

Essex Bus News

No. 642; OCTOBER 2017



Essex Bus Enthusiasts Group

www.essexbus.org.uk



fb.me/essexbus

£4

where sold



<<< Upper picture
Ipswich Buses 100
(PN52 XBM) DAF
DB250/East Lancs
Lowlander in Colchester
High Street on 21 Sept,
working 1110
Colchester - Ipswich
service 94.
100 in a unique
gold/green livery to
celebrate 100 years of
Public Transport in
Ipswich 1903 - 2003.
Fourteen years after
this anniversary, 100
still looks good!
Robert Appleton.



lower picture Stansted Citylink MDT4 (BG65 VXD) @ Midland Road, Kings Cross St Pancras, London 28/9/17 on route 767 Kings Cross St Pancras to Stansted Airport. 2015 Mercedes WEB6324/Mercedes Turismo C51FLt. The vehicles are owned by Comfort Delgro (Metroline London etc) and operated under contract by Callinan Coaches, Stanmore who also operate the Irish Citylink services for Comfort Delgro. **Robert Downton.**

Front Cover Picture.

As mentioned in EBN641p32, the open top RM2318 was taken from service earlier than expected, here it is during the afternoon (of Saturday 2 September) whilst it was still in service.

Shannon Devon.

EBN642ifc

Essex Bus News 642

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

Black & White Photo Sales

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

October 2017

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 *see note p9*****

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 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!
Thursday 25 January 2018	Martin Weyell , colour slides from the John Boylett collection.

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

Alan Tebbit BEM.



"On page 16 of the excellent Fleet Record publication is an official company photo, taken in 1953, of brand new Bristol/ECW LS6G coach no. 4197 (UEV 844), later 306. I caught up with it some 14 years later, at Penzance harbour, after it had been sold to Western National."

Alan Tebbit.

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

EVENTS

Saturday 14 October

Saturday 21 October

Sunday 22 October

Monday 23 October

Saturday 28 October

Saturday 4 November

Sunday 5 November

Saturday 11 November

Theydon Bois Transport Bazaar & vintage vehicle display.

Ipswich Transport Museum Wheels by Lamplight. www.ipswichtransportmuseum.co.uk

London Bus Museum Transportfest, Brooklands. www.londonbusmuseum.com

Member **Bob Palmer** 'Pure Nostalgia, Part 3' LOTS, Conway Hall, Red Lion Square WCI at 19.30.

East Anglian Transport Museum Halloween. www.eatransportmuseum.co.uk

Aldenham Transport Spectacular. Allam Hall, 2 Allam Lane, Elstree.

Transport Festival, Lincolnshire Road Transport Museum. www.lvvs.org.uk

Southend Trams Talk - 1430 to 1700. ***

Group member and local transport historian **Richard Delahoy** will present an illustrated talk about the development and history of Southend's trams, 1901 to 1942. Venue is St Augustine's Church Hall, Thorpe Bay, SS1 3HX and the talk is being presented on behalf of the Tram Stop Shelter Charity project. 5-10minutes walk from Thorpe Bay Station and local bus stops (Arriva 1, 7, 8 & 9). Admission is £5 to include refreshments and all profits are going to the charity project. Pay on the door, no need to book.

Saturday 18 November

Enfield Transport Bazaar. St Pauls Centre, Enfield.

Saturday 2 December

Ensignbus Vintage Bus Running Day.

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 altered.

Out & About

with **Paul Harvey**.

Former Westcliff Motor Services 1939 Bristol K5G/ECW AIN 825 named the "Essex Lady" seen at East Yorkshire Motor Services Big Bus Day at the Streetlife Transport Museum, Hull on Saturday 9 September 2017.



New Group Publication - Fleet Record Volume 2 published.

We are delighted to announce the publication of Volume 2 of our *Fleet Record* series, this title being "Eastern National & Thamesway 1990 – 1996, the Badgerline Years". Compiled by **Adam Kelleher**, this brand-new book lists every bus and coach operated by EN and Thamesway from the split of EN into two companies in July 1990 through to the reunification in March 1996. Vehicle details include fleet number, registration, make and type, body builder and seating capacity, livery details and disposals (where known). This was a period of intense change and variety, with the major influx of minibuses, significant second-hand acquisitions and livery changes, as explained in the seven-page introduction. With 76 pages plus covers, A4 size, the book has 40 photos, most in colour and vividly illustrating the variety over these six turbulent years.

The book includes an update to Volume 1, summaries of the fleets/depot allocations at four key dates and a complete index by registration number for the vehicles listed in Volume 2. There's a wealth of detail and the book is surely a must for all EBEG members!

EASTERN NATIONAL and THAMESWAY FLEET RECORD

Volume 2: 1990 - 1996

The Badgerline Years

Adam Kelleher

Price is **£11.99 plus £2 postage** and it can be ordered from our Sales Officer Owen Woodliffe, address on page 1.

Volume 1, covering the EN/Tilling fleet from August 1964 to July 1990, is still available, priced £9.99 (see the July EBN for details) and as a special offer, if you buy both together, the postal charge is only £2 for both.

Notes by Richard Delahoy.



ESSEX BUS ENTHUSIASTS GROUP

Fleet Record Volume 2 - Sample Page.

1001-1004 Leyland Olympian ON2R50C13Z4 / Leyland

Fleet	Registration	Seating	New	Acq	Sold	Notes	
1001	H101 KVX	H47/31F	09/90		01/96	J	1
1002	H102 KVX	H47/31F	09/90		01/96	J	1
1003	H103 KVX	H47/31F	09/90		01/96	J	1
1004	H104 KVX	H47/31F	09/90		01/96	J	1

Full height vehicles. Purchased for use on LRT contract route 307.

Disposals

J: To Eastern Counties.

Other Notes

1: These vehicles were made surplus by the loss of LRT route 307 to Leaside in December 1995. Just before disposal, they were renumbered on paper to 4101-4104 as part of the combined Essex Buses fleet numbering system, as their numbers clashed with Eastern National 1001-4. Despite being bought for LRT service, these vehicles had offside front route numbers (more information below under 4000-4019). These vehicles had been the first new buses delivered in original Thamesway livery, 1001 later received an unusual grey skirt and bumpers.

1112-1126* Leyland Tiger TRC/TL11/2R / Alexander TE

Fleet	Registration	Seating	New	Acq	Sold	Notes	
1112	HHJ 373Y	DP53F	03/83	09/95		A	1
1113	HHJ 374Y	DP53F	03/83		02/91	J	
1114	HHJ 375Y	DP53F	03/83	06/95		A	1
1115	HHJ 376Y	DP53F	03/83	06/95		A	1
1116	HHJ 377Y	DP53F	04/83		05/91	K	
1118	HHJ 379Y	DP53F	04/83		02/91	J	
1122	A691 OHJ	DP53F	11/83		02/91	J	
1124	A693 OHJ	DP53F	11/83		05/91	K	
1126	A695 OHJ	DP53F	11/83		05/91	K	

* There are gaps in this series. Eastern National originally had new Leyland Tiger / Alexanders numbered 1110-1127, the rest of these remained with Eastern National (see above).

Note that Thamesway received six of these vehicles in July 1990 but sold them within a year, but four years later acquired another three when Eastern National sold off their remaining examples.

Acquisitions

A: New to and acquired from Eastern National (1114/5 on paper acquired via Yorkshire Rider, but in practice direct).

Disposals

J: To Brewers.

K: To South Wales Transport.

Other Notes

1: 1990 style Thamesway fleet names (without Thames logo) applied to the front, 1992 style to the sides, on the Eastern National 1986 Privatisation Dual Purpose livery. (1112 and 1114 at least also had blue wheels when acquired, so had an element of all four Eastern National and Thamesway 1986-1994 liveries!)

Recollections of a Former Chelmsford Bus Driver

Alan Tebbit BEM.

For as long as I can remember, the bus industry has been plagued by staff shortages. When my ex-wife complained of my long hours at work, I assured her that as soon as the staff shortage was dealt with, I would reduce my overtime. We were married for 25 years, and the situation never improved. In the mid '60s, the position was at a drastic level, even the mighty London Transport were cutting trips daily. In Chelmsford, Eastern National was at crisis point. Freestanding blackboards were kept in the inspectors' office. They proclaimed, "due to staff shortage, the following journey will not run". There was then space for the cut journeys to be chalked in. From the start of their shifts, the regulators would be pouring over the list of work to cover, and working out which crews with a bit of spare duty, could help out. Some trips were cut on a daily basis, so the public became used to seeking an alternative. For example, it was possible to cut service 43 journeys, the section between the bus station and Broomfield being covered by 33, 52 and 311 journeys, but 43As to Woodhall Estate was the only alternative to that location. All staff who wanted overtime were easily accommodated, some conductors would regularly do double shifts, whilst drivers would work as many hours as legally possible. Part of my job in head office was to file the depot lost mileage reports, and they made grim reading!



picture The Hedingham crew receive last minute instructions from traffic assistant Mike Pleasance, before their inaugural trip on service 43, Broomfield (Angel) and Oxney Green. A bemused inspector, Albert Everitt looks on.

Alan Tebbit.

Long before Donald Robinson MacGregor, BSc.Econ, started his Hedingham & District company in 1960, he had worked at the Nationals head office, and still enjoyed good relations with the company. He was already covering some coach operations, so he was approached to see if he could assist with some stage carriage. Naturally, the extra income would be welcome and extra work for his staff would be a bonus, so he agreed. The next obstacle was to gain approval from the Transport & General Workers union. ENOC was, at that time, a closed shop for the road staff, i.e. no union card, no job, and the Chelmsford branch set about making conditions. The Hedingham staff would only be allowed on town services, viz 41, 42 43/a, 44/a/b, 45, 48 and 55. They could only use their own vehicles, and they had to join the union, (they became affiliated to Braintree branch). This applied to all staff, so Mac himself became a union member, whilst being the boss of the company! In addition, ENOC staff would not be asked to work on H&D buses, I recall one occasion when a company bus was blocked in by one of the interlopers. Any driver in the garage could have moved that bus, but the Hedingham driver was summoned from his meal break. The union was always suspicious of change, they seemed to think that a lever could be applied to bring wages and conditions in line with Hedingham, and that overtime possibility would be lessened. No chance, even with the cream and red buses running, services were still being cut!

The Hedingham crews soon took to their new role, quite a culture shock for them, used as they were to their rural existence, they would sometimes issue as many tickets in an hour, as they would on a whole shift back home. They used their own Setright machines, obviously with EN ticket rolls, the only concession being that they could set the stage numbers to 00, so long as there was a price printed on the ticket, the company were happy. There were never more than two vehicles employed at any one time, the usual performers being all Leyland PD2 L32 (KRR 71), ex East Midland, and L26 (CCK 657) ex-Ribble Brush bodied PD2. Initially they ran with just numbers displayed, later they had blinds fitted with all Chelmsford town service destinations. Later we were treated to ex-South Wales AEC Regent L50 (MCY 419), and on one occasion L53 (652 GVA) the ex-Irvin's 36-foot AEC Reliance. This caused panic among the union committee members, was the company trying to introduce OMO onto town services, via the back door, with the help of Mr. MacGregor? Spies were sent out to ensure that a conductor was present.



Most ENOC staff accepted the incomers, making them feel at home, although there was some ill feeling, and a lot of suspicion. One day when L32 was out on service 55, they were due off at the bus station, and the output driver had put a KSW out for the changeover. The company crew were instructed to await the Hedingham bus, but they departed dead on time, with a nearly empty bus. They had barely cleared the station, when L32 appeared through the railway bridge. The Hedingham crew had to forgo part of their break to take the passengers to Westlands Estate, but this was an isolated incident. The company had a big recruitment drive in the unemployment blackspots of the north, and opening a hostel for those workers, until social housing was made available, and their families could join them. Hedingham were no longer required, but it had been an interesting interlude, and the Chelmsford public were pleased with the efforts of the crews on the cream and red buses.



Upper picture: picture above D. R. MacGregor arrives at Woodhall Estate, in his ex Ribble Leyland PD2.

Alan Tebbit.

Centre picture: L32 (KRR 71) pulls into the depot for a break.

Alan Tebbit.



Lower picture: L26 (CCK 657) on stand-by in CF depot, with a pair of Bristol Ks.

Alan Tebbit.

Publicity

Ian Ransom.

A large number of items have been published recently, as a result of changes by major operators and ECC tendered services (routes are shown, where there is duplication of service numbers). Sadly, a sign of the times is that while some of the above items are available at Information Offices, Libraries etc., the majority is only available online.

Reports suggest that ECC are no longer producing printed publicity, so the First leaflet for 32/46 is produced in their normal corporate style

Eds note: *An interesting contrast with the amount they are spending on "road improvements" to prevent Chelmsford from forecast gridlock which is likely to produce even more vehicular movement and reduce the attractiveness of bus travel.*

Airport Bus Express Stansted to Stratford/Liverpool St/Baker St/Victoria undated

Arriva (Colchester area)) it is known that Arriva have published leaflets for changes in Colchester and Southend areas,
) Ian has not had the opportunity to get there. Reports from members to the sub-editor are more

Arriva (Southend area)) than welcome (see p1 for contact details).

Arriva (Harlow area) 59 dated 4.6.17 724 dated 12.3.17
Harlow Local Buses booklet dated 27.8.17

Arrow D4 undated but reflects change from 27.8.17

Beestons 236 (Sudbury – Haverhill) dated 4.9.17 971 (Hadleigh – Colchester Norman Way) dated 5.9.16

Brentwood Community Transport
808 (Community Hospital – High St) dated 1.4.16
898 (Community Hospital – Blackmore) dated 1.4.16 (898 was, however, withdrawn in 8.17)

Chambers 84/A dated 6.9.17 753/4/5/6 dated 6.9.17

Ensign 21/81/X81 dated 20.5.17

EOS 13/66/66A/86 (Waltham Abbey area) dated 1.9.17 86/87 (Harlow area) dated 1.9.17

First Essex 11/374 dated 1.7.17 15/25/25A/25B dated 3.9.17
20 dated 3.9.17 22/28 dated 3.9.17
24 dated 3.9.17 27/27/27A/27X/827 dated 3.9.17
31/31B/31C/31X/36 dated 27.8.17 (note the 36 timetable in the leaflet is incorrect and a corrected loose version should be enclosed);
32/46 dated 27.8.17 41/41A/51 dated 27.8.17
42/42A/42B dated 27.8.17 45/45A/48A dated 27.8.17
54/54A/54C/55/56/56A dated 27.8.17 61/62/62A/62B dated 27.8.17
66/66B/174/175 dated 27.8.17 67/A/B/C/D/68 dated 27.8.17
71/71A/71B/71C/71X/72/73 dated 27.8.17 75/A dated 27.8.17
100/200/201 dated 3.9.17 102/103/104/106 dated 27.8.17
Brentwood Area book dated 27.8.17 Clacton Area book dated 27.5.17

Go Ahead London 575 dated Summer 2017

Hedingham 19 (Rowhedge – Thomas Lord Audley) dated 11.4.16
50/50A/92 dated 29.8.17 63/A dated 11.4.16

Hedingham, continued	69/69A dated 11.4.16	79 dated 15.4.16
	82/A/B dated 11.4.16	83/A/B dated 11.4.16
	84B dated 11.4.16	85 dated 13.4.16
	91 dated 29.8.17	95/95A dated 29.8.17
	135 dated 23.7.17	345 dated 30.8.17
Ipswich Buses	93/93A/93C/93X/94/94A/94C dated 3.9.17	
National Express	A6, A7, A8, A9 (all services from Stansted to London) dated July 2017 777 (Stansted – Birmingham) dated 10/16	
NIBS	1A (Basildon – Pitsea) dated 27.8.17	269 dated 27.8.17
Panther Travel	2 (Harwich Town) dated 29.8.17	80/A dated 31.10.16
	81/A dated 31.10.16	118 dated 11.4.16
	X15 dated 4.9.17	
Regal	1/A/B/X (Chelmsford – Canvey) dated 29.8.17	B2 dated 29.8.17
	3/A/B/C/D (Chelmsford – Southend) dated 29.8.17	10 (Pleshey – West Hanningfield) dated 29.8.17
	71/72 (Stondon Massey – Warley) dated 29.8.17	104/6 dated 29.8.17
Stagecoach Cambridge	7 (Saffron Walden – Cambridge) dated 23.7.17	
Stansted Citylink	767 (Stansted – Kings Cross) dated 25/9/16	
Stephenson	12 (Wickford – Billericay) dated 29.8.17	34 (Saffron Walden local) dated 29.8.17
	59 dated 29.8.17	60 (Saffron Walden – Haverhill) dated 29.8.17
	60/A (Southend – Paglesham) dated 2.10.17	61 dated 24.7.17
	90 dated 27.8.17	301 dated 17.10.16
Trustybus	5 (Harlow to Sumners) dated 29.8.17	7/A (Stansted Airport – Bishops Stortford) dated 29.8.17
	14 (Harlow – Pinnacles) dated 29.8.17	306 dated 29.8.17
	410 dated 1.5.17	418/B dated 27.8.17
	419/420 dated 27.8.17	424 dated 27.8.17
	505 dated 22.7.17	
Joint First/Hedingham/ECC	timetable for 88/A/B dated 27.8.17	

Membership renewals — Richard Delahoy.

With this issue, all paying members should find a renewal slip to continue your membership for 2018. We are delighted to announce that subs have been held at £21 for a further year and we hope you'll agree that this represents excellent value for 12 copies of our 36-page magazine with its mix of current news and historical features, delivered direct to your door. This year we are offering the option to pay by BACS and we hope many members will find this useful, as well as being easier for us!

You can renew in one of four ways:

- 1) Return the slip with your payment by cheque or postal order for £21 payable to EBEG;
- 2) Pay by direct bank transfer (BACS) to Santander a/c 09-06-66, 42118196, £21 — please quote your full name as a reference;
- 3) Pay £21.90 by PayPal (the extra 90p is to cover the fee that PayPal deducts) to admin@signal-training.com;
- 4) Pay in cash at one of our meetings.

Overseas and life members will be e-mailed direct to advise the appropriate price.

We do hope you'll continue to support the Group and look forward to receiving your renewal! But if, for any reason, you do not plan to renew, could you please let the Membership Secretary know (details on page 1) so we don't waste time sending reminders.

Service Revisions by Paul Harvey.

21 September 17

381 Harlow to Coppersdale (M-S) Community Link (ECC) – revision to timetable.

25 September 17

- 66** Lakeside to Chadwell St Mary (M-S) Ensign Bus – hourly Mon to Fri off peak service diverted to serve Amazon as service 66A. The 1403 from Lakeside will terminate at Gateway Academy and the 1445 from Chadwell will commence at Gateway Academy at 1452.
- 99** Tilbury Ferry to Tilbury Town Circular (M-S) Ensign Bus – some peak hour journeys diverted to serve Amazon. This was changed from 11 September 17.
- Z1** Amazon Tilbury to Lakeside (D) Ensign Bus – new works service. This was changed from 11 September 17.
- Z4** Amazon Tilbury to Laindon Station (D) Ensign Bus – new works service. This was changed from 11 Sept 17.



The cover of EBN634 had a photo of Ensignbus 651 on route 61 at Blackmore taken by its driver Daniel Disbury shortly after Ensignbus had taken over the route from Ambus. Ensignbus themselves only ran the route for seven months, their last day of operation being 21 July, before the route passed to EOS the next day. Daniel has supplied the attached photos of 707 on the last day, also taken at Blackmore, also with him as the driver.

Daniel Disbury.

1 October 17

174/175 Colchester to Fingringhoe Circular (M-S) First Essex – route revised to serve Abbots Road, Mountbatten Drive & Barn Hall Colchester with minor change to contract timetable.

Coach Spotting Opportunity! Your Editor was treated to a day out at Chelmsford (Great Waltham!) racecourse recently. An afternoon meeting attracted over 60 coaches from all around the eastern region. Better than a rail replacement fest. as they all parked up for the entire afternoon and could be easily photographed!

EBN642p10

2 October 17
13

Waltham Cross to Epping (M-S) EOS – revision to morning and afternoon school journeys.

3 October 17
133/A

Abridge/Chigwell Row to Debden Park High School (Sch) EOS – this two bus operation reduced to one bus operation from Abridge via Chigwell Row to Debden School.

9 October 17
13

Waltham Cross to Epping (M-S) EOS – introduction of service 13A operating from Waltham Abbey direct to Epping St Johns School, one journey in each direction.

30 October 17
92-94

Colchester to Ipswich (M-S) Ipswich Buses – minor timetable change with the 0625 from Capel St Mary w'drawn.



picture Ipswich Buses 26 (LR52 KWH) a Dennis Trident/Plaxton President on an ex-Carters service to Ipswich in Colchester High Street on 16 August. **Ken Coldwell.**

5 November 17
7

Cambridge to Saffron Walden (M-S) Stagecoach Cambridge – revision to timetable.

6 November 17
4

Stanway to The Hyde (M-F) Arriva Colchester – minor revision to route though the exact change isn't highlighted on Traveline.

Vehicle on Loan

Further to EBN640, 60808 returned to First Eastern Counties in August (after 18th).

Allocation Changes

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

2nd Part of Period 6 (1 September - 23 September 2017)

33186 CR-HH, 41735 CF-CF(out of service), 42484 CF-HH, 43480 CF(out of service)-Disposal, 53008 CF(out of service)-Disposal, 65748 CN-CR, 69421 CR-CF, 69432 CR-CF

41735 was on route 71 on 11 September but by 20th it was parked at the front of Westway depot with its destination equipment removed. It was still there on 2 October. All of 42482-42489 are now at Hadleigh. 69421 was seen on route 42 on 14 September, 69432 was seen on route 31X on 7 September. 33044 was on loan to Hadleigh during September but was back at Colchester by the end of the month, 33186 is now a permanent transfer from CR to HH.



picture Marshall Dart 41730 was illustrated in EBN641, with a caption that referred to it and the other Marshall survivor 41735's "mint external condition". Unfortunately, that is no longer the case with 41735, as just a few weeks later, on 20 September, it is seen withdrawn at Westway with its destination equipment and Marshall badge removed. It was still there on 1 October, but was imminently due to go for scrap. Happier news is that 41730 remains in service, but one wonders for how much longer.

Adam Kelleher.

Of the transfers reported last month, the following are confirmed as **Period 6 (20 August - 23 September)**:

41520 FG-BN, 53123 FG-CF, 53209 FG-CF, 61230 FG-CR, 65742 FG-CR, 65745 FG-CR, 65748 FG-CN, 65750 FG-CR, 69433 CR-CF

EBN642p12

Disposals

To Alpha Recovery: 43802 (June 2017); 43480, 53008 (August 2017).
43480 and 53008 had been the last dedicated ex-service bus driver shuttles.

Two unexpected survivors: 65574 (S574 TPW) and 65587 (V587 DVF) were reported as sold in February 2016, exact details not known, but they were assumed to have gone to Alpha (see EBN623). However, in fact they went to Connexions Buses (Harrogate Coach Travel), and were painted in a white and green livery. 65574, at least, was still in service in September this year.

Repaints

Further to EBN641, CR32477 has magenta lining but does not have main fleet names. It has a small "First Essex" with f symbol above doors and depot sticker nearside (offside not seen). CR32478 has had magenta lining added (but also still does not have main fleet names).

CR32628 has been repainted at Mardens, it returned to Colchester on 15 September.

CR32631 made the opposite journey on the same day and had been repainted at Mardens by 27 September and had returned to Colchester the next day. These are the first two Geminis to be repainted into Urban livery (they include magenta lining). Small "First" fleet name with f symbol above driver's cab, "First Essex" with f symbol above doors, no main fleet names.

CR32641 was seen at Mardens on 29 September.

CF42484 has been reported repainted at Clacton by 18 September, before its transfer to Hadleigh.



As per EBN641p16 and mentioned above, Volvo B7TL 32477 (AU53 HJN) has been repainted in to Urban livery. Photographed in Osborne Street, Colchester, on 21 Sept. Robert Appleton.

Other Vehicle News and Workings - Colchester and Clacton

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

Newly acquired 65745 entered service during September (seen on 70 on 27th), but 61230 had not done so by early October. The latter has a small "First Essex" fleet name with f symbol above the doors but no main fleet name on the nearside (offside not seen). 66800 is another Volvo B7RLE to have had its seats reupholstered in e leather.

CN65688 has had route 74/76 route branding applied on cove panels (the same as on 65690-2) and has also received the same rear advert promoting fares on the 74/76 as 65691/2. It was first seen on 12 September, although operating on routes 7/8.

Fewer than usual double deckers were seen operating on routes 103/4 during September: 32068 (15th), 32475 (4th & 8th), 32478 (4th & 12th), 32640 (21st), 33087 (29th), 33088 (5th & 29th), 33195 (15th) and 33196 (4th). Newly acquired Scania 65742 & 65745 were also seen on these routes. On 6th, the morning off peak service was all single-deck, with 3 Scania, 1 Volvo and 2 StreetLites.

- 5 Sep 33088 on Colchester driver shuttle
- 8 CN44596 on 19
- 15 62407 on 75 (instead of double-decker)
- 14 62 branded 37133 on 61 (and on peak 65s the next day), 63333 on 71
- 16 65672 on 70
- 19 32087 on 62A, 62 branded 37133 on 70, 65679 on 1A (usually double deck operated nowadays)
- 20 CN44559 on 2
- 21 32628, 32641, 32642 all on 61 (sometimes one or two double-deckers are on 61, but unusual for three Volvo B7TL from the same batch to be operating together), CN44596 on 74B, 62410 on 75 (instead of double-decker)
- 22 63343 & 65743 on 71
- 29 CN65669 on 3 (instead of a Dart)
- 2 Oct 65745 on 71 (and again the next day)



In EBN641p14, we reported that Colchester depot now have Scania L94UB Wright Solar from First Borders including 65743 (SN55 JVH) in Colchester Osborne Street on 21 Sept.

Robert Appleton.

EBN642p14

Other Vehicle News and Workings - *Chelmsford (including Braintree Outstation)*

(All vehicles listed below allocated to CF.)

X30 branded Enviros seen on other routes during September: 67166 on 42 (26th), 67167 used as a "ticket issuing bus" on Colchester United football shuttles, as Fourways double deckers are not equipped with VIX machines (12th), on 72 (28th), 67169 on 42 (29th), 67170 on 54 & 57 (15th), 67171 on 42 (27th) plus both 67169 & 67171 on 42 on 3 October and 67168 on the same route on 4th.

- 1 Sep 43848 on 565
- 2 53137 on 565 and on 71C the next day
- 8 42930 on 70, 66799 on 71A
- 10 66830 on 71C
- 15 44662 on 45, 53114 on 71, 66799 on X30 (since the Enviro 200 MMCs were introduced, very unusual to see a different type of bus on the route), 66812 on 351
- 17 69433 on 71C
- 19 44900 on 565 (and again on 2 October), 69429 & 69532 on 351
- 20 44539 on 565, 53112 on 42, 66817 on 351
- 28 53116 on 57, first report of a Solo on this route
- 29 Traffic chaos in Chelmsford due to traffic light problems in Springfield Road and roadworks on the A130. 57s were running as 57As for part of the day, 53129 noted.
- 2 Oct 44542 on 57



Greater Anglia Rail Replacement

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

- 17 Sep 32641 & 37140 on standby at Manningtree (for use if required between Colchester and Ipswich), 32475 also seen on rail replacement.
- 24 32087 and one other on standby at Manningtree (for use if required between Colchester and Ipswich)
- 30 32642, CF32652, 37134, 37135, 65673 on Colchester to Witham.
- 1 Oct 32476, CF32481, 32631, 32642, CF32652, 33184, 37134, 37136 on Colchester to Witham.

Other Vehicle News and Workings – N611 APU

This Volvo B10M / Plaxton Premiere was new to Thamesway in December 1995 for City Saver services between Southend and London. It was sold to First Eastern Counties in November 2001 and since then has been owned by Panther Travel (twice) and Turners. It was sold by Panther for private preservation at the beginning of October 2017. Before sale, Panther re-registered it back to its original registration from BIG 9807. (During its first spell with Panther, there was a period when it was registered VLT 177.) Also see Panther report p24.

Sources: own observations, and with thanks to M Austin, S Austin, R Appleton, S Barham, D Bell, W Bell, T Clark, D Edwards, J Podgorski, R West, First Essex, Essex Buses Google group, Bus Lists on the Web, Flickr and Terminus.



<<< Picture left
Volvo B7TL 32628
(KP54 KAU) has also
been repainted in to
Urban livery. Seen in
Colchester High Street
on 21 Sept.

Picture below
In contrast, there are
older Scania L94UB
Wright Solars at
Colchester still in
original First corporate
livery: 65677 (SN51
UYL) in Colchester High
Street also on 21 Sept.
Note LED destination
display.

Both pictures by
Robert Appleton.



Former Eastern National Volvo Olympian STILL IN SERVICE with First Kernow in Falmouth in September 2017. **Alan Osborne.**

Former Eastern National Volvo Olympian 4311 still in service with First Kernow on Falmouth Park & Ride service in September 2017.

L311 PWR, a Volvo Olympian with Northern Counties Palatine bodywork was new to Yorkshire Rider in 1994 and passed to Eastern National as 4311 four years later. It saw extensive service in North Essex. The vehicle was later numbered 34311 with First Essex and then spent some time with Potteries before arriving at its final home in the West Country with First Devon & Cornwall now First Kernow (Kernow is Cornish for Cornwall).



The view shows it working the Falmouth Park & Ride service (marketed as Park & Float!) at Prince of Wales Pier (for Flushing) en-route for Ponsharden Park & Ride to connect with the ferry to St. Mawes. The shuttle service runs every 20 minutes.

Alan Osborne.

Re the photo of the Bristol – Bristol RE on its way to Southend (EBN642p5). **David Grimmett.**

The SWW Branch Chairman, Mike Walker, I know, has some personal input to this story as we have discussed the through workings on occasions. I have sent him a copy of the page out of EBN but unfortunately, he is away on holiday until early October but has promised to provide something of interest as a follow up. I will pass it on as soon as I get it.

Although Mike went on to be part of the Badgerline buy-out team his first job was at Southend where he was taken on by the late Derick Giles so, although not a group member, he does have some Essex connections. Actually, the Badgerline connection links Mike, Robin Orbell and myself as we all worked together at Bristol Omnibus in NBC days.



At the Essex Ongar Railway 'Red and Green Rover' Day event on Sunday 10 September, Owen took this picture of a vehicle not often shown in EBN even though it has been to North Weald several times before. AEC Regent/Weymann CXX 457 was new to LT Country Buses in 1936 as its STL 1470 and was converted to a tree lopper in 1953. A website quotes this as having operated on route 339 so it is on familiar territory!

Owen Woodliffe.



Acme have given up their ECC routes and Trustybus now operate 7/7A. On 8 September on my meander to Colchester, Scania/East Lancs NNZ 7336 had a tyre blow out on the 1330 ex Stortford at Elsenham Industrial Estate, on walking to join the 133 route I passed Molehill Green where Acme's buses were awaiting to leave on schools. Asking if any were going my way, one of the lovely ladies in the office recognised me from our recent Group visit and gave me a lift in her car. How good is that (and ironic)!

Owen Woodliffe.

EBN642p18

In The Dark with John G. Lidstone!



Upper picture:
Former
Southend
Transport 245
on its annual
ST staff/family/
friends
reunion to
London, seen
here at North
Leigh (also
see p29 this
issue).
**John G.
Lidstone.**

Lower picture
Ensignbus
suffered a
power cut on
Sunday night
and John was
very
impressed by
the
professional
way night staff
carried on in
very difficult
circumstances.
He identified
LT Leyland
PD2 7RT
RTL453
(KLB 648) by
its sound a
couple of
minutes before
he could even
see it - and it
made him
wonder how
reassuring the
sight and
sound of
buses in the
wartime
blackout must
have been!



Lower picture, cont.

We see RTL453 heading down the yard past the Heritage Barn to park up, illuminating the yard. Staff left a strategic few buses dotted around with interior and hazard lights on to assist arriving drivers. Buses couldn't be fuelled or washed during the (notified) power cut. John was amazed his camera managed to (just) focus in such darkness - thank goodness for Pentax and ISO 25,000!

John G. Lidstone.

EBN642p19

Peter Mansbridge with thanks to John Card, Richard Delahoy, Keith Sadler and harlowride.co.uk.

Volvo B7RLE / Wright 3818 (GN07 AVE), the final vehicle in sx connect livery and last vehicle at **Colchester** not in corporate colours has received Arriva livery. Interurban livery has been applied rather than the new lighter blue corporate identity.

Further to last month, further recent loan vehicles at **Harlow** are Dennis Dart SLF / Plaxton 3285 (Y385 HKE) and Volvo B10BLE/Wright 3312 (PN02 HVL).

Previously unreported is that the new batch of 12 Alexander Dennis Enviro 200 MMCs at **Harlow** (EBN639) displaced 12 Volvo B7RLE/Wrights to Stevenage. These being 3856/8/9/60 (KE54 LNR, LPF, LPI, HHF) and 3873-80 (KE57 EPA/C, KX11 PVN, PUK, PUJ, PVL, PUY, PVA). A small allocation of 4 Volvo B7RLE/ Wrights remain at Harlow, these being 3857 (KE54 LPC) and 3881-3 (KX11 PZY, PVD, PVE) and are generally now used on service 10.



In the early hours before dawn on Monday 28 August, Arriva Southend 6499 stands at Ingatestone station on rail replacement.
Matthew Evans was both the driver and photographer.

Membership Renewals, Reminder! – Richard Delahoy.

With this issue, all paying members should find a renewal slip to continue your membership for 2018. We are delighted to announce that subs have been held at £21 for a further year and we hope you'll agree that this represents excellent value for 12 copies of our 36-page magazine with its mix of current news and historical features, delivered direct to your door. See page 9 this issue for renewal details.

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

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

Acquired Vehicles

YN05 WKG, Scania L94UB / WrightBus Solar, B43F, new to First PMT (65738) 08/05.

From Stagecoach Merseyside (number 28550), via Ensigns, August 2017. First seen on route 410, in fleet livery, on 31 August 2017.

Further to EBN641, YN05 WKK has entered service, but does not have blinds fitted.

SN54 GPV, Mini Pointer Dart, B29F, new to Metrobus (251), 11/04

Acquired from Metrobus. All red, first seen in Harlow on 5 September 2017, normally in use on town route 5 during the month, with route number on paper in windscreen. (Route 5 is a Harlow ECC route to Sumners Farm, gained from Arriva from 27 August. Trustybus already operated another route 5 in Harlow, to Pinnacles, this has been renumbered to 14.)



Upper picture:
Trustybus Harlow
YN04 GNU @ Epping
Station 18/9/17 on Route
420; 2004 Scania
L94/Wright B43F Ex
Stagecoach Merseyside
28545 (originally First
Hampshire & Dorset
65704).

Robert Downton.



Trustybus Harlow SN54 GPV
@ Epping Station 27/9/17
on Route 419 (It wasn't
showing any legal lettering
so didn't know if owned or
on hire). [See above, Ed.]
2004 Dennis Dart
SLF/Alexander B29F Ex Go
Ahead Metrobus Orpington
251.

Robert Downton.

Withdrawn Vehicles

Volvo B10BLEs WNZ 2166 (with mechanical failure) WNZ 2410 (after an accident) have been withdrawn from service. They were both last reported in service in July.

Allocations

289	EJ02 KYK	KN to HD	(29/9)
290	EX02 RYR	CN to KN	
291	EU06 KCX	KN to SY	(Chambers loan 5/9 to 13/9)
291	EU06 KCX	KN	(14/9)
291	EU06 KCX	KN to HD	(20/9)
291	EU06 KCX	HD to KN	(28/9)
292	EU59 AFF	HD to CN	
571	W488 WGH	KN to CN	

Services

Stanway School service Mount Bures, via Chappel and the Teys has been transferred from Hedingham to Chambers operation.

Essex County Council supported commuter service 15 is now under consultation – from 4 Sept until 16 Oct. Passenger numbers have been low and the consultation is to revert to the old route reverted to serving Oaklands estate area in Lexden and North Station instead of Marks Tey. *(Sub Editor’s note – why anyone thought that sending buses to Marks Tey, with less fast trains for commuter connections was a good idea. Basically, there are generally two fast trains from Colchester that do not stop at Marks Tey timed between the Marks Tey trains, why get up earlier to get there slower – and why the route through semi-urban areas rather than to the main terminus – obviously, someone had not done their homework and the “package” of rolling into the 82 & 83 group services was to presumably make operation more cost effective but at the expense of user convenience).*



A long-standing service from Suffolk in to Colchester is Chambers Bury St Edmunds - Colchester service. Now registered as two services 753 Bury St Edmunds - Sudbury, and 754 Sudbury - Colchester. Timetable on Chambers website explains that passengers do not have to change buses at Sudbury, and through fares are available. On 21 Sept Chambers 1509 (YN55 PZM) in Colchester High Street, having worked 0904 Bury St Edmunds - Sudbury 753, then continued on 1019 Sudbury - Colchester 754.

Robert Appleton. EBN642p22

Other News

Robert Appleton has reported that Hedingham are operating three contracts at Manningtree High School as from the new 2017 term. Wards of Arlesford used to provide six vehicles, one double decker, three coaches and two minibuses but Hedingham are now providing three buses, usually two double deckers and a coach. *See inner rear cover this issue for pictures.*

On 6 Sept, Hedingham used 729 on bus 1, 734 on bus 2 and coach 9 on bus 3. Wards still provided Scania K114IB YR02 ZYY and Transit minibus MV59 YVT. On 20 Sept, bus 1 to Wix had changed to 565 and bus 2 to Dedham had changed to 1516 with all other vehicles the same. At this point in time it is not known if the Wards services are directly operated by Wards or sub-contracted from Hedingham.

At Hedingham school there was anger at Hedingham buses taking over from Turners Coaches – with claims that the buses were running late to timetable and that “spare seats”, those for privately funded travel as opposed to ECC provided, had risen from £145 a term to £260. ECC had been criticised for lack of involvement with the school and the parents but had responded stating that the “spare seat” provision price and availability was at the discretion of the operator. Hedingham are working with the school to tweak timetables and as at 30 September their website still had some local pupil routes under review, three weeks into the term.



Hedingham 576 (W517 WGH) a Volvo B7TL/Plaxton President new to London General in 2000, climbing Market Hill, Maldon on 6 September on Service 95 to Maldon Morrisons.

Ken Coldwell.

With thanks to Essex-buses yahoo group, Halstead Gazette, R Appleton & John Podgorski.



Panther Travel by Ian Ransom with thanks to Adam Barham.

Sold Former Thamesway Volvo B10M/Plaxton re-registered from BIG 9807 to N611 APU and sold to Wayne Bell and Adam Kelleher for preservation.

Acquired YX62 FCA, Enviro 200 from Mid Wales, Penrhyhcoch re-registered DC62 PAN, and named Karen.

Reregistered Dennis Trident/East Lancs PN08 SWJ has been re-registered VB08 PAN and named Adam; Volvo B10M/Plaxton BIG 9807 back to N611 APU (see "Sold" above).



picture Panther Travel VB08 PAN (was PN08 SWJ) Alexander Dennis Trident 2/East Lancs, acquired from CT Plus, in Colchester High Street on 15 Sept, working 1430 Colchester - Harwich X15.

Robert Appleton.

Reinstated Dennis Dart SLF/Plaxton S303 JUA remains in use, to cover additional vehicle requirements.

Withdrawn Dennis Dart SLF/Plaxton BIG 7006 (Y182 CFS) - accident damage, not being repaired (EBN641 refers).

Extract from the company website:

"Panther Travel was established in 2009 with two vehicles. Over the past 7 years we have grown and now have in excess of 20 buses and coaches ranging from 16 seater minibuses to 57 seat coaches and double deckers with 84 coach seats. Some have air conditioning and toilets."

EBN642p24



top picture Panther Travel BIG 9210 (was N592 BRH) Volvo Olympian/Alexander turns in to Colchester Road, Lawford on 6 Sept, on her way to Manningtree High School to work school service 30A to Harwich. Good to see an Olympian still at work. **Robert Appleton.**



Panther Travel DC62 PAN (was YX62 FCA) Alexander Dennis Enviro 200, acquired from Mid Wales Travel, in Colchester High Street on 21 Sept, working 0930 Colchester - Dedham - Colchester 81A. **Robert Appleton.**

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

by Adam Kelleher. *With thanks to John Card, Ross Newman, Chris Stewart, LOTS, Bus List on the Web and Flickr.*

Acquired Vehicles 743 KU52 YKS, Transbus Dart / Pointer, B30D, new to Thorpe, Wembley (DLF 89) 10/02.

Acquired from Abellio London. It retains dual doors and is in fleet livery of orange with black roof & cove panels / panel below the windscreen / bumpers, fleet names on side. First reported in service on route 66 on 9 September 2017.

KX58 BGY, Enviro 200, B29F, new to Courtney, Bracknell 01/09.

Had latterly been operating for TM Travel, Halfway, South Yorkshire. In all white livery with all round LEDs. First seen in service on route 87 on 11 September 2017, and subsequently on route 61 on 19th & 20th and 2 October.

LK53 FDN, Transbus Dennis Dart / Caetano, B29D, new to First London (DMC 41533) 9/03.

Acquired from Ensignbus bus fleet (number 798) September 2017. Previously Metroline DC 1555. (It had moved from First to Metroline when the latter took over Uxbridge garage, vehicles and services from the former in 2013.) Still in all red London livery. Dual doors have been retained. EOS already have similar vehicles which were new to First London, details in EBNs 621 & 629.

GX09 AGZ, Enviro 200, B29F, new to Compass, Worthing 03/09.

Acquired from Ensignbus, who had used it temporarily this Spring whilst they covered Thurrock routes 11 and 374 on an emergency basis when Ambus gave these up and before First Essex took them over (see Ambus article in EBN636). Acquired September 2017, still in Compass livery of white with a dark red skirt / bumpers / front lower panel.

Further to EBN641, 742 has now received full all round scroll blinds. Seen on route 61 on 13 & 14 September.

Repaints Scania OmniCity 700 has received a similar partial repaint as 701 (see EBN641 for details). 744 has been repainted into fleet livery (by the end of July).

Renumbering In EBN617 it was reported that Darts HV02 OZX / PCY / PDO had been given fleet numbers 751 / 2 / 3 respectively. However, by October 2015, PCY and PDO had swapped numbers.

Disposals Not previously reported is that the three Darts acquired when EOS started operations in September 2014, and which inspired the EOS livery (see EBN605), 774 (W943 ETW), 776 (W948 ETW) and 777 (HSK 177, ex W947 ETW) were sold for scrap last year. Exact dates not known, although 774 and 777 were last reported in service in April 2016 and 776 in August. Also, Primo 662 (KX58 LJA) was sold to PCL Travel, Northumberland by December 2016. Un-numbered Dart LK03 NLT (acquired in August 2016, see EBN629) had been broken up for spares by July 2017, this vehicle was never used in service.



Alexander Dennis 8.9 metre E200MMC demonstrator YX17 NXA was on EOS Buses 87 route on 20 July, a few days before a service reduction prior to it becoming a peak hours operation only in September. **Owen Woodliffe.**

EBN642p26

Regal Busways by Adam Kelleher.

With thanks to Chris Hatley, Owen Woodliffe and LOTS.

Vehicle News & Workings

207 was on routes 71/2 on 20 September and 601 on 2 October. 1501 was on Braintree Freeport service on 18 Sept and 1302 on 20th.

Greater Anglia rail replacement services: 618, Gemini LF52 ZSD (reported as now numbered 1601), 801 and P 03 on Shenfield - Billericay, 16 September; 702, P 03, 1302, 1501, YJ03 PGZ and YN56 FGI on Colchester / Manningtree - Ipswich - Stowmarket, 24 September; 616, 702, P 03, YJ03 PGZ, MV12 ODR and YN56 FGI on Colchester - Witham, 30 September; 801, P 03 and YN56 FGI on Colchester - Witham, 1 October.

Disposals

Trident / President 1404, which had been out of service since donating its engine to 1302 in January 2016 (see EBN623), was sold by May 2017. Solo 204, which was still in old livery but had not been noted in service since April 2013, and was last reported as being in bits in EBN616, has gone for scrap. Solo 211 was seen in Dudley on 29 September, still in full Regal livery with fleet names. It was last reported in use with Regal over the August Bank Holiday weekend on Rail Replacement at Ingatstone.



Regal Busways Chelmsford 207 (Y160 KBY) @ Rail Station, Brentwood 27/9/17 on route 71 recently won on tender, 2010 Optare Solo/Optare B27F. **Robert Downton.**

Far From Farewell to Regal!

A correspondent thought that my caption "Farewell to Regal" on EBN641p3 implied the company was disappearing rather than it "just" losing routes in the recent round of ECC tender awards. For the record, Traveline records the following routes still being operated by Regal as we go to press.

- 1, 1A, 1X (Canvey - South Benfleet - Rettendon - East Hanningfield - Chelmsford)
- 3A, 3B, 3C, 3D (Chelmsford - Howe Green - Rettendon - Rayleigh - Hadleigh - Southend)
- 10, 10A (West Hanningfield - Chelmsford - Great Waltham - Pleshey)
- 71, 72 (Stondon Massey - Hook End - Coxtie Green - Brentwood)
- 104 (Basildon Town Centre - Laindon - Great Berry) 106 (Tesco Langdon Hills - Great Berry Primary School (Circular))
- 322 (Saffron Walden - Newport - Bishop's Stortford - Old Harlow) 900 (Braintree Town Service (Freeport))
- B2 (Temple Farm - Travel Centre - Prittlewell - Rayleigh - Basildon).

EBN642p27



Mark Lloyd with thanks to Ross Newman.

Ensignbus Dealing Stock Movements September 2017.

Vehicles in

Abellio London	BX54 DJF	Volvo B7TL's
	BX55 XLU/XME/XMG	
	LJ56 VSU/VSX/VSY	Enviro 200's
Arriva London	LJ03 MHE/MHK/L/N/	Volvo B7TL's
	MFU/MFV/MEV/MFA/MFF/MFK/MBU/	
	MBX/MDE/MDK/MDN/MPX/MPY/MPZ/	
	MRU/MRV/MRX/MSV/MMU/MMV	
	YE06 HPC	DAF SB120
Go-ahead London	PI53 NLC/NKW/NKN	Volvo B7TL's
	LX05 FCE	
	LX06 ECE	
	SN51 UAU	Dart
	SN03 WMP	
Go-Ahead NE	PI02 PZE / PZK	Volvo B7TL's
	V308/336 LGC	
	NK51 UCR	Trident
Go-Ahead South Coast	YU52 XVL / XVM / XVN	Scania's
	YN03DFL / DFP	
	HX51 ZRD/E/G/I/K	Volvo B7TL's
	W477/502/7/8 WGH	
	HW54 BTV / BTX / BUH	Darts
	NT05 NBM	Solo's
	NT55 JKJ	
	YJ54 UWN	
	YN53 YGY	
	PM04 MKP	
	YN04 LWZ	
	K740 ODL	Olympians
	R752/754/756 GDL	
	R368/387 LGH	
	Y783 MFT	Volvo B10M
London United	YN08 DHL	Scania
Mr Neil Jordan	RAH 260W	Bristol VR

Vehicles Out

Avondale Coaches, Clydebank	WK06 AEF	Dart
Bear Buses, Feltham, Middx	LR02 BDX	Dart
Belle Vue, Manchester	LX06 ECI	Volvo B7TL
The Big Lemon, Brighton	PI53 NKK	Volvo B7TL
Buses ETC, Merstham	HW54BTV/BTX	Darts
	MX08 ZFA	Enviro 200
Faresaver, Chippenham, Wilts		
	PX12 COJ/COH	Enviro 200's
Country Bus, Newton Abbott, Devon		
	LJ53 BBZ	Volvo B7TL
EOS Buses, Rainham, Essex	GX09 AGZ	Enviro 200
JD Travel, Oxford	LB02 YXJ	Volvo B7TL
Kingsley Coaches, Durham	LX53 BJO	Volvo B7TL's
	LJ03 MDK	
	LJ03 MHN	
Littles Transport, Derby	LB02 YXN / YXM	Volvo B7TL's
New Horizon, Clacton, Essex		
	BX54 DIJ / BX55 XLW	Volvo B7TL's
Red Route Buses, Northfleet	KX05 KFC	Dart
Seaford and District	RAH 260W	Bristol VR
	LR02 BEY	Dart
Southern Transit, Brighton	Y783 MFT	Volvo B10M
Stagecarriage, Stockton-on-Tees		
	YN03 DFL	Scania
Stotts Buses, Oldham	LR02 BEJ	Dart
Thandhi Coaches, Smethwick	LB02 YWZ	Volvo B7TL
Travelmasters, Sheerness	BX12 CVP/CVL	Volvo B9TL's
UK Coachways, Bolton	LK07 BEY	Enviro 200
	YN08 DHF	Scania
York Pullman	HX51 ZRE	B7TL's

Other Movements

Volvo B7TL PN02 XCC
Optare Spectra's T413 / 417 / 420 UON
Olympian R752 GDL

Shelton Motors, Ely for scrap.

Volvo B7TL PN02 XCI

APN International, Colombo, Sri Lanka.

Olympian F358 WSC :

BOOM consultants, London N1.

Volvo B7TL LG02 KHE

Tom Halls Taverns, Liverpool.

Ensignbus

Ensign Fleet – September 2017

Mark Lloyd with thanks to Ross Newman.

Withdrawn

798	LK53 FDN	Dart SLF Caetano Nimbus	sold to EOS Buses, Rainham.
156	WLT 916	Dennis Trident ALX400	sold to Carters Coaches, Kettering.
903	LJ54 BDF	Volvo B7TL ALX400	sold to Goodwins, Eccles, Manchester.
651	YX09 FMJ	Enviro 200	sold to Grant Palmer, Flitwick, Beds.
701	PX61 AXZ	Enviro 200	written off by insurance co and collected by them.



Happily, a dull morning meant John could capture a good quality view of 33-year old ex-Southend Transport Ensignbus Vintage Fleet Van Hool Astromega TD824 245 (IEV 245Y) looking just as it used to! Commendably smart driver Matthew Evans, who organises the 'reunion run' every year, is at the wheel. This run usually has plenty of space, so non-staff people are welcome to join in. There's free time in London (about 4-5 hours) to do what you want and a modest fare of just £10. Richard Delahoy normally gives us a reminder in EBN. Seen here at Trafalgar Square on 1 October.

John G. Lidstone.

Other Operators.

Roger A. Smith.

With thanks to the PSV Circle.

APT Coaches, Rayleigh

YM52 UVV, an Iriza bodied Scania K114EB4 (C49FT) is here from Collins, Milton, Cambridgeshire.

Falconrise (Roman Cars), Colchester

Bova Futura C49FT, reg. WA08 OAX, reported last month as having gone to Moseley, Taunton (Dealers), had only gone for repairs and is now back here.

Godward, South Woodham Ferrers

Recently acquired brand new are two Iriza i6 VS9s both C49FT and registered AC17 PGC and CC17 PGC. Meanwhile, FE51 RGZ, a Scania K340 with C49FT bodywork have gone to Iriza, Worksop (Dealers).

NIBS, Wickford

Recent arrivals here are two East Lancs bodied Volvo B7TLs, both H47/22D, PA04 CYK being ex-London Sovereign and PG04 WHU, ex-London United. East Lancs bodied Dennis Tridents BIL 4419 and BIL 6538 have reverted to their original registrations of T401 SMV and T404 SMV.

Truck & Bus, Rettendon

VIL 8246 (ex. K806 KWX), a Jonkheere bodied Volvo B10M (C53FT) has recently been acquired from Brailey, Canvey Island.

A Day Out With the Smith's.



On 9 September, Roger and Mrs Smith went on a Klarners trip to the RHS gardens at Wisley, Surrey. As there were not enough people to warrant a full-size coach, transport was provided by T16 KCL, Klarners 16 seat "K line" VIP mini-coach.

The Letters Page.

David Grimmett from Minehead

Re the 'Contributions to EBN' piece in the latest magazine, I write with some experience of producing 'things' and so I can only say that I thoroughly admire the way you fill the magazine month on month. I realise that you can only include what you get and for that reason I apologise for not being able to provide more, but being over the far side of the country doesn't help! I think the mix of vehicle news / service revisions / 'historical' articles is just about right, certainly for me who wants to keep in touch with what is happening in Essex. You say you see 'no need for dramatic changes' and I agree with this. I was pleased to see that in the Service Revisions section recently there was some amplification of the notes giving more of the story behind the changes. In my opinion, one of the flaws of the registration system is that services are deregistered, simply because a replacement is being registered and if you miss part of the story, the rest doesn't make sense so Paul's notes are particularly useful. I might be wrong, but I suspect you will get little feedback, that is the way of things, but I look forward to receiving my EBN every month so keep up the good work.

Incidentally, my book on Essex Coast and East Anglian Expresses is finished and printed. I am staying with Owen the weekend of the Castle Point open day (8 October) and the 'launch' of the book will be then, the nearest date possible to the 50th anniversary of ECX starting.

Thanks for EBN & New Book on "Pool" Coaches.

David Grimmett from Minehead

A Plea to All Our Coach Experts.

Whilst searching for some information in early ENEG newsheets, I came across the table below in number 33 (September 1966). As everybody who knows me will confirm, coaches are my interest and so the table posed some questions. They might all go away if the first assumption is incorrect but two of the columns are headed 'CO.' — presumably this is an abbreviation for coach — the only other time I have come across Co was for conductor and that wouldn't make sense. So, assuming it details the number of coaches allocated and required then —

- 1] Only Canvey has no coaches at all. Did all the other garages actually have coach work?
- 2] No garage has a coach spare, all are held at Central Pool. Were these physically held at a central location or was that only a paper allocation and in fact the 9 CP vehicles could be found anywhere?
- 3] No differentiation is made between SD and DDD coaches. Are the FLF coaches shown as coaches or DD buses?
- 4] Halstead has a disproportionately high allocation of coaches. 5 out of 22. Compare this with Brentwood, also with 5 but out of an allocation of 50. Comments please!
- 5] I have not got a contemporary fleet list to compare with this chart but are these all 'actual' coaches, not DP's? There is an allocation 81 coaches.

GARAGE	ALLOCATION							TRAFFIC REQUIREMENTS							MECH. SPARES	
	DD							DD							DD	SD
	DD	OT	DP	SD	OMO	CO.	TOTAL	DD	OT	DP	SD	OMO	CO.	TOTAL		
BD	35	-	-	10	-	5	50	33	-	-	-	9	5	47	2	1
BE	25	-	-	-	6	4	35	24	-	-	-	6	4	34	1	-
BN	50	-	3	19	-	10	82	47	-	3	17	-	10	77	3	2
BS	7	-	-	1	7	4	19	7	-	-	1	6	4	18	-	1
CF	64	-	-	-	10	2	76	54	-	-	-	8	2	64	10	2
CN	35	3	-	1	21	15	75	33	3	-	1	20	15	72	2	1
CP	-	-	-	-	-	9	9	-	-	-	-	-	9	9	-	-
CR	31	-	-	1	7	4	43	29	-	-	1	6	4	40	2	1
CY	8	-	-	-	-	-	8	8	-	-	-	-	-	8	-	-
HD	9	-	-	1	7	5	22	9	-	-	1	6	5	21	-	1
HH	40	-	1	-	-	2	43	38	-	1	-	-	2	41	2	-
KN	19	-	-	1	-	1	21	17	-	-	1	-	1	19	2	-
MN	15	-	-	-	9	2	26	14	-	-	-	8	2	24	1	1
SD	86	7	3	-	6	18	120	76	6	3	-	5	18	108	10	1
WG	10	-	-	-	-	-	10	9	-	-	-	-	-	9	1	-

From Just Over the Border.

Terry Challis.



ex-Ribble VRT1 which was transferred to Eastern Counties and, at some time, became an open-topper. Although it was never an Essex bus, as far as Terry knows, it worked for Eastern Counties near to Essex and may have passed through Essex at some time! This photo was taken at the Ribble Veteran Vehicle Rally last Bank Holiday Monday.

Terry Challis.

Target Dates for EBN643 (November 2017).

By	Saturday	4 November 2017	Reports to Sub-Editors.
By	Saturday	11 November 2017	Sub-Editor drafts to Editor.
By	Monday	20 November 2017	Dispatch by Printers.

Back Cover Photos.

First; Here, There & Everywhere!

Top picture Urban 2 livery comes to Chelmsford. CR37139 & CR37136 in Coval Lane on Saturday 19 August on V-Festival duties, the former being driven by Group member and owner of preserved Bristol RE 1516, David Edwards.

Adam Kelleher.

Middle picture Last month we featured Volvo B9TLs 37134/6 with Wright Gemini bodies with green fronts for the 62 service in Colchester on the rear cover, so it was interesting to see in Weymouth, Dorset, First using the same colours for route brand recognition on service 2 and 10 against competition from Go Ahead (Damory). First 69554 BK12 KWS Volvo B7RLE Wright Eclipse 2 is seen at Kings Statue Weymouth at rest after reaching the town on service 2 from Littlemoor and serving the Weymouth park & ride. Service 10 is the same but serving Dorchester - Damory competes with both services with the Purbeck Breezer branding.

Mark Lloyd.

Bottom picture First South Yorkshire, formerly First Essex (Chelmsford Park and Ride), 69514 (BJ11 ECF) Volvo B7RLE / Wright departing Doncaster, Frenchgate Interchange on Saturday 2 September. One of three former Chelmsford Park & Ride Volvos now allocated to Doncaster depot. Unlike those remaining in Essex at Hadleigh, which retain a black based livery, 69514 has received standard corporate colours, with Doncaster fleetnames.

Peter Mansbridge.

Manningtree High School

By Robert Appleton.



picture above Hedingham Scania N94UD 1516 (YN55 PZX) outside Manningtree High School on 20 Sept, with Volvo B7TL 565 and Volvo B10M 9 behind. Photo taken at 1444 before the children came out of school at 1500.



picture above Hedingham Dennis Trident 729 (W829 NNJ) turning in to Colchester Rd, Lawford on 6 Sept, on its way to Manningtree High School for afternoon school contract.



picture above Rear view of Hedingham 9 (S290 TWV) outside Manningtree High School on 20 Sept. Photo taken at 1445 before the children came out of school at 1500.



picture above Wards Scania K114IB YR02 ZYY turning in to Colchester Rd, Lawford, on its way to Manningtree High School on 6 Sept for afternoon school contract.

Manningtree High School website stated at the end of August "Hedingham will be providing our school buses from September 2017". School contract buses had been provided by Ward's of Alesford for several years, in the 2017 Summer term they operated one double-decker, three coaches, and two minibuses on these school contracts. However, the Hedingham website only showed three school bus routes. Robert does not know if Ward's are acting as sub-contractor to Hedingham. Further details in the Hedingham and Chambers report EBN642pxx.

<<< picture left Hedingham Volvo B10M 9 (S290 TWV) turning in to Colchester Rd, Lawford on 6 Sept, on its way to Manningtree High School for afternoon school contract.



EBN642 inner rear cover



First; Here, There & Everywhere!

Top picture:
Adam Kelleher.

Middle picture:
Mark Lloyd.

Bottom picture:
Peter Mansbridge.

Full captions inside
at page 32.



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