and Wheels - a career in public transport".

Thursday 26 October Julian Elliot, Network Manager, First Essex; Business analysis (routes and technology) and fleet update.

Thursday 23 November David Harman; Setright ticket machine, history and audience participation.

Thursday 21 December Richard Delahoy, slide show "Twenty Years Ago" and mince pies!

NORTH ESSEX MEETINGS by Dave Arnold.

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

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

Friday 13 October Fred Lawrance. Colourful London 1980s and 1990s.

Friday 10 November Steve Maskell.

Friday 8 December Gary Sharpe.

A Blast From The Past

Paul Harvey.



The height of an English summer! Eastern National 2384 Bristol KSW ECW WNO 480 at Clacton during 1992.

Paul Harvey.

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

EVENTS

Sunday 17 September
Sat/Sun 23/24 September
Sunday 24 September
Sunday 1 October
Saturday 7 October

Showbus. Donnington Park. www.showbus.com
East Anglian Transport Museum Trolleybus weekend.
Amberley Museum Busshow & Running Day. www.amberleymuseum.co.uk
Amersham & High Wycombe Running Day. www.amershammotorbussociety.co.uk
Ipswich Transport Museum Classic Vehicles Day. www.ipswichtransportmuseum.co.uk

Sunday 8 October
Saturday 14 October
Saturday 21 October
Sunday 22 October
Saturday 28 October

Castle Point Transport Museum Open Day. *** **Group Stall at this event.** ***
Theydon Bois Transport Bazaar & vintage vehicle display.
Ipswich Transport Museum Wheels by Lamplight ([www as above](http://www.as.above)).
London Bus Museum Transportfest. Brooklands. www.londonbusmuseum.com
East Anglian Transport Museum Halloween. www.eatransportmuseum.co.uk

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.

Farewell to Regal.



A former Regal operated route, 211, passed to Community Link. Dart HV02 PVD, still in white livery but with a working destination blind is at the Breach Barns Mobile Home Site on 24 August, a few days before their involvement ceased.

Owen Woodliffe.

EBN641p3

Eastern National Luggage Tag



When John Wilson gave his interesting talk on his career at the Group meeting on 27 July, he kindly donated an Eastern National luggage tag (pictured above), which was issued to all customers on extended tours. Anyone interested in acquiring this artefact in return for a modest donation to Group funds should contact the Editor (details on page 1 of this issue). The tag is in fair condition although obviously well used!

Contributions to EBN, Maurice Austin.

Your Editorial Team recently held an Editorial Symposium (a get-together at the Editors house over a cup of coffee and a biscuit!) and agreed to put the following points to members and readers:

§ Most people seem to be **generally pleased** with the way EBN has evolved; we see no need for dramatic changes but will continue to make modest improvements as the opportunity arises.

§ There have been some **“new” photographers** contributing in recent months, these are warmly welcomed – and others wishing to submit pictures are equally welcomed. Don't expect to get everything published, we receive two or three times as many as needed but we do save up the spares for possible later use. And please do not just concentrate on the special and unusual; there is a need for the ordinary and mundane. You may see them regularly but others will not be so lucky!

§ **Captions** are often a source of concern. Your Editor usually cuts and pastes from information provided, there isn't enough time to research every picture submitted. A good caption will include the bus operator, fleet number and a brief description. Members always want to know where the picture was taken, when and any other relevant information. Terse captions with basic data and those with a little story are equally valuable, there is “space” for either.

§ More **local correspondents/rapporteurs** are needed. We are conscious we do not have comprehensive and regular coverage of operators such as NIBS, Acme, rail replacements and others. It is accepted many readers are far too busy to take on a regular commitment but is anyone wishes to produce an occasional article on, say, services for a specific school, ticket machines and so on, please do so.

§ Mark Lloyd produces the popular **Ensign dealer and fleet reports** from information supplied by the company. He is happy to continue doing this but would be equally happy to hand the task over to someone closer to the Ensign operations. Please do contact Mark if you would like an opportunity to become a member of the Editorial Team.

More Questions Than Answers!

Robert Downton has sent a couple of pictures taken by him in the 1960s. He “challenged” Chris Stewart to provide some detail of the services. As we should expect, Chris came up trumps, more or less! Now, Dear Reader the challenge is with you!



Bristol Greyhound 2119 (865UAE) on hire to Eastern National leaving Victoria Coach Station for Southend in August 1966. From memory I believe this was probably operating service X1 which I think was a joint service with Bristol Greyhound. Perhaps Chris could provide a bit more info on this? **Robert Downton.**

Chris Stewart writes:

I have 1966-69 leaflets for the joint Bristol Greyhound and Eastern National express service from Weston super Mare to Southend. Each year there were daily through services via what there was of the new M4 motorway (it was finally completed on the English side in 1971) and an extra service on Sundays via the A4. Neither went via Victoria Coach Station. There were also several Weston to Victoria journeys, with onward connections to Southend, Jaywick and Sudbury via Eastern National and Eastern Counties. The 0700 from Weston is shown with a 45 minute ‘connection’ to Southend by X1 arriving 1445, with a corresponding return 1510 working having a 5-minutes at Victoria before heading to Bristol – I presume this is the onward section (Eastern National’s X1) being worked by the Greyhound coach in Robert’s photograph. But was this a Bristol or EN driver, and does anyone recall whether every vehicle worked through like this? From 1968 onwards, only direct through journeys are shown in the leaflets – but, as ever with EN express services, it’s not easy to work out who did what or how it all fitted together.

Bristol Greyhound 2119 (865 UAE), was one of 10 such RELHs delivered in late 1963 and 1964.

This superb vehicle is surrounded by Bristol/ECW coaches – a United Counties RELH and two MW dual purpose vehicles behind, an MW coach (possibly an EN one) to the left of them and another RELH coach across to the left.

Editorial Points.

EBN640p15 credited the superb picture of RTW 75 to a Robert Downing; we don’t know who he is! The photographer was **Robert Downton** to whom we thank and apologise!

Alan Osborne’s article in EBN640pp6&7 has already attracted a lot of interest. The article refers to the timetable of the earliest services operating in Harwich. As can be seen in the later timetable we produced on EBN641p7, the material does not reproduce well. Your Editor will try to get a better copy and reproduce this in a later EBN. Meanwhile, if anyone is keen to have an advance copy, please do ask the Editor and a photo-copy can be emailed but the quality cannot be guaranteed!

EBN641p5

Southend Seafront Service 2017.

Richard Delahoy.

Southend's seafront has been devoid of a regular open top bus service for quite a few years now – latterly operated by Stephenson's from 1993 until 2004, the only other subsequent operations have been by SBC Leisure in 2006 and a somewhat shambolic service by S&M Coaches, Benfleet in 2012. Southend Council had long desired a return of the open top bus but had no money to subsidise it and no operator was willing to take the commercial risk. Indeed, the service had last been run commercially as long ago as 1987, apart from the final 3 years of Stephenson's operations and the SBC/S&M solitary years.

That is until, very unexpectedly, London General stepped in to register a 6-week wholly commercial operation over the summer school holidays, 29 July to 2 September. Reviving the classic 68 route number, the service is normally operated by part open-top PVL224 (Y824 TGH), a Plaxton bodied Volvo B7TL which is part of LG's special events fleet. It is backed up by reserve bus WVL93 (LF52 ZNE), another B7TL but with Wrights bodywork; both appeared together in Southend on 19 July for the official launch, after their use at the Wimbledon tennis championships and the Hampton Court flower show, amongst other activities.

The route starts at Southend Pier and runs up to Leigh (one way circular via Cliff Parade, Leigh Station, Rectory Grove, Broadway and Grand Drive) then back along the front to the Kursaal where it turns via Southchurch Avenue (there is no longer a roundabout at the Kursaal) and returns to the Pier, with a planned running time of 42 minutes.

London General of course does not have an operating base in Southend and the bus comes daily from Northumberland Park depot (!), a 40-mile dead run each way. Operating hourly, on Mondays to Fridays the service steps back by 30 minutes at lunchtime to give the driver a break, but on Saturdays & Sundays the hourly headway is maintained throughout and relief is provided by the driver of the London General excursion route to Southend that runs on these days (575 from Harlow & Romford on Saturdays, 772 from Sutton, Surrey on Sundays).

As a short term, tourist service concession passes are not valid but fares are very reasonable, with singles/returns and a £4 day ticket (£2 for ENCTS pass holders & children) and a £10 group ticket. The introduction of the service was sadly marked by a sharp deterioration in the weather but we hope that the service will succeed. London General must be applauded for their initiative in bringing back an open top service after such a gap.



As described above, the part open topper passes near the Westcliff Casino.

Richard Delahoy.



Then and Now – Southend open top buses. Richard Delahoy.

Thirty nine years separate these two shots by **Richard Delahoy** taken at exactly the same spot on Southend seafront at the foot of Pier Hill, both on service 68. On 28 August 28, 1978 conductor Andy Meadows - a well-known ENEG member & officer, who sadly died at far too young an age - prepares to warn his top deck passengers to remain seated as they pass under the low Pier bridge in Southend Transport 313, a Massey bodied Leyland PD3. No such warning is needed in 2017 as the offending bridge was replaced and raised some years ago. The boating lake has disappeared under the ever-expanding Adventure Island complex as London General PVL224 passes on 29 July, a few days after the service started in 2017

EBN641p7

Service Revisions by Paul Harvey.

6 August 17

SB38 Stanway to Colchester (M-F) Colchester Community 360 – service withdrawn.

26 August 17

510 Tysea Hill to Kelvedon Hatch (Sch) Regal Busways – school service withdrawn.

27 August 17

7/7A Bishop Stortford to Stansted Airport (M-S) Acme – contract service withdrawn and returned to Essex County Council. Re-awarded to Galleon Travel (Trustybus).

34 Saffron Walden Town Service (TTh) Viceroy Coaches – contract service withdrawn and replaced by Stephenson's of Essex.

306 Bishop Stortford to Wicken Bonhunt (Sch) Acme – school contract service withdrawn and returned to Essex County Council. Rewarded to Galleon Travel (Trustybus).

322 Old Harlow to Saffron Walden (Sch) Regal Busways – contract service awarded to Acme but returned to Essex County Council. Re-awarded to Regal Busways.

333 Chigwell Station to Debden (Sch) London Borough of Havering – school service withdrawn.

29 August 17

DaRT 99 Dengie/Broomfield Hospital DRT (M-F) Arrow Taxi's – revision to route and timetable to include areas served by service 31A.



<<<<Picture Arrow
Taxis took over
route 31A
Chelmsford to
Maldon from Regal
on 29 August. The
route was
back projected to
Broomfield
Hospital and
renumbered
99A. this picture,
taken in an oddly
deserted
Chelmsford Bus
Station on the first
day clearly shows
the proximity of the
Bus & Rail
stations.

Adam Kelleher.

SB10 Moreton to Epping (MTh) Community Link – this service has since been registered by Epping Forest Community Transport to replace Community Link.

SB13 Little End to Epping (MTh) Community Link – this service has since been registered by Epping Forest Community Transport to replace Community Link.

SB211 Breach Barns to Waltham Cross (M-S) Community Link – this service has since been registered by Epping Forest Community Transport to replace Community Link.

SB212 Waltham Cross Circular (M-S) Community Link – this service has since been registered by Epping Forest Community Transport to replace Community Link.

Service Revisions continued, by Paul Harvey.

2 September 17

- 347** Ockendon to Romford Station (M-S) Arriva London – revised timetable.
- 370** Lakeside to Romford (D) Arriva London – revised timetable.
- 375** Passingford Bridge to Romford Station (M-S) Arriva London – revised timetable.

3 September 17

- 20** Hullbridge to Southend (D) First Essex – minor changes to the Sunday evening timetable.
- 22** Canvey to Basildon (D) First Essex – the Mon to Sat daytime service revised to operate every 15 minutes with Saturday timetable revised to improve reliability. An improved Sunday service will operate every 30 minutes with the section between Basildon Bus Station & Hospital withdrawn.
- 24** Southend to Southchurch (D) First Essex – Sunday service withdrawn.
- 25/25A** Southend to Basildon (D) First Essex – minor timetable changes on Mon to Fri with the 0745 Rawreth to Rayleigh High Street will now terminate at Rayleigh Station.
- 26** Hadleigh to Southend (M-S) First Essex – timing point at Westcliff Plough westbound moved to Crowstone Road.
- 27** Canvey to Temple Sutton (D) First Essex – revised Sunday timetable and timing point at Westcliff Plough westbound moved to Crowstone Road.
- 28** Southend to Basildon (D) First Essex – the Mon to Sat daytime service revised to operate every 15 minutes with Saturday timetable revised to improve reliability. An improved Sunday service will operate every 30 minutes with the section between Basildon Bus Station & Hospital withdrawn.
- 100** Chelmsford to Lakeside (D) First Essex – the Mon to Fri daytime service revised to operate every 15 minutes. The Saturday & Sunday timetables revised, with Saturday service operating every 15 minutes until 1400 then every 20 minutes during the afternoon. The Sunday service will operate every 30 minutes throughout.
- 822** Canvey to Bournes Green (Sch) First Essex – morning journey from Canvey to operate 5 minutes earlier.



picture A bit of romance in Chelmsford! V Festival goers are oblivious to the super rear advert for the Air Ambulance Lottery on BN69906 as it passes under Duke Street railway bridge on route 100. Saturday 19 August.

Adam Kelleher.

EBN641p9

Service Revisions continued, by Paul Harvey.

5 September 17

- 431 Blackmore to Shenfield School (Sch) NIBS – new school service replacing Fourways Coaches.
- 434/436/437 Ongar to Shenfield School (Sch) NIBS – new school service.
- 435 Kelvedon Hatch to Shenfield School (Sch) NIBS – school service withdrawn.



picture Fourways 5 in Coval Lane, Chelmsford on "V"-Festival duties on Saturday 19 August. Adam Kelleher.

6 September 17

- 24 Aveley to Palmers College (Coll) Ensign Bus – revised afternoon timetable.
- 26 Corbets Tey to Palmers College (Coll) Ensign Bus – revised afternoon timetable.
- 27 Socketts Heath to Hassenbrook Academy (Sch) Ensign Bus – revised timetable.
- 491/493 Fyfield to Epping School (Sch) NIBS – new school service.
- 494 High Ongar to Epping School (Sch) NIBS – new school service.

11 September 17

- 99 Tilbury Ferry to Tilbury Town Circular (M-S) Ensign Bus – some peak hour journeys diverted to serve Amazon.
- 21 Amazon Tilbury to Lakeside (D) Ensign Bus – new works service.
- 24 Amazon Tilbury to Laindon Station (D) Ensign Bus – new works service.

24 September 17

- 2 Clacton to Mistley (M-S) First Essex – revised contract timetable with the afternoon short journey between Clacton & Horsley Cross withdrawn.

Service Revisions concluded, by Paul Harvey.

1 October 17

60

Southend to Paglesham/Canewdon (M-S) Stephensons of Essex – revision to timetable.



picture Stephensons of Essex 601, reg. EU12 HXW, forming the 1430 departure from Plough and Sail, Paglesham on 18 August. The bus, usually a single-decker, arrives in front of the Plough & Sail, reverses into the side road where it is seen and pulls out to the left. Not an easy movement, especially when there is parked traffic.

John G. Lidstone.

2 October 17

83

Chadwell St Mary to Lakeside (M-S) Ensign Bus –
additional Mon to Fri am journey introduced at 0746 from Chadwell St Mary.

29 October 17

575

Romford to Harlow (M-S) Go Ahead London General – revision to timetable.

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

Publicity News, Ian Ransom.

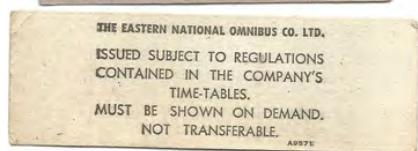
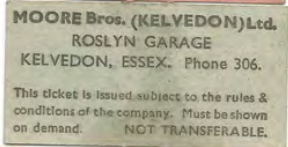
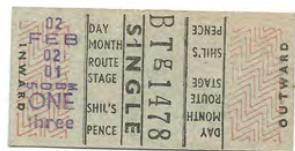
EOS new timetable for routes 13/66/86 w.e.f 1.9.17 (although 13 started on 26.8.17) (thanks to Owen Woodliffe).

Panther Timetable leaflets for services 2 and X15 dated 4 September 2017. Pictured on p21, this issue thanks to Robert Appleton).

Any Moore Fares!

Alan Tebbitt BEM.

On a cold winters night, 2 February, 1963, having spent the day riding on Moores buses, I stood in lonely vigil in Coval Lane, Chelmsford. At 2245 hours (10.45 pm then!) a Massey bodied Guy Arab IV, pulled out from the bus stand, and I watched 150 years of transport disappear along Duke Street, the final departure of a Moores bus from Chelmsford, to its home in Kelvedon. The following morning, I watched as an identical Arab arrived on the forecourt of the bus station, an "on hire to Eastern National" sticker in its window, the crew resplendent in their recently issued Tilling group uniforms, and the conductor bearing a Speed Setright ticket machine. The takeover of Moores Brothers was complete.



The story of the Moores fleet has been well aired, most of them remained at Kelvedon (KN) depot, although the single deck fleet soon disappeared, apart from the three Commer coaches, and some of the older deckers found their way up to the north-east Essex coastal resorts, for seasonal services. At least three Massey bodied mark IV 67 seaters were sent to MN depot, as KN needed FLFs for its commitment to the marathon 53/153 routes covering the full length of the county, from Clacton/Wivenhoe to Tilbury Ferry. One, JXV 555, was converted into a very smart uniform store, and I spent one pleasant afternoon taking it to its final resting place.

Moores used the Insert Setright ticket system. The conductor has a wooden rack, with three types of cardboard tickets, held on by spring clips. There was one conductress who used the rack to control unruly schoolboys. There were return, single, and single with a halfpenny overprint.

The Setright machines only went up in one penny jumps, (1d), so 1/2d single fares had to be issued on the overprinted tickets. The fare price was dialled onto the machine, then a ticket from the rack was pushed into a slot in the front of the machine. As the tickets were double ended, care had to be taken to place either the outward or inward journey, as required, into the machine. The handle was then turned, and the ticket was printed with the correct details, and a record entered into the machine. If a return ticket was presented, then the machine was set to no value, (0.0), and with the blank end in the machine, a printout showed that the ticket had been cancelled.

Somewhat surprisingly those machines had a new lease of life with Eastern National. At about the time of the Moores takeover, the company were converting the express route D, (later X10), London to Southend, from conventional coach operation, to crew working with the new FLF double deck coaches.

There were a quite a few period returns issued, and it was felt that the flimsy tickets from Speed Setright machines would soon be crumpled, and illegible. A more robust ticket was required, and card ones would be more practical, and so the ex-Moores machines proved to be ideal. I don't know how practical this proved, as any coach conductor, working overtime or rest day, on conventional routes, would need two machines, or else draw a spare machine from the office, in order to perform the extra duty. In retrospect, I can't understand why standard Speed machines were not used. Every Setright on the company had an insert slot, for issuing the dreaded weekly's, so the same machine, with a ticket roll in, could be used on stage services, and with the roll removed, on express duties, with the card tickets inserted into the weekly slot.

By about 1968 the card X10 tickets had been replaced by pink roll tickets, as opposed to the standard buff tickets, and the machines with the MB identification, finally retired.

A Dengie Day Out,

Richard Delahoy.

On 1 July, Richard Delahoy took a ride round the Dengie using an Essex Saver ticket (£8*) to sample different bus services. Here is his story, adapted from the original posting on our Facebook page. * Price increased to £9 w.e.f. 16 July 2017.

The full itinerary comprised:

0739	7	Shoebury Asda to Southend	Arriva 3532 (DAF/Wrights);
0807	25	Southend to Wickford	First 33572 (Trident/E400);
0927	94	Wickford to South Woodham	First 33552 (Trident/E400) –
apparently ‘deckers are common on this ECC tendered service, somewhat to my surprise;			
1020	D5	South Woodham to Burnham, Arrow Taxis KP13WVB (Mercedes Vito) – this is a demand responsive service and my first experience of using one in Essex. I pre-booked the day before by phone, not quite for the time I originally requested, but near enough. Boarding the Mercedes Vito at South Woodham there were 5 regulars who got on with their shopping and it was quite odd at first to see how it really is a door to door service, even to the extent of stopping on one passenger’s driveway and the driver carrying her shopping to the door. Well done!	
1130	D4	Burnham to Bradwell	Stephensons 323 (Solo);
1302	D1	Bradwell to Maldon	Stephensons 434 (E200) – D1 & D4 trips were illustrated in EBN639
1418	31X	Maldon to Chelmsford	First Volvo B7RLE
1520	3	Chelmsford to Southend	Regal 210 (baby, narrow Solo) – a quicker return would have been on First X30 but Essex Savers are not valid on it and I couldn’t justify the £10 single fare, plus the 3 is an interesting ride including the diversion down narrow lanes to serve the RHS Gardens at Hyde Hall. Interesting also that at Thames Drive in Leigh coming into Southend, the driver changed the blinds to “Not in service” so as not to pick up any local traffic into Southend;
1732	9	Southend to Shoebury	Arriva 4251 (Versa).

Not a bad day out for £8!



picture Arrow Taxis Mercedes Vito KP13 WVB, loading in the bus lay-by at South Woodham Asda. Is this the new face of rural bus travel?
Richard Delahoy.

Acquired Vehicles

41520	LK03 UEX	SFD2BACR32GW17069	4425/03	B29D	08/03	First London DHL520
41540	LK53 FDZ	SFD2BACR33GW17184	4445/03	B29D	10/03	First London 41540
53123	EO02 NFE	SAB19000000000825	190825	B30F	05/02	Essex Buses 523
53209	CN07 KZM	SABFNGAF07R192891	192891	B31F	07/07	Bebb
61230	YM52 UWH	YS4L4X20001843209	F391	B43F	01/03	Yorkshire Rider
65742	SN55 JVG	YS2L4X20001852669	J197	B44F	12/05	Midland Bluebird
65743	SN55 JVH	YS2L4X20001852676	J198	B44F	12/05	Midland Bluebird
65745	SN55 JVK	YS2L4X20001852684	J200	B44F	12/05	Midland Bluebird
65746	SN55 JVL	YS2L4X20001852724	J201	B44F	12/05	Midland Bluebird
65748	SN55 JVO	YS2L4X20001852736	J203	B44F	12/05	Midland Bluebird
65750	SN55 JVA	YS2L4X20001852649	J205	B44F	12/05	Midland Bluebird

41520 acquired from First Potteries 26 August 2017.

41540 acquired from First Potteries 20 July 2017.

53209 acquired from First Potteries August 2017 (between 12th & 31st).

61230 acquired from First Scotland East / West Lothian, 31 August 2017 (it had still been in service there on 10th). Prior to this, it had been at First Borders until earlier this year.

65742/3/5/6/8/50 acquired from First Borders August 2017.

41520 & 41540 are Transbus Darts / Caetano Nimbus. Their body numbers are prefixed SCC. Converted to single door after London service.

53123 and 53209 are Optare Solos, 53123 is type M920, 53209 is type M950. 53123 had been sold by First Essex to First Eastern Counties in November 2009 before it moved on to First Potteries.

61230, 65742/3/5/6/8/50 are Scania L94UB / WrightBus Solar, new with the same fleet numbers.

All in Urban livery, except for 53123 in Barbie, thus re-introducing Barbie livery to the Solo fleet. 41540 has a main Essex fleet name on nearside cove panels (offside not seen). 53209 has a small "f First" fleet name above the driver's cab and main "Essex" fleet name on offside lower panels (nearside not seen.) Unlike native examples, it has kept its black panel with the word "Optare" on its front dash. It has a super rear advert for "Wayne Walker Chicken Breasts". This vehicle was not new to a First Group company and so has a non-standard interior, it has yellow stanchions and high backed seats in a light blue based moquette.



The flags are out in Manningtree High Street on 13 July for the Manningtree Regatta as 65689 (YS03 ZKJ) (Scania L94UB/Wright Solar) passes through working 0715 Colchester - Harwich service 104. 65689 still has the magenta shading of the Wright W on the front dash panel.
Robert Appleton.

The Scania's have fleet names as follows (above cab / above entrance doors / main / notes):

61230	not yet seen		
65742	f First / f First Essex / None / f symbol higher than normal both sides		
65743	not seen / f First Essex (f symbol higher than normal) / Essex on cove panels nearside / offside not seen		
65745	not yet seen	65746	f First / f First Essex / None
65748	f First Borders / f First Borders / None	65750	f First Essex / f First Essex / None

41540 was first seen in service on 11 August on route 15. 53123 first seen in service on route 51 on 30 August. 53209 was first seen on route 40 on 8 September, LED blinds not in use, route number in windscreen. 65742 had still been in Scotland on 21 August, first seen in service with First Essex on routes 103/4 on 31st. 65743 seen at Colchester depot on 18th and first noted in service on 24th. 65746 first seen in service on route 65 on 31st. 65748 had still been in Scotland on 2 August and was first seen in service with First Essex on route 70 on 5 September. 65750 had still been in Scotland on 10 August and was first seen in service with First Essex on 24th.

Vehicles on Loan Further to EBN640, 20515 returned to First Eastern Counties in the first half of August, but another driver trainer, 60808, S659 RNA, Volvo B10BLE / Wright Renown, was at Colchester on loan from FEC on the 4th and was still there on 18th.

Allocation Changes BN-Basildon; CF-Chelmsford; CN-Clacton; CR-Colchester; HH-Hadleigh; CF(DS)-Driving School (based at Chelmsford); Sh-Driver Shuttle; FG=to/from another First Group company.

Period 5 (23 July - 19 August 2017) and part of Period 6 (20 August 2017 - 31 August 2017)*

33190 CR-HH, 41520 FG-BN, 41540 FG-BN, 43480 CF(Sh)-CF(out of use), 43802 CF(out of service)-Disposal, 53008 CF(Sh)-CF(out of use), 53123 FG-CF, 53209 FG-CF, 61230 FG-CR, 65742 FG-CR, 65743 FG-CR, 65745 FG-CR, 65746 FG-CR, 65748 FG-CN, 65750 FG-CR, 69430 CR-CF, 69431 CR-CF, 69433 CR-CF

Out of service CR65683 was seen at Truck East, Witham on 14-25 August, then at the back of Clacton depot on 1 September.

** Please note: allocation details are normally supplied by the company in periods of 4 or 5 weeks, but this month the extended period from 21 July to 31 August was provided.*



TransBus Trident / President 33190 (LT52 XAA) is now permanently transferred from Colchester to Hadleigh and entered service last Friday. Seen in Leigh-on-Sea on 6 September, having benefited from external refurbishment to the usual high standards of First Hadleigh Engineering.

John G. Lidstone.

Repaints

CR32087 was seen at Mardens for repaint on 29 August and was on route 70 in Urban livery on 7 September. Like 32478, which was also repainted at Mardens (see EBN640), it does not have main fleet names or magenta lining.

CR32477 and CF68531 were seen at Mardens on 16 August. 32477 was seen in Urban livery at Harwich on 7 September.

CN43845 seen in Urban livery on 23 August, with Clacton depot stickers.

The repainting of 32087 and 32477 means that all the ALX400s are now in Urban livery. Only six double deckers remain in Barbie livery, all Gemini bodied, the five B7TLs plus 37140, all at Colchester.

Other Vehicle News and Workings

Colchester and Clacton

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

33184 has received a new engine. 32475 & 33195 were on loan to Clacton to provide extra capacity on routes 74 & 76 on the days of the Clacton Air Show, 24 & 25 August. CN65665 was at Colchester in return. However, all did not go to plan. 33195 worked one trip before breaking down but worse was to befall 65665 which worked on route 64 in Colchester on 24th, then later operated the last 102 of the day from Harwich (due at Colchester at 2333), but whilst running dead back to the depot it was involved in an RTC. The next day it was parked in the Colchester disposal area alongside 65680 and 66809. Newly acquired 65748 was allocated to Clacton to replace it. However, by 5 September, 65748 was working from Colchester and 65665 was seen back in service on route 17 on 8th.

32068 operated on the first day of Sunday service 88A (taken over from Regal) on 27 August.

Double deckers seen operating on routes 103/4 (all August): 32068 (18th & 25th), 32475 (7th & 10th), 32631 (29th), 32641 (19th), 32642 (24th), 33088 (16th), 33195 (15th), plus 32478 on 4 September and 37135 replacing broken down 32477 on 7th. StreetLites seen on these routes in August: 63328 (11th & 24th), 63332 (19th), 63334 (17th), 63335 (23rd), 63336 (11th), 63337 (24th & 30th), 63342 (7th), 63343 (23rd & 29th), 63344 (23rd). On 23rd, half the off-peak allocation of six was StreetLites. As these are now becoming so common on the 103/4, individual sightings will no longer be reported. 62 branded vehicles on other routes during August: 37133 on 88 (9th), 37134 on 88 (15th), 37135 on 62A (6th) and on 65 (pm peak, 15th), 37136 on 65 (pm peak, 11th) and on 67 (21st), 37139 on 88 (10th) and on 75 (14th).

Double deckers are now a daily occurrence on Monday to Saturday evening 1As.

Clacton Enviro 200s away from their normal routes 7/8: 44596 on 5/A (23 August), 44597 on 19 (9 August), 44598 on 19 (1 September), 44599 on 3 (8 August) and on 2 (31st).

6 August	CN42927 on 76
7	CN42918 on 76
10	63335 on 71, 63336 on 88, 63344 on 67A
11	66807 on 64 showing "Not in Service" on LED and route number on label in windscreen
12	65687 on 71 with route number on label in windscreen
13	69433 on 65 (prior to its transfer to Chelmsford)
14	63337 on 70
15	CN65676 on 3
20	63330 & 63338 on 62A (instead of double deckers which were being used on V festival shuttles)
21	37140 on 70 (and again on 26th), 65687 on 62A
23	63341 on 67A
24	63335 on 71, CN65688 on 3
25	63337 on 67A, CN65670 on 3
26	65687 on last day of 66A
27	CN44597 on 74B
28	63344 on 88A - second day of Sunday / Bank Holiday First Essex operation.

During August, the former Colchester Queen Street depot was being used for a Street Photography exhibition. By 8th, the remaining buildings of the old bus station had been completely flattened.

Chelmsford (including Braintree Outstation)

(All vehicles listed below allocated to CF.)

44541 has had side panels replaced / repainted and no longer has main Chelmsford City fleet names either side.

X30 branded Enviros seen on other routes during August: 67165 on 71 (14th) and on 42 (30th), 67166 on 42B (17th & 18th), 67167 on 42 (16th & 24th plus also 5 September), 67168 on 70 (21st), 67170 on 36 (18th).

Further to the notes about full size single deckers on route 351 in EBN639, the following have recently been seen on the route: 65028 (31 August), 66818 (1 September), 66796 (4th), 69533 (5th), 65030 (6th), 69430 (7th). It is thought that this relates to a change of workings since newly won ECC route 565 (which starts at Brentwood Station) commenced on 29 August and possibly is also linked to the timetable revisions of a few months ago which reduced the daytime 37s from four to three an hour. Now, not all buses used on the 351s work on route 37 and so longer vehicles can be used on some 351 journeys.

First days of new ECC contracts

Sunday 27 August 44542 & 66795 on 71C (ex Regal). 66795 had fully programmed blinds but 44542 had "First" on the blind with the route number (no destination) in the windscreen.

Tuesday 29 August 44544 on 32 (ex Stephensons), 44542 on 46 (ex NIBS) - it had fully programmed blinds for this route, c/f 71C above, 44900 on 565 (ex Regal). Incidentally, Wheel Forward StreetLite 61 (MX61 BCE) operated on the last day of NIBS operation of the 46 on 26 August.

Other sightings

10 August	42923 on 71, 67902 on 72	14	42935 on 71
16	67901 on 72	22	44660 unusual on 41
28	44548 on 352 then on to 33 at Broomfield Hospital (it appears that at least some journeys on the Sunday / Bank Holiday services on these routes are interlinked, so basically giving a through service from Halstead to Southminster), 66794 on 71C - second day of Sunday / Bank Holiday First operation, 69431 at BE outstation		
29	53137 on 42	30	41730 on 42, 44538 on 32, 44548 on 46, 44900 on 13 & 47, 69430 on 31X
31	41735 on 42, 53123 on 351	1 Sep	43848 on 565, 53123 on 45, the route it was branded for when new in 2002
2 Sep	42933 on 71, 44542 on 57 whilst 44659 was on 54, 53137 on 565		
3	44661 on 80/A	6	44660 on 46

Please see separate article for vehicles used on V festival shuttles.



Both ex-Hadleigh Marshall Capital Dennis Darts were in Chelmsford on all-day service on 3 August. Both were MoT's and despatched to CF in mint external condition, which both still exhibit - with interesting detail differences. Here is 41730 in Duke Street.

John G. Lidstone.

EBN641p17

Basildon

BN69909 has had its rear Route 100 super rear advert removed from the rear window and either side of the route number.

30 August BN69916 on 9 (very unusual for a Volvo hybrid to be on the route).

2 September BN47650 on 100, BN47657 on 25A.

Greater Anglia Rail Replacement

17 August CF32482 & CF32484 on Wickford-Liverpool Street late night.

21 CF32484 & CF32485 on Wickford-Liverpool Street late night.

24 CF32483 & CF32485 on Wickford-Liverpool Street late night.

Solo Blinds

53138 and 53139 were new with all round LED blinds, and presumably 53209 was as well, but 53112-53137 were delivered with all round flip dot blinds. Many of these have since been converted to LEDs. As at the end of August the situation was as follows:

Still with all round flip dots: 53114, 53123, 53126, 53127, 53132,

LED front, flip dot side & rear: 53113, 53129, 53130, 53133, 53134 (N.B. 53129 rear aperture painted over),

All round LEDs: 53112, 53115, 53116, 53117, 53121, 53125, 53128, 53131, 53136, 53137 (N.B. some of these had the front converted first with side & rear done later.).



picture V-Festival duties. 32478 in Coval Lane on Saturday 19 August. This bus was recently repainted at Mardens but has not had a magenta stripe applied or received main fleet names.

Adam Kelleher.

Sources: own observations, and with thanks to M Alderton, M Austin, S Austin, R Appleton, S Barham, D Bell, W Bell, J Bence, T Clark, S Coates, J Cush, D Edwards, A Hughes, D Lund-Conlon, J Podgorski, K Smith, C Stewart, R West, First Essex, Essex Buses Google group, Bus Lists on the Web, Flickr and Terminus.

V-Festival August 2017 by Adam Kelleher.

With thanks to Dale Bell, Ian Ransom, James Sadd and especially to Colin Sigston for the Saturday & Sunday evening reports.

Vehicles observed on the shuttle service between Coval Lane and Hylands Park were as follows. (Late evening services returned to the viaduct on Parkway.) These observations have come from several people and is thought to be a complete list. Three of the four operators that ran the shuttles last year also did so this year, the exception being Panther Travel.

Friday 18th
First Essex 32478, 32484, 33555, 37140
Fourways 1, 2, 3, 4, 5, 6

Saturday 19th
Daytime
First Essex 32484, 32652, 33373, 33383, 33384, 33563, 33568, 37135, 37136, 37139
(32652 then went on to work on route 70 in the afternoon)
Fourways 1, 5

Post 22.00 departures from Hylands Park

First Essex 32068, 32087, 32475, 32476, 32480, 32640, 32642, 33373, 33383, 33384, 33563, 33568, 37133, 37135, 37136, 37139, 37140
Fourways 1, 4, 6
NIBS 104, 204, 304

Sunday 20th
Daytime
First Essex 32478, 32480, 33373, 33383, 33567
Fourways 1, 2, 3, 5

Post 22.00 departures from Hylands Park

First Essex 32068, 32087, 32475, 32478, 32480, 32482, 32640, 32642, 33373, 33383, 33567, 33573, 37133, 37135, 37139, 37140
Fourways 1, 4, 6
NIBS 204, 304, 404

Monday 21st
Morning
First Essex 32475, 32483, 32641, 33557
Fourways 2, 3, 5

N.B. Details of Fourways 1-5 were in EBN617. 6 was new to the shuttle service this year, it is a Volvo B7TL / East Lancs, new to London United (VLE11) in July 2004, registered PG04 WHP, new as dual door, acquired and converted to single door, February 2017. After many years of use on the shuttle, last year proved to be the final year for Fourways Olympians.

Also, on Friday 18th, FH05 URP, a Volvo B9R / Caetano Levante of Maymist, Barking was on hire to BlueLine, Rochford for a London Victoria to Chelmsford service for the V Festival.

Summary of First Essex vehicles seen Friday to Monday

From **BN** 33555, 33557, 33563, 33567, 33568, 33573 (total **6**)
From **CF** 32480, 32482, 32483, 32484, 32652 (total **5**)
From **CR** 32068, 32087, 32475, 32476, 32478, 32640, 32641, 32642, 37133, 37135, 37136, 37139, 37140 (total **13**)
From **HH** 33373, 33383, 33384 (total **3**)
Overall total 27.

First Snippet **Mark Lloyd.**

Ex First Essex Trident/Presidents T810 LLC & T849 LLC were hard at work on Weymouth seafront services between Weymouth and Lodmoor Country Park in early September. These were in standard willow leaf livery.

Peter Mansbridge with thanks to John Card and Richard Delahoy.

DAF SB120/Wright 3507 (KE51 PU0) has been withdrawn. It was the oldest of this type still at **Southend**.

DAF DB250 / East Lincs 6255 (FD02 UKK) was reinstated for service at **Southend** early September on a temporary basis.



picture DAF Cadet 3507 was withdrawn today (6/9) and DAF Lowlander 6255 has, rather nicely, been reinstated to replace it.

John G. Lidstone.

For the first time in some years, Arriva **Southend** buses operated on rail replacement on August Bank Holiday Monday (28th) when 4 of the Enviro 400 double deckers ran for Greater Anglia, Newbury Park to Ingatestone. Of this batch, 6499 has also been fitted with a tachograph and has seen some limited use on private hire work in the past couple of months. Meanwhile, E400s are no longer scheduled for service on Sundays, route 1 then being in the hands of Versas.

In conjunction with Arriva, Southend Borough Council trialled a small-scale park and ride operation over the August Bank Holiday, utilising the car park at the Civic Centre with onward bus travel on Arriva 7, 8, 9 & 29 (although only the 9 actually serves the seafront, which was the main target of the campaign). Buses carried an A4 notice in the windscreen to indicate participation. It is reported that the park and ride is to continue at weekends on an experimental basis. It is noted that the car park is very close to the town centre already, payment can only be made by a specific app, and the 9 only runs half-hourly on Sundays, and therefore these are factors which may hinder the success of the scheme.

At **Harlow**, a shortage of serviceable vehicles has seen several loans in recent weeks including VDL SB200 /Wright 3780 (KX09 KDV) from Stevenage (with Stevenage area route branding) seen on route 10 on 18 and 21 August; Optare Versa 2454 (YJ58 PFV) from Ware seen on routes 2 / 3 on 26 August; DAF SB120 / Wright 3528 (LF02 PNE) from Southend seen on route 10 on 26 August and routes 509/510 on 29 August and 4 September, and previously withdrawn (from Stevenage and stored at Southend) Volvo B10BLE / Wright 3313 (PN02 HVM) (ex Sovereign) on service 724 (short Hertford workings) on 30 August. All except 3313 had programmed LED displays when in use from Harlow.

Panther's New Service X15. Robert Appleton. Also see p30, this issue.



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Harwich-Colchester - Express Service X15
Mondays - Saturdays (Excluding Bank Holidays)

	Sch	N/Sch	Sch	N/Sch	Sch
Harwich Bus Station	0711	0719	0915	1125	1305
Harwich, High Street	0718	0718	0918	1128	1308
Harwich, Ad Ingulph	0721	0721	0921	1121	1301
Harwich, Village	0724	0724	0924	1124	1304
Harwich, Water Lane (Rumsey Road)	0727	0727	0927	1127	1307
Little Clacton, Water Lane (Clacton Road)	0729	0729	0929	1129	1309
Great Clacton, Water Lane	0730	0730	0930	1130	1310
Wix, Village Hall	0740	0740	0940	1140	1310
Great Clacton, Water Lane	0740	0740	0940	1140	1310
Harwich, Water Lane (Rumsey Road)	0742	0742	0942	1142	1312
University of Essex, East Coast Road	0752	0752	0952	1152	1312
University of Essex, East Coast Road	0759	0759	0959	1159	1329
Harwich, Water Lane (Rumsey Road)	0805	0805	1005	1205	1335
Harwich, Water Lane (Rumsey Road)	0808	0808	1008	1208	1338
Colchester, Chelmer Street	0814	0814	1014	1214	1344
Colchester, Water Lane (Rumsey Road)	0820	0820	1020	1220	1350

Colchester - Harwich - Express Service X15
Mondays - Saturdays (Excluding Bank Holidays)

	Sch	N/Sch	Sch	N/Sch	Sch
Colchester, Water Lane (Rumsey Road)	0820	0820	1020	1220	1350
Colchester, Chelmer Street	0825	0825	1025	1225	1355
Colchester, High Street	0830	0830	1030	1230	1360
Colchester, Water Lane (Rumsey Road)	0835	0835	1035	1235	1365
Colchester, Water Lane (Rumsey Road)	0840	0840	1040	1240	1370
Colchester, Water Lane (Rumsey Road)	0845	0845	1045	1245	1375
Colchester, Water Lane (Rumsey Road)	0850	0850	1050	1250	1380
Colchester, Water Lane (Rumsey Road)	0855	0855	1055	1255	1385
Colchester, Water Lane (Rumsey Road)	0900	0900	1100	1300	1390
Colchester, Water Lane (Rumsey Road)	0905	0905	1105	1305	1395
Colchester, Water Lane (Rumsey Road)	0910	0910	1110	1310	1400
Colchester, Water Lane (Rumsey Road)	0915	0915	1115	1315	1405
Colchester, Water Lane (Rumsey Road)	0920	0920	1120	1320	1410
Colchester, Water Lane (Rumsey Road)	0925	0925	1125	1325	1415
Colchester, Water Lane (Rumsey Road)	0930	0930	1130	1330	1420
Colchester, Water Lane (Rumsey Road)	0935	0935	1135	1335	1425
Colchester, Water Lane (Rumsey Road)	0940	0940	1140	1340	1430
Colchester, Water Lane (Rumsey Road)	0945	0945	1145	1345	1435
Colchester, Water Lane (Rumsey Road)	0950	0950	1150	1350	1440
Colchester, Water Lane (Rumsey Road)	0955	0955	1155	1355	1445
Colchester, Water Lane (Rumsey Road)	1000	1000	1200	1400	1450
Colchester, Water Lane (Rumsey Road)	1005	1005	1205	1405	1455
Colchester, Water Lane (Rumsey Road)	1010	1010	1210	1410	1460
Colchester, Water Lane (Rumsey Road)	1015	1015	1215	1415	1465
Colchester, Water Lane (Rumsey Road)	1020	1020	1220	1420	1470
Colchester, Water Lane (Rumsey Road)	1025	1025	1225	1425	1475
Colchester, Water Lane (Rumsey Road)	1030	1030	1230	1430	1480
Colchester, Water Lane (Rumsey Road)	1035	1035	1235	1435	1485
Colchester, Water Lane (Rumsey Road)	1040	1040	1240	1440	1490
Colchester, Water Lane (Rumsey Road)	1045	1045	1245	1445	1495
Colchester, Water Lane (Rumsey Road)	1050	1050	1250	1450	1500
Colchester, Water Lane (Rumsey Road)	1055	1055	1255	1455	1505
Colchester, Water Lane (Rumsey Road)	1100	1100	1300	1460	1510
Colchester, Water Lane (Rumsey Road)	1105	1105	1305	1465	1515
Colchester, Water Lane (Rumsey Road)	1110	1110	1310	1470	1520
Colchester, Water Lane (Rumsey Road)	1115	1115	1315	1475	1525
Colchester, Water Lane (Rumsey Road)	1120	1120	1320	1480	1530
Colchester, Water Lane (Rumsey Road)	1125	1125	1325	1485	1535
Colchester, Water Lane (Rumsey Road)	1130	1130	1330	1490	1540
Colchester, Water Lane (Rumsey Road)	1135	1135	1335	1495	1545
Colchester, Water Lane (Rumsey Road)	1140	1140	1340	1500	1550
Colchester, Water Lane (Rumsey Road)	1145	1145	1345	1505	1555
Colchester, Water Lane (Rumsey Road)	1150	1150	1350	1510	1560
Colchester, Water Lane (Rumsey Road)	1155	1155	1355	1515	1565
Colchester, Water Lane (Rumsey Road)	1200	1200	1400	1520	1570
Colchester, Water Lane (Rumsey Road)	1205	1205	1405	1525	1575
Colchester, Water Lane (Rumsey Road)	1210	1210	1410	1530	1580
Colchester, Water Lane (Rumsey Road)	1215	1215	1415	1535	1585
Colchester, Water Lane (Rumsey Road)	1220	1220	1420	1540	1590
Colchester, Water Lane (Rumsey Road)	1225	1225	1425	1545	1595
Colchester, Water Lane (Rumsey Road)	1230	1230	1430	1550	1600
Colchester, Water Lane (Rumsey Road)	1235	1235	1435	1555	1605
Colchester, Water Lane (Rumsey Road)	1240	1240	1440	1560	1610
Colchester, Water Lane (Rumsey Road)	1245	1245	1445	1565	1615
Colchester, Water Lane (Rumsey Road)	1250	1250	1450	1570	1620
Colchester, Water Lane (Rumsey Road)	1255	1255	1455	1575	1625
Colchester, Water Lane (Rumsey Road)	1300	1300	1460	1580	1630
Colchester, Water Lane (Rumsey Road)	1305	1305	1465	1585	1635
Colchester, Water Lane (Rumsey Road)	1310	1310	1470	1590	1640
Colchester, Water Lane (Rumsey Road)	1315	1315	1475	1595	1645
Colchester, Water Lane (Rumsey Road)	1320	1320	1480	1600	1650
Colchester, Water Lane (Rumsey Road)	1325	1325	1485	1605	1655
Colchester, Water Lane (Rumsey Road)	1330	1330	1490	1610	1660
Colchester, Water Lane (Rumsey Road)	1335	1335	1495	1615	1665
Colchester, Water Lane (Rumsey Road)	1340	1340	1500	1620	1670
Colchester, Water Lane (Rumsey Road)	1345	1345	1505	1625	1675
Colchester, Water Lane (Rumsey Road)	1350	1350	1510	1630	1680
Colchester, Water Lane (Rumsey Road)	1355	1355	1515	1635	1685
Colchester, Water Lane (Rumsey Road)	1400	1400	1520	1640	1690
Colchester, Water Lane (Rumsey Road)	1405	1405	1525	1645	1695
Colchester, Water Lane (Rumsey Road)	1410	1410	1530	1650	1700
Colchester, Water Lane (Rumsey Road)	1415	1415	1535	1655	1705
Colchester, Water Lane (Rumsey Road)	1420	1420	1540	1660	1710
Colchester, Water Lane (Rumsey Road)	1425	1425	1545	1665	1715
Colchester, Water Lane (Rumsey Road)	1430	1430	1550	1670	1720
Colchester, Water Lane (Rumsey Road)	1435	1435	1555	1675	1725
Colchester, Water Lane (Rumsey Road)	1440	1440	1560	1680	1730
Colchester, Water Lane (Rumsey Road)	1445	1445	1565	1685	1735
Colchester, Water Lane (Rumsey Road)	1450	1450	1570	1690	1740
Colchester, Water Lane (Rumsey Road)	1455	1455	1575	1695	1745
Colchester, Water Lane (Rumsey Road)	1460	1460	1580	1700	1750
Colchester, Water Lane (Rumsey Road)	1465	1465	1585	1705	1755
Colchester, Water Lane (Rumsey Road)	1470	1470	1590	1710	1760
Colchester, Water Lane (Rumsey Road)	1475	1475	1595	1715	1765
Colchester, Water Lane (Rumsey Road)	1480	1480	1600	1720	1770
Colchester, Water Lane (Rumsey Road)	1485	1485	1605	1725	1775
Colchester, Water Lane (Rumsey Road)	1490	1490	1610	1730	1780
Colchester, Water Lane (Rumsey Road)	1495	1495	1615	1735	1785
Colchester, Water Lane (Rumsey Road)	1500	1500	1620	1740	1790
Colchester, Water Lane (Rumsey Road)	1505	1505	1625	1745	1795
Colchester, Water Lane (Rumsey Road)	1510	1510	1630	1750	1800
Colchester, Water Lane (Rumsey Road)	1515	1515	1635	1755	1805
Colchester, Water Lane (Rumsey Road)	1520	1520	1640	1760	1810
Colchester, Water Lane (Rumsey Road)	1525	1525	1645	1765	1815
Colchester, Water Lane (Rumsey Road)	1530	1530	1650	1770	1820
Colchester, Water Lane (Rumsey Road)	1535	1535	1655	1775	1825
Colchester, Water Lane (Rumsey Road)	1540	1540	1660	1780	1830
Colchester, Water Lane (Rumsey Road)	1545	1545	1665	1785	1835
Colchester, Water Lane (Rumsey Road)	1550	1550	1670	1790	1840
Colchester, Water Lane (Rumsey Road)	1555	1555	1675	1795	1845
Colchester, Water Lane (Rumsey Road)	1560	1560	1680	1800	1850
Colchester, Water Lane (Rumsey Road)	1565	1565	1685	1805	1855
Colchester, Water Lane (Rumsey Road)	1570	1570	1690	1810	1860
Colchester, Water Lane (Rumsey Road)	1575	1575	1695	1815	1865
Colchester, Water Lane (Rumsey Road)	1580	1580	1700	1820	1870
Colchester, Water Lane (Rumsey Road)	1585	1585	1705	1825	1875
Colchester, Water Lane (Rumsey Road)	1590	1590	1710	1830	1880
Colchester, Water Lane (Rumsey Road)	1595	1595	1715	1835	1885
Colchester, Water Lane (Rumsey Road)	1600	1600	1720	1840	1890
Colchester, Water Lane (Rumsey Road)	1605	1605	1725	1845	1895
Colchester, Water Lane (Rumsey Road)	1610	1610	1730	1850	1900
Colchester, Water Lane (Rumsey Road)	1615	1615	1735	1855	1905
Colchester, Water Lane (Rumsey Road)	1620	1620	1740	1860	1910
Colchester, Water Lane (Rumsey Road)	1625	1625	1745	1865	1915
Colchester, Water Lane (Rumsey Road)	1630	1630	1750	1870	1920
Colchester, Water Lane (Rumsey Road)	1635	1635	1755	1875	1925
Colchester, Water Lane (Rumsey Road)	1640	1640	1760	1880	1930
Colchester, Water Lane (Rumsey Road)	1645	1645	1765	1885	1935
Colchester, Water Lane (Rumsey Road)	1650	1650	1770	1890	1940
Colchester, Water Lane (Rumsey Road)	1655	1655	1775	1895	1945
Colchester, Water Lane (Rumsey Road)	1660	1660	1780	1900	1950
Colchester, Water Lane (Rumsey Road)	1665	1665	1785	1905	1955
Colchester, Water Lane (Rumsey Road)	1670	1670	1790	1910	1960
Colchester, Water Lane (Rumsey Road)	1675	1675	1795	1915	1965
Colchester, Water Lane (Rumsey Road)	1680	1680	1800	1920	1970
Colchester, Water Lane (Rumsey Road)	1685	1685	1805	1925	1975
Colchester, Water Lane (Rumsey Road)	1690	1690	1810	1930	1980
Colchester, Water Lane (Rumsey Road)	1695	1695	1815	1935	1985
Colchester, Water Lane (Rumsey Road)	1700	1700	1820	1940	1990
Colchester, Water Lane (Rumsey Road)	1705	1705	1825	1945	1995
Colchester, Water Lane (Rumsey Road)	1710	1710	1830	1950	2000
Colchester, Water Lane (Rumsey Road)	1715	1715	1835	1955	2005
Colchester, Water Lane (Rumsey Road)	1720	1720	1840	1960	2010
Colchester, Water Lane (Rumsey Road)	1725	1725	1845	1965	2015
Colchester, Water Lane (Rumsey Road)	1730	1730	1850	1970	2020
Colchester, Water Lane (Rumsey Road)	1735	1735	1855	1975	2025
Colchester, Water Lane (Rumsey Road)	1740	1740	1860	1980	2030
Colchester, Water Lane (Rumsey Road)	1745	1745	1865	1985	2035
Colchester, Water Lane (Rumsey Road)	1750	1750	1870	1990	2040
Colchester, Water Lane (Rumsey Road)	1755	1755	1875	1995	2045
Colchester, Water Lane (Rumsey Road)	1760	1760	1880	2000	2050
Colchester, Water Lane (Rumsey Road)	1765	1765	1885	2005	2055
Colchester, Water Lane (Rumsey Road)	1770	1770	1890	2010	2060
Colchester, Water Lane (Rumsey Road)	1775	1775	1895	2015	2065
Colchester, Water Lane (Rumsey Road)	1780	1780	1900	2020	2070
Colchester, Water Lane (Rumsey Road)	1785	1785			

Vehicles

Dart 435 (LX51 FGE) has been sold to a private buyer and 437 (LX51 FGG) to A2B Bus & Coach Ltd, Cambridge.

Dart 417 (EU07 FRN) has had its Fossetts Park Clipper branding removed now that service 61 has been reduced to a M-F off-peak operation following the end of the 10-year developer funding.

Following the loss of the Dengie area routes and the 71/72, all Solos now based at Haverhill Depot. Two additional Essex contracts taken on from 29 August are the 12, Wickford to Billericay Queens Park, via Great Burstead, every 70 minutes Mon-Sat (replacing the previous NIBS and Amber contract) and Saffron Walden town service 34 (five trips, Tues & Thurs, previously with Viceroy).



<<< picture left
Southend turns
green! Stephensons
Enviro400 603
(EU13 EBK) on
former single-deck
service 61 followed
by Enviro200 MMC
66171 (YY66 PCO)
on X30. As mentioned
above, 61 is now run
M-F between peaks
following withdrawal
of funding from
Fossetts Park, very
sadly. Commendably
Stephensons is
offering a commercial
service as best it can.

John G. Lidstone.



Picture previous page.

One of many ECC contract changes over the last weekend of August was the Warley to Stondon Massey 71/72, which passed from Stephensons of Essex to Regal Busways. It had been the province of a regular driver, Paul Webb, working from a one-vehicle outstation at Fourways Coaches in Highwood. Early in August, however, his holiday relief driver had Enviro 423 (EU64 CVT) which was photographed passing through the Clement's Park development in Warley on 2nd of that month and shown on the previous page. Caption and picture **Chris Stewart.**



Picture above The more usual driver and Solo combination were back on the route later in the month, though, and are seen above passing through Stondon Massey near the end of the last Stephensons journey of all (the 1732 arrival) on Saturday 26 August. Regal Busways have also been using a Solo since taking over the contract. [The eagle eyed may spot Chris's Morris Minor parked in the layby]. **Chris Stewart.**



<<< picture left
After lunch with his wife, in-laws and son visiting from Australia at the Fox Inn at Finchingfield, John managed to catch this photo of Stephensons 454 Caetano Nimbus on the 16 route carefully negotiating the narrow bridge on 1/8/17.

John Salmon.



Mark Lloyd with thanks to Ross Newman.

Ensignbus Dealing Stock Movements August 2017.

Vehicles in

Abellio London	BX54 DIZ / BX55 XLW	Volvo B7TL's
First Wales	WK06 AFV / AFU / AEE / AEF	Darts
	WK56 ABZ	E200
Go-Ahead London	LX53 AZF	Volvo B7TLs
	LX06 ECI	
	LX03 EDU	
	LG02 KJE	
	PJ53 NKZ	
	W403/462/529 WGH	
	SN51 UAZ	Dart
Metroline	YX09 AFE / AFJ	Enviro 200's
	LX07 BEY	
	LR02 BDX / BEJ / BEY	
Stagecoach Manchester	L425 TJK	Volvo B10M
Tower Transit	BX12 CVK / CVL / CVM / CVP	Volvo B9TL's
	BN61 MYB/MXO/MXS/MXP, BG61 SXN	
	LK04 HXS / HXW / HXH /	Volvo B7TL's
	HYU / HZM / HZW / HXD / HXE / HZL /	
	JCV / HZP / HYF / JBV / HZV / HXJ	

Vehicles Out

Aintree Coaches, Liverpool	LK05 GGV	Trident
Avondale Coaches, Glasgow	WK06AFV / AFU / AEE	Darts
Axe Valley, Seaton, Devon	LF52 ZNK	Volvo B7TL
Carters Heritage, Capel-St-Mary, Suffolk		
	LK05 GFV	Trident
CT Plus, Leeds	LF52 ZPR / ZPZ / ZRR / ZRU /	

ZRZ / ZSO / ZSP / ZSR / ZTH / ZTK /
ZTR / ZNT / ZTO Volvo B7TL's

Flagfinders, Braintree, Essex

LB02 YXK Volvo B7TL

Galleon Travel, Frating, Essex

YN05 WKC Scania's

YN04 GNU/GMG

Goodwins Coaches, Manchester

LJ05 BLK / BLN Volvo B7TL's

JD Travel, Oxford LB02 YXH Volvo B7TL

Kingsley Coaches, Birtley, Co Durham

LX53 AZC / AZD / AZF / AZL

Volvo B7TL's

Mullaney's Coaches, Watford LF52 ZPX / ZTJ Volvo B7TL's

LX03 EXW

Pulfreys Coaches, Grantham, Lincs PJ53 NKL Volvo B7TL

Red Route Buses, Northfleet KX05 KFC Dart

South West Coaches, Wincanton, Somerset

BX11 PTU E200

Stotts Coaches, Oldham LJ55 BSO / BSU / BSV / BSX/

BSY / BSZ / BVP / BVR

Volvo B7TL's

PX55 EFL / EFM / EFN Darts

P57 BLU E200

@ Thandhi Transport, Birmingham

LB02 YXD Volvo B7TL

Other Movements

Volvo B7TL LX03 EXV Fragers Ltd, Ardleigh, Essex.

Volvo B7TL LK03 GLZ Geoff Ripley, Barnsley.

DAF SB120s BX04 BXL, FJ54 ZVA

Volvo B7TL's W403 / 459 / 462 / 529 WGH

Volvo B10M L425 TJK All to Shelton Motors, Ely for scrap.



top picture Ensignbus new BCI 144 (LX17 DZE) @ Brentwood Station 31 August 2017 on route 21 to Ongar

Robert Downton.



On 2 September, Ensign's ex-Eastern National Bristol MW6G/ECW 331 (7017 HK) was working an evening private hire to Southend Kursaal, just 3 hours after Go-Ahead London's service 68 finished for the season. Seen here at Southchurch Avenue just above the Kursaal, with thanks to Lee Pardoe of Ensignbus for his kind help with this photo.

John G. Lidstone.

EBN641p25

Vehicles

289 EJ02 KYY Dart/MPD Fully repainted to new Hedingham livery – first seen 22 Aug ex HD

Allocations

11	W649 FUM	CN to HD	
289	EJ02 KYY	CN to KN	
291	EU06 KCX	HD to KN	both for 3 days of D1/D2 operation.
573	W491 WGH	CN to KN	

Services

Services D1 Maldon – Bradwell-on-sea and D2 Maldon – Southminster were taken over from Stephenson's under contract to ECC on 29 August and both were operated by Hedingham for 3 days until 1 September when Arrows Taxis took over the D1 on behalf of Hedingham. 291 appeared to be allocated to the D1 for the first week and 289 the D2.

Hedingham have apparently requested Arrows Taxis undertake the D1 service for 2 months until the end of October. The Arrows taxi minibus allocated has a Hedingham ticket machine fitted. D2 continues to be undertaken by Hedingham.

Confirmation can be given that the Saturday service on 91 Witham – Tollesbury service has been taken over from Stephensons as has the Saturday service 95 Maldon – Tollesbury taken over from regal Busways. 573 undertook the first Saturday 91 and 574 the first Saturday 95 on 2 September.

Mid-week the 91 Witham – Tollesbury service is slightly re-timed, and Hedingham also pick up the ECC tendered late services. The 92 Tollesbury – Colchester service is unchanged. The 95 Tollesbury – Maldon service is essentially unchanged.

The other ECC gain from 29 August was the (W) only service from Fuller Street to Braintree – also taken over from Regal Busways.

Other News

From late July, more Anglianbus vehicles have been seen at Hedingham depots for maintenance due to the Anglian Ellough site being downgraded to an out-station and storage facility only. Most of the main depot functions of Ellough have been transferred to Konect with assistance from Hedingham.

4/9/17

Honeywood schoolbus HN1 (Kelvedon, Coggeshall Hamlet) has been merged with HN7 to form new HN1 still worked by KN.

Honeywood schoolbus HN2 has been worked into a service duty by KN.

HN3 Earls Colne, Chappel and the Teys has been sub-contracted to Flagfinders.

HN4 Easthorpe has passed from HD to KN.

5/9/17

Operation of the Layer-Breton-Hardys Green, Easthorpe, Marks Tey Stanway School has been numbered ST4 and is operated by KN.

Layer – Stanway School is revised to start at Heckfordbridge and runs Layer then Kingsford Crossroads, Maypole Green and St Michaels estate to Stanway School. Numbered ST3 and run by KN.

(ST3 replaces part of former Stan's Coaches route St Michaels – Stanway which was previously subcontracted by Hedingham).

6/9/17

Plume school PL1 and PL4 merged to new PL1 Tollesbury, Tolleshunt Darcy, Goldhanger, Heybridge Basin and Maldon Plume School run from KN.

PL2 integrated into service duty (Gt Totham & Wickham Bishops) still worked by KN.

PL3 Tolleshunt Darcy, Tolleshunt Major, Little Totham, Gt Totham still worked by KN.

PL5 Mundon, Latchingdon, Cold Norton, Purleigh, Woodham Walter) renumbered to PL4 and worked from KN.

Another push has been made to sell the remaining stored Hedingham Olympians – enquiries to head office if interested.

With thanks to Essex-buses yahoo group, Dave Arnold, John Podgorski & Chambers website.



top picture Hedingham 291 EU06 KCX on service D1
 bottom picture Hedingham 289 EJO2 KYY on service D2 both taken in Maldon High Street on the morning of 30 August by **Dave Arnold**.
 EBN641p27

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

by Adam Kelleher with thanks to John Card, Chris Stewart, Owen Woodliffe, Bus List on the Web and Flickr.

Acquired Vehicle 742 KP02 PWV, Dart / Pointer, B30D, new to Armchair (DP 1037) 07/02

Acquired from Abellio London. It retains dual doors and has number only scrolls in the front destination blind.

Entered service in all red, first seen on 4 August 2017, but was repainted into fleet livery between 18th and 24th (a different layout to 740 & 741 (see EBN 640), 742 has orange lower half, black upper half / panel below the windscreen / wheels / bumpers, fleet names on side).

Partial Repaint Further to EBN631, Scania OmniCity 701 has retained its silver roof / cove panels / rear window surround / front destination surround, but below this it has been repainted orange, with black wheels and bumpers. It has fleet names rear and side and a rear fleet number. First seen on route 61 on 26 August.

Route 61 759 continues to be the regular bus on route 61, but a couple of exceptions have been noted, 755 on 21 August and both 701 & 755 on 26 August.



picture Although Regal were still operating route 213 on 26 August, EOS commenced their replacement 13 on that day. Dart/Caetano 751 passes Waltham Abbey, last resting place of King Harold, on their 1045 from Waltham Cross to Epping. **Owen Woodliffe.**

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

Acquired Vehicles

YN04 GMG, Scania L94UB / WrightBus Solar, B43F, new to First PMT (65707) 05/04

YN04 GNU, Scania L94UB / WrightBus Solar, B43F, new to First Hampshire & Dorset (65704) 04/04

YN05 WKC, Scania L94UB / WrightBus Solar, B43F, new to First PMT (65734) 08/05

From Stagecoach Merseyside (numbers 28544/5/6), via Ensigns, August 2017. GMG & WKC seen at Mardens on 15 August, still there on 29th. GNU seen there on 3 August but was repainted into Trustybus livery and seen in service on 18 August.

Further to EBN640, YN05 WKJ has also been at Mardens. YN05 WKK was still there on 5 September, but by then repainted into Trustybus livery.

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

Regal Busways

by **Adam Kelleher.**

With thanks to David Arnold, Simon Austin, John Card, Alex Hazell, John Podgorski, Chris Stewart and Rob Webb.

Vehicles on Loan

Further to EBN637, Panther Travel S303 JUA returned to Regal on loan in early May. Its exact period of loan is not known but it was back with Panther by early July and used in service by them (having previously been part of sales stock). Panther's BIG 9856 continued to be on loan at Regal, seen on Braintree Freeport service on 13 & 20 May, route 12 on 14 July, at Sudbury bus station on 22nd and on route 565 on various dates. It even gained a Regal old-livery crimson rear bumper on its Panther livery. It was last seen in service on 8 August on the 565 and was back with Panther by 26th.

ECC Contracts

As detailed in previous EBN Service Revisions, Regal lost a lot of Essex County Council contract work at the end of August, although they also gained some. Some observations of first and last days are as follows.

P 03 worked the last Regal Sunday service on route 71C on 20 August, the 2210 from Colchester to Chelmsford. On the same day, 801 worked the last Sunday service on 88, the 2248 from Colchester to Halstead. 801 also worked on the last day of Regal operation on Monday to Saturday route 565 on 26 August. All these routes transferred to First Essex.

The vehicles on the last day of evening services on routes 70 and 75 have not been reported, although it is possible 206, seen at Braintree outstation, was the last on route 70. During the week ending 26 August, 210 had been on both the 70 and 75 and 211 on the 75. These evening ECC journeys have been withdrawn without replacement.

616 and 617 operated on routes 211/212/213 on the last day of Regal operation 26 August. These have been replaced by EOS route 13. 206 was on 71/72 (Brentwood-Stondon Massey), taken over from Stephenson's, on the first day, Tuesday 29 August. 206 has since been the semi-regular bus on the route, also seen on 30th and 1, 5 & 7 September, but green 618 was in use on 2 September, 652 on 6th and 651 on 8th.

P 03 was on route 10 on its first day, also 29 August, but this is not a newly acquired route, merely a renumbering to 10/A, of the previous 52.

Although Regal did not tender for route 322 (Saffron Walden-Old Harlow), Acme did not take up their tender award and Regal are to continue operating this route for the next four months. (This is a one journey each way service, schooldays only, from Old Harlow in morning, return in afternoon.)

Other Vehicle News & Workings

617 has been fitted with front and side LED blinds (ex scrolls). Non-PSVAR compliant Regal Explorer mini-coach YN06 RVP continues to operate on bus services - seen on route 345 on 26 July, 47 & 344 on 5 August and 47 on 26th. 1302 was a very unusual double deck working on route 565 on 1 August.



Regal Optare Tempo X1200 PO 3 YJ56 WY on last weekday (Friday 25 August) early morning 52 laying over opposite John's home in Main Road, Little Waltham. Rather an oversized vehicle for the 3 point turn necessary at Little Waltham Church! **John Salmon.** EBN641p29

Other Operators.

Roger A. Smith.

With thanks to the PSV Circle.

Davidson (DeVere), Sible Hedingham

New here is RE17 EZL, a Mercedes Benz 516 CDI with EVM C17F body.

Falconrise, Colchester

Bova Futura C49FT, reg. WA08 AOX is understood to have gone to Moseley, Taunton, Somerset (Dealers).



Klarners, Colchester

A recent addition to this well-presented fleet is YT17 LTV, a brand new C28FT from Chinese manufacturer Yutong.

Stan's, Great Totham

Bova Futura WH 836 has reverted to its original registration of R927 JYG.

Viceroy, Saffron Walden

SN56AXF, an Alexander Dennis Dart B37F has gone from here.

<<< Picture left

Former Stagecoach Volvo Olympian/Alexander R141 EVX is seen at the Flagfinders Braintree depot in August.

Ian Ransom.

Panther, Ian Ransom with thanks to Adam Barham.

Acquired

KV51 KZK Dennis Dart SLF Plaxton B29F (as reported under Stephenson heading last month).

Demonstrator

Dennis Enviro 200 YX17 NNM was here from 22 to 31 August.

Withdrawn

BIG 8856 (G210 UAS) Dennis Javelin/Plaxton.

BIG 9249 (J1110 KCW) Leyland Olympian/Leyland.

Repaints

To Panther livery - Plaxton Primo DC04 PAN (MX 55 WDT), ADL Trident/East Lancs PN08 SWJ

KV51 KZK has had the Stephenson green painted blue, with a curve on the rear. It has been made LEZ compliant and has been in use on the Northumberland Park shuttle (see last month).

Retrimmed

DAF DB250/East Lancs AB02 PAN (FD02 UKR) and PN08 SWJ.

Status Change

Dennis Dart SLF/Plaxton BIG 7006 (Y182 CFS) has been involved in an accident, but is being repaired.

The Letters Page.

Ian Sharpe, Secretary, EN 1407 PG

I have just read the note from Terry Challis regarding ENOC KSW5Gs (in EBN640). An interesting comment. Just for the record many will know that one of the three VNO's – VNO 859 is still, happily, in running order and may have been seen at the rally at Fordham on 20 August. The bus was preserved in 1974 and has been in the 1407 Preservation Group since then. Terry is right about the seats as many visitors to the bus at Rallies often comment favourably on them although my memories of this type of seating were of being squashed and of course the roof was stained brown with nicotine. I can't categorically confirm the date the heater was put in although I always understood from the late John Farmer (who saw the bus arrive new from Central Works) that the doors and heater were fixtures as new in view of the prestige of the route. What a pity it never had a 6-cylinder engine as well. We understand that, after Braintree, the bus was transferred to Hadleigh, then Southend and finally Clacton. I've never been sure how long it stayed at Clacton although we do have photographs of it in service there. If Terry has access to a computer and types in VNO 859 he will see quite a lot of 1407.

A Response to Terry Challis.

Ian Ransom, EBEG Chair

On a recent visit to their yard, I was asked if I could advertise the following to the Enthusiast Community:
Turners of Essex based in Little Maplestead, have the following vehicles available for sale, please contact them 01787 479132.
M832 CVG Volvo B6 Plaxton (new to Lambert, Beccles then passed to Heddingham, Chambers and Panther Travel)
P859 GND Volvo B10M Alexander (previously operated by Stagecoach in Manchester and Liverpool).

Want to Buy a Bus – or Two!

Jonathan Cush

Hope you're well and you've had a good summer.

Having been many months since I last made contact, I have attached a photo for you to consider for Essex Bus News based on some travels of mine on a day off work today (Tuesday 29 August), which happened to tie in with the new Essex County Council contracts. Having been several years since I last rode either route on the Chelmsford-Ongar corridor, and armed with my 'First Day' ticket for Essex, the change of operator (back) to First allowed me to use my ticket for a ride on the 1605 route 32 trip from Chelmsford to Ongar, and then the 1710 route 46 trip back to Chelmsford few minutes later. There were one or two issues with stops not being served and missed turnings necessitating three-point turns in places, but all par for the course on 'day one' I suppose!

Rather frustratingly the 32 pulled in right behind a Trustybus Scania already at the Two Brewers stand in Ongar, awaiting its next departure on the 420. Both departed at the same time which ruined the opportunity for a picture of the 32! The 46, meanwhile, came in a few minutes late and so all I could manage was the rather desperate shot attached, but I managed to capture the pub in the background! Not my best by any means thanks to the circumstances, but it's topical and represents the first day of First and its predecessors taking back operation of both routes, so might perhaps be of use to you.

Incidentally, First have even gone to the trouble of producing a new combined route 32/46 timetable leaflet in their latest style, which I wasn't necessarily expecting to see! It comes complete with route map and as per the other most recent First timetables, it is quite pleasing on the eye but sadly the map has a slight error in that it has upgraded Ongar to having a National Rail station!

Eds note 1. I have had quite a few pics of the "new" First presence in Ongar, on this occasion, I have used pics by Robert Downton, Jonathan's will be saved for another time.

Eds note 2. If anyone else has had material returned, please do re-send. This recent overloading of my email box demonstrates the need for regular "husbandry", including of the sent box. Apologies for any inconvenience, I have had a tidy up which should resolve the problem.

Eds note 3. Ongar Station mentioned by Jonathan has not been BR or even London Underground for many years, it is now the terminus of the Epping, Ongar Railway (EOR) (and well worth a visit for both trains and the period buses). In addition, I notice the otherwise excellent First leaflet times 46 returning journeys at H&M in the City Centre; this would entail a circuit of the city which is unlikely! Shame about the Glasgow 'decker on the cover but otherwise, it is a quality leaflet with a superb route map.

John Salmon from Little Waltham

Why Did They do That?

Extract from an email exchange relating to a recent trip out to Finchingfield, some of John's pictures are elsewhere in this EBN.

I await to see the results of the expected clear out of vehicles from Regal following their dramatic loss of services! Do you know why the 52 service was renumbered to 10?

Ed. No, but the question has been asked!



Bucking the trend?

Lancashire County Council has pledged to increase, yes that's right, increase funding for supported bus services! It wants to increase the budget from £2 to £3 million per annum. This is seriously good news for bus users in Lancashire, and just goes to show that local bus services don't have to suffer continuous cutbacks. Of course, we are not a campaigning organisations but what is good enough for Lancashire !!!



picture Not a bus or coach I know but it does have seats inside, an Essex connection and it was on the “telly” recently! KIU 267E or Audrey to her friends is one of seven Ministry of Technology mobile cinemas based on Bedford SB chassis and built by Coventry Steel Caravans with cab fronts supplied by Plaxtons, she sat in a field at Rettendon for several years after being used when the Flying Scotsman was bought by Sir William McAlpine. Now restored, Audrey travels the country attending events and festivals etc., the original trailer has been found and crowdfunding is underway to restore it to a cocktail bar for functions. Seen at the Albert Dock in Liverpool this year. **Paul Smith.**

Target Dates for EBN642 (October 2017).

By	Saturday	30 September 2017	Reports to Sub-Editors.
By	Saturday	7 October 2017	Sub-Editor drafts to Editor.
By	Monday	16 October 2017	Dispatch by Printers.

Back Cover Photos.

Outer Top

London Bus Company RT3062 (KXW 171) @ Epping Church High Street Epping on 339 EOR Railway service on 23 August. Route 575 also arrived showing destination Clacton, but Robert couldn't take pics of both, so luckily for us, the RT won!

Robert Downton.

Outer Lower

On the last day of the Southend open-top service (Saturday 2 September), for 1500, 1600 and 1700 departures, closed-top AEC Routemaster/Park Royal RML2604 (NML 604E) was required to take over from RML2318. It did not prove nearly as popular with passengers, mostly carrying a few enthusiasts, but added welcome extra variety to the day. At the end of the last trip, RML2604 overtakes PVL224 as both buses prepare to return to London. **John G. Lidstone.**



First Essex Wins Some Routes Back!

First Essex on the new contracts for the 32 & 46 from Ongar.

Top picture:
First Essex 44538 (YX13 AHN) @
Two Brewers, Ongar on
Essex CC Route 32.
Robert Downton.



Middle picture:
First Essex 44542 (YX13 AMV) @
Two Brewers, Ongar on
Essex CC Route 46.
Tendering has gone full circle as all
services from here used to be
operated by Eastern National/First in
the past.
Jonathan Cush.



Lower picture:
**Better Late Than Never!
Kindertransport 77 Years.**

This was the 1st of July 2016 which marked the first anniversary of Sir Nicholas Winton's passing and the 77th anniversary of the arrival in Harwich of 241 children on the 1st of July 1939; a special train from London conveyed Kinder, their family, VIP's, guests and school children to Harwich.

Four Routemasters were used to convey them to the town for the church service.

Waiting at Harwich with the special train behind are Layer Marney Tower JJD 398D, Talisman JJD 535D, Carter's CUV 266D & Coach Services JJD 401D.

Paul Smith.

EBN641irc



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