

Essex Bus News

No. 671; March 2020



Essex Bus Enthusiasts Group

£4

www.essexbus.org.uk



fb.me/essexbus

where sold



above
The Essex Airlink cavalcade hits Chelmsford City! First Essex 36842 in the new X30 Best Impressions livery followed by Basildon based xxxx in the complementary X10 livery. Crossing the lights by the Civic Centre, Duke Street at about 10.45hours on launch day.
David Arnold.



Below 36841 on driver familiarisation passes 36842 which was used for the launch event, Chelmsford Bus Station. Note the different rear adverts.
Adam Kelleher.

Front Cover Picture

Brand new First Essex 36842, YX69 XYZ returning to Westway depot after the official launch celebrations on Monday 17 February 2020, seen here passing Duke Street bus station at about 15.30 hours. See Adam's report pp 4 – 19 this issue.

David Arnold.

March 2020

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

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Essex Bus News

is the "house magazine" of the...

Essex Bus Enthusiasts Group

Chair. See note p32 this issue.	Ian Ransom
Secretary	Alan Osborne
Treasurer & Membership ...	Richard Delahoy
Tours Organiser	Wayne Bell

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

Welcome to new member

Daniel Hickey, Rayleigh - 1153.

A calendar year subscription is £22. New members may join from any month, but subscriptions will always run to December, from whichever month the member chooses.

Those joining from February to December inclusive will pay a pro-rata subscription calculated at £2.00 per month. For example, a member joining in March would pay 10 x £2.00, i.e. £20.00. Contact Richard Delahoy, address below.

Membership Secretary & Data Protection

A statement of our compliance with the GDPR is available on our website or by post. For any membership or data protection issues, please contact:

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Reports and observations

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

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

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

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

MID-ESSEX MEETINGS by Maurice Austin.

Quaker Meeting House, corner of Parkway and Rainsford Road, Chelmsford, less than 10 minutes walk from the Bus and Rail stations; continue along Duke Street past Civic Centre and cross to far side of Parkway.

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

Thursday 26 March 2020

Alan Osborne

50 years of Essex buses.

Thursday 23 April 2020

ANNUAL GENERAL MEETING – 1900 start [last years minutes, etc available from 1845].

Followed by. (23 April)

Andrew Mead

An illustrated talk on A Century for Lodge's of High Easter.

Further dates for 2020: 28 May, 25 June, 23 July (Paul Bateson), 24 September, 22 October (Alan Osborne), 26 November (Martin Weyell), 10 December (Richard Delahoy).

NORTH ESSEX MEETINGS by Dave Arnold.

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

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

Friday 13 March 2020

Alan Moore

Malta since 1991.

No meetings in April and May

Other dates for 2020: 12 June, 10 July, 14 August, 11 September, 9 October, 13 November, 11 December.

A Blast From The Past

Paul Harvey.



Bedford Duple XTW 856S seen at Wickford Station while operating the NHS Shuttle service between Wickford and Runwell Hospital during 1979.

Paul Harvey.

EBN671p2

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

EVENTS

Friday 20/Saturday 21 March 2020	March Depot Discovery Tours LT Museum Acton
Sunday 22 March 2020	Lodges Museum Public Open Day, The Garage at High Easter
<i>(Please remember that the Heritage Fleet and Museum can only be viewed when open to the public on certain days of the year</i>	
Saturday 28 March 2020	Abellio Garage Bash to Battersea, Beddington & Walworth
Sunday 29 March 2020	Dorking Running Day
Saturday 4 April 2020	South East Bus Festival. Kent showground, Detling.
Sunday 5 April 2020	Thursford Collection, Fakenham. Founders Day & Vintage event. Free bus trips and free Feeders from Norwich & Holt
Sunday 5 April 2020	London Bus Museum, Brooklands. Spring Bus & Coach Gathering.
Saturday 11 April 2020	Ipswich Transport Museum. Easter Egg Trail
Saturday 11 April 2020	Barnet Transport Fair. Christ Church Hall St Albans Road
Sunday 12 April 2020	Lincolnshire VVS, North Hykeham. Transport Festival
Sat/Sun 18/19 April 2020	UK Coach Rally Blackpool
Sunday 26 April 2020	Amberley Museum. Spring Bus Show.

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.



A peculiar horseshoe-shaped boundary causes Limes Farm Estate to be in Essex. TfL route 462, originally operated by Thamesway with Mercedes 608's, is now with Stagecoach and their E20MMC 36638 is about to return to London area having travelled clockwise around the Estate.

Owen Woodliffe.

EBN671p3

More Services Reach The End Of The Road

Owen Woodliffe.

In EBN670, Nigel Turner laments First's withdrawal of a longstanding Essex route; a few pages later there is notification that National Express is to cease serving Felixstowe with Service 481 and Clacton with Service 484. - places that have a lineage of coach services back to a similar era.

For it was in 1929 that George Ewer's Grey-Green commenced a twice a day service from London to Ipswich that was soon extended to Felixstowe, Rose Bros Garage. A few months previously, Eastern Counties had also extended their Ipswich service to Felixstowe in a pooling agreement with Motor Coaches (London). At the time the East Anglian Express pool was formed in May 1968, Grey-Green's Service 1 had three daily departures each way from Kings Cross although Eastern Counties Service A from Victoria had been reduced to summer only. There was also a summer only Kings Cross, North London, Epping service numbered 35.

On and from February 11th, 1929.

Twice Daily Service.

FELIXSTOWE

From ROSE BROTHERS' GARAGE,
GARRISON LANE, (Phone : 201.)

10.0 a.m. 4.0 p.m. (Sundays 6.0 p.m.)

Fare 6/- Single 8/6 Return
AND

LONDON

From CHARING CROSS UNDERGROUND STATION, EMBANKMENT.
10.30 a.m. 4.30 p.m. (Sundays 6.30 p.m.)

Coaches leave CASINO, HIGH STREET, COLCHESTER
for FELIXSTOWE (Fare 5/6 Single 5/- Return.)
1.20 p.m. 7.20 p.m. (Sundays 9.20 p.m.)

CONDITIONS.

PERIOD TICKETS available 21 days.
RETURN TICKETS must be advised to Operators at least 24 hours in advance.
CHILDREN under 12 years of age two-thirds fare.
The Company reserves the right to withdraw services at any time without notice and accept no liability beyond the value of the ticket issued. No liability is accepted by the Company for delays arising from any cause whatsoever.

Operators : 'Phone : Bishopsgate 4567
G. EWER & Co., 78, Leonard St., London, E.C.2.
BRISCON, PRINCE, 23, Charlotte Street, Great Russell Street, E.C.4.

In 1969 the services gained an 'X' prefix and Eastern National's summer Harlow- Felixstowe service was included as X52 and extended back to Kings Cross. Unfortunately, the return time was brought forward 3 hours to 15.00 so it is no surprise that this inconvenient time was unattractive and the service lasted just one season. In 1973, all East Anglian Express services were numbered into the National series and so X1 became 081. At the time Felixstowe was terminal of Tor Line ferry and transfer of passengers to London and hotels could involve 20 or more vehicles. Despite much empty running, this added revenue to the service but when Tor Line was taken over by DFDS in 1983 the terminal was transferred to Harwich where a rail link was available. The Felixstowe service also carried passengers on the main road through Chelmsford, Colchester and Ipswich but over the years this traffic reduced. Ewer was taken over by Cowie in 1980 who ordered all involvement in East Anglian Express to cease in February 1985. At the death there is only a departure at 08.45 from Felixstowe with a return at 17.30.

The demise of the Clacton service is more dramatic as it had been a more popular destination. The three operators of daily services from London in 1930 - National Omnibus (to become Eastern National), Suttons and Grey-Green - were still doing so in the 1960's, although Eastern National had reduced their X12 to one return journey in summer but had the advantage of access to Victoria Coach Station whereas GG and Suttons had to use Kings Cross. The main problem was the sparse traffic during the winter that undermined the overall profitability of the service and this

caused the formation of the Essex Coast Express pool in October 1967. Grey-Green had the largest share (72%) as their 1934 purchase of South Woodford based W.H Jacobs' Monty Super service enhanced their operation with increased frequency, pick up points and extension to Walton-on-Naze. An added bonus was that in 1967, the loss-making Harwich service could be converted to stage carriage by purchase of RW Hooks' local licence to interwork at Colchester, which was usually the responsibility of Eastern National as Service 80. The Clacton service used Grey-Green number 4 which morphed into 084 and eventually 484. In the first full year of Essex Coast Express (Summer 1968) in addition to 3 basic journeys from Victoria there were others starting elsewhere with a combined 12 timetabled journeys to Clacton.

During 1972/73 there was integration between ECX and EAX by making certain journeys non-stop with connection at Colchester and as Suttons failed to update their fleet to reflect faster running times GG bought out their share. Probably the decline of services to Clacton can be traced to the closure of Butlins in the Eighties although increasing car ownership was reducing the previous day tripper traffic. Indeed, at close of play there is only a morning up from Clacton and evening return so is impossible to have a day there from London - something that would have been unthinkable to Eastenders 40 years ago (and also mystifying).

I am grateful for David Grimmett's book 'The East Anglian Express' for assisting my failing memory on dates and events. Well recommended! See "advert" next page.

EBN671p4

From Thursday, 17th April, 1930.

GREY-GREEN SALOON COACHES
DAILY SERVICE.

CLACTON & LONDON

From LONDON

Embankment, CHARING CROSS, 8.45 a.m.
(Underground.)

Co's Coach Station, 55, Stamford Hill, 9.30 a.m.
N. 10. a.m.

Also calling at:-

Co's DEPOT	227, Bethnal Green Road ...	9.0
"	151, High Street, Shoreditch ...	9.10
MERRISON'S	2, Forest Road, Dalston Junction ...	9.20
GOLDSMITH'S	26, Balls Pond Road, Dalston ...	8.30
MERRISON'S	115, Stoke Newington Road ...	8.35
MERRISON'S	131, High Street, Stoke Newington ...	8.40
VINEY'S	200, Fore Street, Edmonton ...	8.35
LEWIS	564, High Road, Tottenham ...	9.35
BAKERS' ARMS	2a, Lea Bridge Road ...	9.45
BRAVO	Classic Coaches Booking Office ...	10.0
	91, Broadway, Huddersfield ...	

From CLACTON

SUTTON'S, 54, Pier Avenue, 6.0 p.m.
(SATURDAY 8.0 a.m.)

5/6 Single 6/6 Day 10/- Period
Return Return Return

Sundays 7/6 Day Return Period Returns Travelling on
Day Return Easter Monday either way 13/6

Book at:

Operators:-
GEORGE EWER & Co., Ltd., 78, Leonard St.,
LONDON, E.C.2.
Bishops, Phone, 35, Shoreditch Street, Great Eastern Street, E.C.2.

Phone: Bishopsgate 4567

Caption.

This page lower

A lasting memory of the Clacton service is regular driver Ted Duggan always seen with distinctive bow tie as at Stratford in 1981 with Duple Dominant 11 bus-grant specification Leyland Leopard EYH 810V. Ted had a good relationship with Eastern Counties drivers and he did their Brentwood pick up in return for them doing Victoria at night so he could finish at GG Mile End Coach Station. Once a young lady crept onto his coach unseen at Chelmsford and was later surprised going through the coach wash - Ted did point out the bus stop to her on his way to his usual pub!

Owen Woodliffe.

David's excellent book is £12 including postage
(quote EBN) from Fourways, Main Road, Carhampton
TA24 6LZ



Essex Dealers Help Out In Halton

Richard Delahoy.

With the sudden (but not entirely unexpected) failure of Halton Transport - aka Widnes Corporation - on Friday 24 January, both Arriva North West and Warrington's Own Buses stepped in immediately with replacement services. Warrington turned to two Essex dealers to help source buses, Ensign supplying 6 E200s from their operational fleet and 4 from dealer stock, whilst Panther Travel sent 3 buses north. Richard Delahoy was in Runcorn on 25 February and found these two still running in the former owners' colours, with Warrington's Own Buses fleetnames added:



upper
In Ensign
blue/silver,
the former
708, now
Warrington
221 (SN11
FFL) departs
from Runcorn
bus station.
**Richard
Delahoy.**



lower
In white with
Panther's
trademark
wavy blue
skirt,
YX09 AFA
(previously
AB09 PAN
whilst in
Essex), now
Warrington
223, loads at
the Halton Lea
South bus
station (aka
Shopping City)
on the
Runcorn
Busway. The
small Panther
logos on the
front and
name Donald
are still just
visible when
the photo is
enlarged.
**Richard
Delahoy.**

The 671 Page! Robert Appleton and Robert Downton.

1 bus, 1 livery, 2 photographers, 2 routes, 1 thought!



Top. First Essex 67171 YY66 PCO, Enviro 200MMC at Rail Station, Brentwood, 10 September 2019; 2016 ADL Dart E20D/ADL Enviro MMC B36F "I thought this pic unusual as its branded for X30 Stansted but operating a 351 Chelmsford."

Robert Downton.

Lower. The same bus bound for Stansted Airport on service 42A instead

of service X30, in Duke Street, Chelmsford, on 22 May 2018.

Robert Appleton.



Service Revisions

by Paul Harvey.

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

Highlights/lowlights of the period

Changes to some Chelmsford “trunk” Sunday contract services.
First Essex 42A Sunday service for ECC extended to Bishop’s Stortford – whilst the First Essex/ECC Sunday 59 is withdrawn.
Bus terminating places around Braintree town centre altered on closure of the Bus Park.
New Go-Ahead 784 providing fast service Sudbury -Colchester.

13 January 2020

40 Witham Collingwood Road to Witham Ebenezer Close (M-S)
Revision to route & timetable to operate Monday, Wednesday & Saturday only.
Extended from Collingwood Road to terminate at Newland Street (updated information).

Community Link Ugobus (ECC)

9 March 2020

350 Stansted Airport to Manchester (D)
Revision to route and timetable.

National Express

23 March 2020

89 Great Yeldham to Braintree (M-S)
Revision to route within Braintree due to the closure of the Bus Park.
89X Braintree to Sudbury (M-F)
Revision to route within Braintree due to the closure of the Bus Park.
133 Braintree to Stansted Airport (D) Arriva Kent Thameside
Revision to route within Braintree due to the closure of the Bus Park.
345 Fuller Street to Braintree (Wed)
Revision to route within Braintree due to the closure of the Bus Park.

Go-Ahead Konectbus (Hedingham)

Go-Ahead Konectbus (Chambers)

Go-Ahead Konectbus (Hedingham)

24 March 2020

TBS Braintree Tabor Place to Braintree Chapel Hill (Thur)
This pre bookable service operating every other Thursday withdrawn.

Braintree Community Transport.



Ensign's immaculately restored RT8 dating from 1939 in use in Greenwich on a private hire celebration for member Jim Swan's 90th birthday celebration on 15 February 2020.
Peter Austin.

28 March 2020

21 Black Notley to Bocking (Sun) NIBS
Sunday contract service withdrawn.

29 March 2020

7 Southend to Rayleigh Station (M-S)
New contract service providing evening journeys between Hockley & Rayleigh Station plus couple of through journeys between Southend & Rayleigh late evening replacing Arriva.
7/8 Clacton to Walton (M-S) First Essex
Evening contract service withdrawn.
20 Anstey to Bishop Stortford (M-F)
Contract service withdrawn.
27 Bishop Stortford to Royston (Wed)
Contract service withdrawn.
28 Bishop Stortford to Buntingford (Mon)
Contract service withdrawn.
31/X Chelmsford to Burnham on Crouch (M-S)
Introduction of new Sunday service 31C operating every two hours.
33 Broomfield Hospital to Southminster (Sun)
Sunday contract service withdrawn replaced by new Sunday service 31C
36 Broomfield Hospital/Chelmsford to South Woodham Ferrers (D)
Revised Sunday timetable to operate only between Chelmsford & South Woodham extension to Broomfield Hospital & Marsh Farm withdrawn.
42A Galleywood to Stansted Airport (D)
Sunday service extended two hourly from Stansted Airport to Bishop Stortford via Dunmow Road.
59 Chelmsford to Harlow (Sun)
Sunday contract service withdrawn.
87 Harlow to Debden (M-S)
Service withdrawn.
100 Clacton to Walton (D)
Evening contract service withdrawn.
106 Colchester to Harwich (Sun)
Sunday contract journeys withdrawn.
352 Halstead to Chelmsford (M-S)
Evening contract service withdrawn.
352 Halstead to Broomfield Hospital (Sun)
Sunday contract service withdrawn.
386 Bishop Stortford to Braughing (TTh)
Contract service withdrawn.
418B Loughton to Harlow (Sun)
Sunday contract service withdrawn.

Stephensons of Essex

C Myall & Son

C Myall & Son

C Myall & Son

First Essex

First Essex

First Essex

First Essex

First Essex

Arriva Kent Thameside

First Essex

First Essex

Stephensons of Essex

First Essex

C Myall & Son

Arriva Kent Thameside



First in Essex 67170
YY66 PCF in a wet
Maldon High Street,
27 February 2020.
David Arnold.

Service Revisions, continued

by Paul Harvey.

30 March 2020

8 Clacton to Holland (M-S)
Evening contract journey withdrawn.
20 Brent Pelham to Bishop Stortford (M-F)
New contract service replacing C Myall & Son.
27 Bishop Stortford to Royston (MW)
New contract service replacing C Myall & Son operating Monday & Wednesday.
84 Colchester to Sudbury (M-S)
Service reduced to operate at school travel times on Monday to Friday only.
386 Bishop Stortford to Braughing (TTh)
New contract service replacing C Myall & Son.
525 Chelmsford New London Road to Colchester Norman Way (Sch)
Minor timetable revisions to running times.
754 Colchester to Sudbury (M-S)
Revised timetable with reduced frequency operating hourly. Through connections to/from 750/753 Sudbury to Bury St Edmunds services.
784 Colchester to Sudbury (M-S)
New hourly service providing faster journeys via A134. Through connections to/from 750/753 Sudbury to Bury St Edmunds services.

Go-Ahead Konectbus (Hedingham)

Richmonds Coaches

Richmonds Coaches

Go-Ahead Konectbus (Chambers)

Richmonds Coaches

First Essex

Go-Ahead Konectbus (Chambers)

Go-Ahead Konectbus (Chambers)

1 April 2020

720 Stansted Airport to London Liverpool Street Station (D)
New coach service operating via Stratford City.

Arriva Kent Thameside

Essex County Council

prepared by Paul Harvey.

Park & Ride Concessionary Bus Pass Consultation May 2019

Closed: 31 July 2019

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

OUTCOME

At present all bus pass holders pay the full park and ride fare until 09.00 (except at weekends and public holidays when they travel free at all time). Between 09.00 and 24.00 they travel for free.
From 01 April 2020 older people's pass holders will have to pay a reduced rate of £1.50 at all times. There is an introductory offer of 2 adult pass holders can travel for £2 for the first six months.
Disability pass holders will still be able to travel free between 09.00 and 24.00 on weekdays and at all times at weekends and public holidays.
In addition they will be able to pay a reduced fare of £1.50 to travel before 09.00 on weekdays.

This decision relates to both Chelmsford Park and Rides (Sandon & Chelmer Valley), Colchester Park and Ride and the Broomfield Hospital Shuttle Service.

From this EBN, this part of the Service Revisions report will only report changes which have been announced since the previous EBN; this is because there was too much repetition and unnecessary duplication. All changes that we are aware of will be reported, but usually only once!

Stop Press!!

Normally, I don't take submissions after 23.59 on the date shown in the schedule on p32. But I have been so short of photographs over the past four months that I would have been tempted to foist some of my own on you. But I haven't been out much lately!! So you are saved that - for a while! I am grateful to Philip Mansbridge for this stop press.

Philip writes “

From Raleigh the service went down to the Weir Roundabout...along the A127 to Progress Road , down Progress Road and then turned onto the normal route from there. Did the opposite going the other way., I'm not sure what the problem was as the 20's appeared to be going along as normal. The picture shows a 25 outside Rayleigh Library having come up from the Weir. Philip subsequently found it was cause by a Road Traffic Accident **Philip Mansbridge**.



Panther Travel SB09 PAN ,YX09 FLE,
Alexander Dennis Enviro 200 at Clacton railway
station on Sunday 2 February 2020, about to
depart on a rail replacement service to Colchester
for Greater Anglia.

Robert Appleton who submitted this in good
time!

Thorpe Bay to Kingsbridge by Public transport.

Richard Delahoy.

In September 2019, **Richard Delahoy** undertook one of his bus marathons, travelling from Southend to Totnes in Devon for the Kingsbridge Running Day. The trip took 30 legs (28 buses and 2 ferries) over four days. The third leg involved using the NIBS operated Thurrock Council contract route 374, from Basildon to Grays via Fobbing, Stanford, Linford, East Tilbury, Coalhouse Fort and Chadwell St Mary. Seen here picking up a passenger on Coronation Avenue in East Tilbury is NIBS 418, MX59 AVN, an ADL Enviro 200. This well-travelled bus started life in 2009 with Powells of Hellaby in Yorkshire, later working for G J Holmes in the Peak District and more recently with Ensign as their 603. It was then one of the buses that transferred from Ensign to NIBS earlier this year with the Brentwood area services.



Richard reports that the Kingsbridge event was fabulous, with plenty of interesting buses and good weather. His personal highlight was a trip on HOD 66, a former Western National Bedford-Beadle chassis-less bus of the same type that worked for Eastern National between 1946 & 1960 (3924, 4011-9 — which followed on from prototype Beadle-Commer 3923 of 1945).

And if you're curious, his route took in the Tilbury - Gravesend and Exmouth - Starcross ferries, plus trips on the Volks Railway and Seaton Tramway, with overnight stops in Brighton, Bournemouth and Seaton.

As described above

Richard Delahoy.

Greater Anglia Rail Replacement.



Panther Travel ABO2 PAN (WV02 EUP) Volvo B12M/Plaxton Paragon at Thorpe-le-Soken railway station on Sunday 2 February 2020, working a rail replacement service from Walton-on-the-Naze to Colchester for Greater Anglia. This coach was with First Group, fleet number 20514, and acquired by Panther Travel from First Essex Buses in 2019.

Robert Appleton.

The Victoria Circus Mystery!



11 February 2020 at 14.18. Arriva Southend's Optare 4258, at Victoria Circus.

David Moth.

Captions for Outer Rear Cover, this issue.

Upper picture

"1920 - 2020 A Century of Travel" A painting by Malcolm Root FGRA commissioned by the Company for their 100th Anniversary. It shows the Company's oldest and newest vehicles at Pump Green in the centre of High Easter. They are the Model TT Ford SV 6936 and Mercedes-Benz Tourismo M JW20 DGE parked either side of the village pump. The tree towering above the Model TT was planted in 1911 by Owen Mead a brother of Charles Mead and cousin of Joe Lodge the two founders of the Company. Copyright © of JW Lodge and Sons Ltd.

Lower picture

The December 2019 EBN contained a photo of a Don's double decker. David thought you might be interested in the attached photo of former Don's 'deckers. DNH 194 along with sister DNH 192. Both Daimler CVG6 / Roe H31/25R ex Northampton Corporation. At Don's 'base' in Bishop's Stortford, he is pretty sure, 1971. **David Grimmett.**

EBN671p13

New Vehicles

More information on the new Scania N250UD / Alexander Dennis Enviro 400 MMCs. Upstairs seating is 11 rows nearside and seven offside, with one row offside in front of the staircase. The second and third rows nearside are single seats, the eighth row is rear facing with a table between it and the ninth. The third row offside is also rear facing with a table between it and the fourth. The two tables are not opposite each other, the one on the offside is nearer the front. There are four seats at the rear, with armrests between them. Downstairs, there is a built-up luggage rack with two shelves on the offside behind the staircase with five rows of double seats each side with no tables, again four with armrests at the rear, plus a single front facing seat over the front wheel arch. This gives a total seating capacity of 38 upstairs and 25 downstairs. The seats are an adapted Transito design from Lazerini, two-tone grey e-leather with blue headrests and stitching. The seat backs include a USB charger and phone holder, plus the outside seats incorporate a hand grab and a bell push. Each arm rest in the back four seats also includes a USB charger.

The buses have wood effect floors, with a different pattern in the gangway to the seating area, with black, grey and cream interior panels and light blue based adverts for the service on the interior cove panels. They have silver-grey handrails, although there are less of these than normal because of the hand grabs built into the seats. There is a skylight in the upper deck ceiling which is an emergency exit. At the top of the upstairs front window is a "Next Stop" / "Bus Stopping" screen, plus there is a screen above the staircase fixed on the downstairs luggage rack so passengers can keep an eye on their belongings. There is a picture of different places served by Stansted Airport on the staircase panel behind the driver, of those seen 36837 has Marrakech, 36840 Tenerife, 36842 Berlin and 36843 Dublin. Windows are tinted.

The white destination displays are Mobitech, supplied by McKenna Brothers. They include a full width rear destination display which shows the destination and via points as well as the route number. This is the first-time rear destinations have been displayed since these started to be painted over and panelled over on Eastern National buses in 1970.

Further to EBN670, the livery, which is based on Stansted Airport colours, has had signwriting and other embellishments added. A design of a plane taking off splits the two shades of blue on the sides. There are three horizontal silver stripes either side of the front destination screen. An "Essex airlink" fleet name is on the front dash, the rear between decks and on the lower panels each side (with the x of Essex a stylised plane taking off crossing a runway). On the between decks panels at the front each side, reading down, are the names "Stansted, Chelmsford, Southend Airport and Southend", with a plane symbol next to the first and third. There are no fleet numbers on the front, but large ones, in standard font, on the rear and rear sides. There is no First branding. Each bus has a different rear advert for the route, 36837 "speedy boarding", 36838 "departure lounge", 36839 "straight to gate", 36840 "all inclusive", 36841 "baggage allowance" 36842 "frequent flyer" and 36843 "business class".

36842, accompanied by repainted 67163 (see below), was at a launch event at Chelmsford bus station and Stansted Airport on Monday 17 February. First day of service on the X30 was Wednesday 19th; 36838, 36840, 36841 & 36842 were in use on the first day. 36843 entered service on 21st and 36839 on 27th. The first reports of any of these straying from route X30 was 36843 on school route 525 then evening peak Sandon Park & Ride on 3 March.

Of the Volvo B9TLs and the Enviro 200 MMCs they replaced, on 19th neither 37985 or 37986 were in service, 67167 was on early morning X30 then afternoon Chelmsford Park & Ride, 67168 was on 36, both 67169 & 67170 were on 42 group and 67171 was not in service. However, these continued to make occasional appearances on the X30, including on some overnight journeys. X30 branding is being gradually removed from these vehicles.

First Essex had a display in High Chelmer on 29 February, featuring a replica of the rear four seats and part of the wood effect floor of one of the new buses, together with a competition to win a holiday worth £3,000.

Acquired Vehicles

Further to EBN670, 32669 entered service on route 65 on 19 February. It remains in Midland Bluebird livery but has had its Mendip Xplorer branding removed. 32673 is being worked on at Quayside workshop, it has an Ad Blue issue plus is having its seats replaced. 37054 had still not entered service by 5 March.



Allocation Changes

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

Period 11 2019/20 (26 January - 22 February)

32669 FG-CR, 32673 FG-CR (oos), 33044 CR-CR (oos), 33047 BN-BN (oos), 33086 CR-BN, 36838 CF (oos)-CF, 36840 CF (oos)-CF, 36841 CF (oos)-CF, 36842 CF (oos)-CF, 36843 CF (oos)-CF, 37010 CR-CR (oos), 37034 CR (oos)-CR, 37035 CR (oos)-CR, 37133 CR-CR (oos), 37135 CR (oos)-CR, 41524 BN-BN (oos), 42488 CR (oos)-Disposal, 42928 CF-CF (oos), 65677 CR (oos)-Disposal, 65691 CR (oos)-Disposal, 66827 BN-BN (oos), 69907 BN-BN (oos)
33044, 33047, 41524, 42928 & 66827 are all withdrawn for disposal, 66827 following an engine fire deemed uneconomical to repair. 33086 transferred to Basildon to replace 33047.

Disposals

To Alpha Recovery for scrap, February 2020: 42488 (14th), 65677 (22nd), 65691 (13th).

Further to EBN670, Ensignbus have sold 65688 to Hadlow Community School, Kent. 32475 has been repainted into First Eastern Counties' Ipswich Reds livery.

Repaints

66815, seen on 42 group on 6 February and 69430, seen on 42 group on 27th, both from Urban to Urban, small "First Essex" with f symbol above the driver's cab & doors, main "Essex" fleet names on lower panels and depot stickers both sides. 66815 reportedly has had a new engine fitted and had black oil stains, hence its second repaint to Urban livery. 67163, first seen on 17 February at the launch of the new double deckers on route X30, to single deck version of new Essex Air Link livery of two tone blue. It has "Stansted (with a plane symbol), Chelmsford, Basildon" on cove panels both sides together with "fast frequent comfortable" at the rear; "Essex airlink" fleet names on front and lower panels both sides, with a small version in the rear window; the plane taking off design between the two shades of blue (which only just intrudes into the bottom of a side window) and the "baggage allowance" rear advert. It does not have a front fleet number; it has small ones on rear and rear sides. As with the double deckers in this livery, there is no reference to First.



Airport services new and old liveries, 67163 at the launch event with 67167 on the X30 behind, Chelmsford Bus Station.

Adam Kelleher.

Area News and Workings – Colchester. (All vehicles listed below allocated to CR)

Further to EBN669, buses were serving the stop inside Colchester General Hospital again by 28 February (exact date they returned not known).

Double deckers seen on routes 103/104 during February: 32068 (11th), 32476 (14th), 37062 (20th, also on 102 on this date), 33178 (29th).

Only three Scania L94UB / Wrightbus Solars remain in service, 62407, 62410 & 65679, the latter still in Barbie livery. Some sightings during February:

62407 on 1A (Sunday 2nd), 174 (3rd), 103/4 (5th, 11th, 17th & 18th), 65 (6th & 9th), 71 (7th & 8th), 102 (23rd); 62410 on 103/4 (4th & 5th),

62B (6th), 65 (17th, 27th & 28th); 65679 on 175 & 61 (3rd), 174 (4th & 6th), 62B (5th, 6th & 20th), 64 (7th), 65 (8th), 103/4 (10th, 14th & 21st, also on 102 on 21st), 71 (13th), 2A (Sunday 16th), 61 (19th).

3 Feb 33044 on 64A, 67639 on 62

12 66802, which has been out of service since November, seen at MC Trucks Witham, with broken lower panels. Still there on 20th. Gone by 27th and is now reported as being for disposal.

14 Route 62 liveried 37136 unusual on 64A, similar 37135 on 20th

16 Sunday. No double deckers seen in service in Colchester, likely due to high winds from Storm Dennis.

17 Route 62 liveried 37134 on 174, 37136 on 64 & 37138 on 65

25 33178 very rare double decker on 100 (19.50 Walton to Clacton)



First Essex
65679
loading at
Colchester
Bus
Station at
12.35 on
2
February2
020.

**David
Moth.**

Area News and Workings

Chelmsford

(All vehicles listed below allocated to CF)

Demolition of the Army & Navy flyover commenced on 10 February.

9 Feb	Sunday. 42556 on 37, 80A/C & 351
10	67166 on 70
11	DS66848 on driver training in Witham
14	32483 on 525, 44548 on X30
20	44900 on 71
26	DS62242 on driver training in Basildon



First Essex probably SK50 CFK in Southend. I know it is not a Chelmsford based bus but, no doubt, some of our readers with better technology than I have at the moment will be able to identify it – please! Taken 11 February at 14.23.

David Moth.

EBN671p17

Area News and Workings Basildon & Hadleigh

(All vehicles listed below allocated to BN except where stated)

41524's last day of service was 12 February on route 5. Its withdrawal leaves just 41522 & 41541 as the last two Caetano bodied Darts. The last all-Transbus Dart, 42487, remains in service at Hadleigh.

From 23 February route X30 returned to its original stand Y at Southend Travel Centre.

16 Sunday. X10 liveried 67162 very unusual on 8.

18 Essex Air Link liveried 67163 re-entered service after repaint on 100 (and again on 100 on 22nd).

19 44910 on 94.

21 44598 unusual on 100, 44599 unusual on 9.

23 44599 on 251.

25 X30 liveried 37985 arrived at Hadleigh from Chelmsford (Period 12 transfer). It entered service the next day on routes 27 & 20.

26 X30 liveried 37986 arrived at Hadleigh from Chelmsford (Period 12 transfer). It entered service the next day on route 20. X10 liveried 67161 on 100.



First Essex 33567, AD400, SN58 CHG, taken 13 February 2020 at the easy to identify Basildon Bus Station.

David Moth.

EBN671p18

First Essex Fleet List

As part of the Group's aim to provide supplementary and complementary information to members which is too big to be included in EBN, it has been decided to publish a First Essex fleet list on-line. This will include type, fleet number, registration, seating capacity and allocation. It will be updated monthly. It will be published on the Group's Facebook page and website (essexbus.org.uk, click on "Latest News") and will normally be available on the Wednesday after EBN is delivered. The annual First Essex Fleet & Allocation Summary will still be published in EBN each January.

Sources

own observations, and with thanks to R Appleton, S Austin, S Barham, D Bell, W Bell, J Bennee, T Clark, J Collins, L Cornwell, I Dann, R Delahoy, D Edwards, D Flatman, J Elliott, R Hannah, W Morrison, P Paske, J Podgorski, S Quay, J Salmon, R West, Facebook, Flickr, Essex Buses Google group Coach & Bus Week and Terminus.



An attractive variety of liveries in Brentwood High Street, both from the same holding company! 13 February 2020 at 16.27.

David Moth.

New Vehicle

...

JW20 DGE Mercedes-Benz Tourismo C53F. New February 2020. However, not yet in service.

Acquired Vehicles

PF06 EZO and PF06 EZP, Dennis Trident / East Lancs.

Acquired from Blackpool Transport Services in December 2019.

Previously numbered 331 and 332. They are for school bus and PSVAR railway replacement work.*

Vehicle Re-registered

46 AEW to KE08 YFX February 2020.

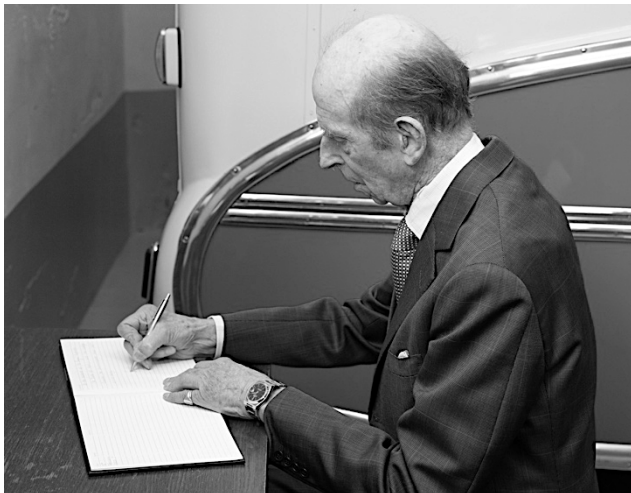
Vehicles Sold

YAZ 8827 (previously T405 BNN) and T270 BPR, Dennis Trident / East Lancs,

to AC Williams Ltd, Grantham, Lincolnshire in February 2020.

KE08 YFX Setra S416GT-HD C49F. to Platinum Tours Ltd, St Neots, Cambridgeshire February 2020.

Other News



On 18 February 2020 the Lodge family and staff welcomed HRH The Duke of Kent KG to The Garage at High Easter. He was accompanied by the Lord Lieutenant of Essex. HRH The Duke of Kent KG was shown around the Museum and he showed an interest in the Model TT Ford, which dates from 1920, and the Bedford OBs. He even sat behind the wheel of the new Mercedes-Benz Tourismo M coach JW20 DGE. HRH The Duke of Kent KG was presented with an EFE model of Lodge Coaches Bedford OB TMY 700 by Robert Lodge. After which, HRH Duke of Kent KG unveiled a plaque in the Museum to commemorate their 100th Anniversary. All staff apart from just two were present at the ceremony. the Duke of Kent stayed for 4 hours when he had been scheduled for one hour, signing the Visitors Book in the Museum (Toy Box).

Picture. HRH The Duke of Kent KG signs the Lodge Coaches Museum visitors' book before he leaves the site. Behind him is the Burlingham Seagull bodied Bedford OB coach FFS867.

Photo is copyright © of JW Lodge and Sons Ltd.

Chris Stewart from Shenfield. *Lodge's Double Deckers on Rail Replacement.

In my (cover) photo of Lodge's PF06 EZO, I meant to say "Believed to be the first time **recently** that Lodge's have used double deckers on rail replacement...", in particular on the long-running Shenfield area services - it's clearly not the first time ever that Lodge's deckers have been on planned or emergency rail work over the years. To expand on the comment about PSVAR (PSV Accessibility Regulations of the one-time DDA, now forming part of the Equality Act 2010), from 1 January 2020 coaches fell within the accessibility requirements. Legal advice obtained by the Office of Rail and Road during 2019 indicated that almost all rail replacement services come under the scope of PSVAR, hence the use of compliant double deckers by Lodge's rather than coaches as had been the case. The situation nationally was complicated, however, by the granting of short-term exemptions (in some circumstances up to 30 April) following lobbying by the coach industry, although conversely one Scottish operator started legal action against the DfT for doing this when they had invested heavily in updating their fleet to comply from 1 January.

EBN671p20

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

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

Acquired Vehicle

YJ07 VPX Optare Solo M920, B33F, new to Arriva The Shires (2476), 04/07

From Arriva Southern Counties, via Ensignbus, February 2020.

In a grey livery with cream "scoop" at front (in traditional Arriva livery style), three pink lines at skirt level and three blue swirls on the side. This was a special livery for "Maylands link" in Hemel Hempstead. LED blinds. Seen on rail replacement at Cheshunt on 15 February and on 7A on 19th.

Disposal

Transbus Trident LX04 FXL to Shelton Motors for scrap, via Ensignbus, February 2020.

Rail Replacement Services

Scania double decker YP59 OEO & YP59 OEW on Greater Anglia Broxbourne-Bishop's Stortford on 1 February 2020. Similar YP59 OER on Greater Anglia Ingatestone-Newbury Park on 29th.



TrustyBus Harlow
(Central Connect) YJ11
EHW at Two Brewers
Ongar 25 February
2020,
2011 Optare
TempoX1200/Optare
B35D ex London United
OT30207
Robert Downton.



YJ07 VPX
(ex-Arriva Southern
Counties 2476)
of Trustybus at
Stansted Airport 22
February 2020
Phil Huggett.

Peter Mansbridge with thanks to Lee Burvill-Eckett, John Card and Richard Delahoy.

VDL SB200/ Wright B44F 3777 (KX09 KPN) transferred into **Southend** from Stevenage in mid-February. It is in the latest lighter blue livery. DAF SB120 / Wright Cadets 3531/2 (LF02PNL/PNN) have been withdrawn. These were the oldest buses at **Southend**, but another pair of 52 plates remain (3935/7). 3531 has since seen use at **Harlow**.

Mercedes-Benz Sprinter 1007 (BF67 WGA) was withdrawn at **Southend** at the end of February and transferred to Hemel Hempstead for use as a Driver Trainer for Arriva Click in Watford.

The Sutton Road roadworks in **Southend** (EBN670p20) over-ran and the shuttle operated by Sprinter 1007, continued until Thursday 6 February. 1007 continued to see occasional use during February. On Saturday 8 Feb, it operated on the 6 during the day and then substituted for a failed Versa on the 2134 service 7 from Southend to Shoeburyness, then ran light to Eastwood Rise to pick up the times of the last 9 from there to Shoeburyness East Beach. It was on the 6 again on 19 February and the 29 on the 24th.

Picture An extra Versa at Arriva Southend is 4182, YJ10 EYC, the first in the new lighter blue Arriva livery. This bus had been new to Norfolk Green and marks a relatively rare case of Arriva acquiring second-hand stock.

In **Matthew Evans'** picture taken on 22 February, it stands at Southend Travel Centre displaying a destination used just once a day, for the 23.00 from Southend to Rayleigh Websters Way (all other journeys continue on to the rail station). From the end of March this journey, supported by Essex CC, will be operated by Stephenson's rather than Arriva, due to ECC re-tendering.



To clarify the comments last month about liveries, whilst Versa 4182 had appeared at Southend last summer in the new lighter blue Arriva livery, it was not the first to run in service in Southend in those colours - the Sprinter 1007 having been the first used in those colours. More rail replacement work saw both **Southend** and **Colchester** operating Stansted to Cheshunt services on 16 February, with Southend using E400s 6499 (SCT heritage livery) & 6529 (Sapphire), and Colchester E200s 4016-8.

Southend Transport-liveried Volvo B7RLE / Wright 3816 has been named Jan Roy, in memory of a former driver who died recently. Correcting last month, Volvo B7RLE / Wright 3826 (GN07 AVP) on loan to **Colchester** was collected from Ware not Southend. It left Colchester on 11 February and was sent to **Harlow**.

Colchester allocated Dart / Caetano 1562 remained under repair during February but re-entered service towards the end of the month. Stevenage allocated Transbus Mini Pointer Dart 1614 (GN04 UDH) was seen working from **Harlow** depot on services 6/8 on 4 February. DAF SB120 / Wright 4536 (LJ03 MYM) was also working from **Harlow** in the later part of February. This vehicle previously saw use at Harlow last year.



Top Picture The second full-size bus at Arriva Southend in the new lighter blue Arriva livery is VDL SB200 3777, KX09 KDN, seen here at the Eastwood, Belgrave Road terminus of service 29 on 21 February. Incidentally, the number 322 visible in the windscreen is the vehicle's running number.

Matthew Evans.



A Bonus Blast From The Past!

Colchester Transport OWC 723M Bristol RELL ECW 23 seen operating open top service 67 to Eastwood while on hire to Southend Transport during 1978.

Paul Harvey

Mark Lloyd

With thanks to Jon Podgorski, Robert Appleton & Essex-buses yahoo group.

Significant Allocation changes

298	CN to HD	14 February
298	HD to CN	by 26 February
457	HD to CN	14 February
457	CN to HD	by 29 February
520	CN to KN	18 February
521	CN to KN	5 February
573	HD to KN	18 February
584	CN to KN	10 February

Fleet news

298 and 457 swap allowed for Scania Omnilinks and Omnicities to be centred on the 97/98 services with additional capacity during weekdays. 457 AU1 AVK is still in Konect livery with Chambers fleetnames as transferred. Robert Appleton reports the timetable at Frinton Triangle Shopping Centre advertises the operator as Hedingham/Chambers. 47 had migrated back to Hedingham by 29 February. Omnicity 460 YN05HFF is reported to be in an all over wrap for local Radio station Dream 100.

Picture below — before the wrap! Go Ahead Hedingham 460 (YN05 HFF) at Triangle Centre, Frinton, Essex 19 February 2020, 2005 Scania N94/Scania Omnicity B49F new to Go-Ahead Metrobus 542. **Robert Downton.**



Other News

There was a general fares increase applicable from 24 February. App tickets were frozen as were weekly/monthly ticket prices. Ex L414 W834 NNJ was in the news, as the bus currently awaits conversion to a static library at The Mayflower School in Dovercourt. It was recently attacked by vandals, the front upper windows and destination screen being smashed. Two pupils raised cash to help future assist, to move the bus into the school grounds in an attempt to stop the damage as it was the second time since arrival it has been damaged.

EBN671p24



Picture above Go-Ahead Hedingham 266 (OU57 FKB) at Triangle Centre, Frinton, Essex 19 February 2020; 2007 ADL Dart/ADL Enviro 200 B38F new to Go Ahead Thames Travel 957.

Robert Downton.

Service news

Between 17-21 February, Berechurch Road was closed between Pownall Crescent and Queen Mary Avenue. Routes 50/63 were affected. Diversion for the 50 southbound was Mersea Road, Pownall Crescent, King George Road to Queen Mary Avenue. 63 southbound followed Berechurch Road, Mersea Road, Pownall Crescent King George Road and Queen Mary Avenue. 50 & 63 northbound followed Queen Mary Avenue, King George Road and Pownall Crescent.

At CN depot, changes to bus workings to mitigate delays on 97, 98. Means that 09.30 and 14.00 schooldays, plus 09.30 and 16.30 school holidays driver taking over 97 or 98 journey in Pier Avenue will use a bus which has been laying over there, rather than having to wait for an incoming journey. This is a temporary measure prior to timetable changes over Easter school holidays. Then there is a planned network revision in Clacton late April/early May 2020.



Picture below
A Hedingham bus in an unusual location! As described in the report above. Dart SLF/MPD 288 on diversion on King George Road, Colchester on 19 February 2020, Crescent.

John Podgorski.



Mark Lloyd with thanks to Ross Newman.

Ensignbus

Dealing Stock Movements – February 2020

Vehicles in

Arriva London	LJ05 BJO	B7TL
Arriva Southern Counties	YJ57 EJE	Solo
Candy Coaches	LX06 EYU	Dart
First Eastern Counties	SN03 WLK / WMX / WX05 RVR	
		Darts
	W756 DWX / YJ51 RRV	B7TL's
	W221/4 XBD / W422 SRP	
First Essex	SN53 KJY	Dart
Galleon Travel	LK04 FXL	Trident
Go-Ahead London	PO56 JFF / JFG	Darts
	UK05 BCL / LK53 KVZ	
		Volvo B12B's
	SF05 XEC	Volvo B12M
	LF52 ZNH / ZNG.	Volvo B7TL's
Metroline	SN09 CFJ-M / CFO	E400s
	YX10 BDE / YX11 CNN	E200s
National Express	FJ12 FYD	Volvo B9R
Roy Kearney Coaches, Eire	00-D-40060 / 70164	Volvo B7TLs
Youngs Coaches	YN58 BCU / BCY	Scania's

Vehicles Out

Axe Valley, Seaton, Devon	LX58 LJA	E200 was 09-D-3733
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Belle-Vue, Manchester LX09 AEL / FZU / FZW Scania's

Bournemouth Yellow Buses.

BX55 XNG / XNR / XNW / XNK

Volvo B7TL's. (all converted to part open top)

Candy Coaches, Selborne, Hampshire

YX10 BDV E200

Compass Travel, Worthing LJ05 BJY DAF DB250

Connexions Buses, Harrogate

LX09 AEB Scania

Cymru Coaches, Swansea YJ58 VBL Versa

BF62 UYM Volvo B7RLE

YN58 BCY Scania's

First Group LK08 FND / NVN / NVP

E400's. (all converted to part open top)

Galleon Travel, Roydon, Essex

YJ07 VPX Solo

GDS Travel , Long Sutton, Lincs

YN53 EOL / YU52 VYX Volvo B7TL's

Go Gold Ltd, Belfast PG04 WHN Volvo B7TL

Go-Goodwins, Manchester PO56 JFG Dart

Minibus Direct, Gloucs MX55 NWF Volvo B7RLE

Panther Travel, Harwich, Essex

YX10 BDY E200

Pikes Coaches, Andover, Hants

YJ04 FZA Volvo B7TL

Portsmouth City Coaches PA04 CYF Volvo B7TL

Seaford and District LX06 EYU Dart

Sussex Coaches, Brighton LX09 AHF Scania

Transdev SN09 CFO / CEJ / CFL / CFJ E400s

Travel Express, Wolverhampton

KX57 FMC / KX08 UXU E200s

Youngs Coaches, Cambridge

YJ58 FIU / FJV DAFs



Mark Lloyd with thanks to Ross Newman.

Ensignbus

Dealing Stock Movements – February 2020, continued

Other Movements

Scania YS03 ZKH

Hadlow Community School, Hadlow, Kent.

The following all to Shelton Motors for scrap:

Tridents

LK05GGU / X302 NNO / MX03 KZP / LK04 FXL

Darts RN52 FZA / FY0 / SN03 WLK

B7TL's LJ05 GSU / LK04 EKY

Versa's YJ58 VBA / VBD

Solos YJ07 VPW / Y237 / 238 LRR / KX55 PFJ

Ensignbus

ENSIGN FLEET – February 2020

B7TLs 901 and 906 sold to Sleafordian Coaches, Sleaford,
Lincs.

LJ54 BCY/BFO.

Mark Lloyd with thanks to Ross Newman.



706, YY18 THN, at Bluewater Bus Station on Route X80 on
25 February 2020. **Phillip Huggett.**



A casualty of Ensign's retreat from Brentwood last year was
their X90, which was a vehicle/crew positioning service from
Grays/Lakeside. NIBS did not take this on but had had to
double deck the 269 as extra capacity is needed at school
times. In the last few weeks Ensign's operation (in June
2019.) Enviro 717 (YX66 EOS) is at Warley displaying its
working onto their 81 service. **Owen Woodliffe.**



Ensign's heritage fleet includes four former Southend buses,
including Leyland Tiger/Duple Caribbean 250, seen here at
Greenhithe station, driven by Go-North East's Chief Executive,
Martijn Gilbert on the Ensign Running Day last year.
Richard Delahoy. EBN671p27

Suffolk services 384/5 (Bury to Stowmarket/Stowupland) which Stephenson's had been covering since about last September have now reverted to operation by sister company Galloway from 2 March.

In Essex, commercial service 23A in Leigh (which ran on Tuesday schooldays only) has been withdrawn.

Two Enviro 200s are currently on loan to Xelabus for rail replacement work from 2 March.



Upper picture
On 3 October
2019
Stephenson's
433,
EU10 NVS
Alexander
Dennis Enviro
200 was
leaving Bury St
Edmunds on
11.35 service
385 to
Stowmarket.
**Robert
Appleton.**



**Lower
picture**
Stephenson's
Enviro 200,
414, SK07
HLY in
Heybridge
28 February
2020.
**David
Arnold.**

Regal in Retrospect – a Postscript?

Robin Wheatcroft.



Robin Wheatcroft spotted these ex-Regal Darts in on 24 January in Boscawen Street in Truro. The upper one (651) was on 24 January and the lower (652) on 12 February, at the same stop.
Robin Wheatcroft.

Letters

Paul Harvey formerly of HH (Hadleigh) depot. A 'decker on the 28.

Further to Richard Delahoy's question regarding First's double decker 30894 being used on service 28 from Basildon. I can confirm that 30894 was used in service from Basildon replacing a breakdown with the allocated single decker. To avoid the low bridge at Vange, the vehicle was operated on a diverted route to avoid the bridge.

Doug Brown from Hutton [DB from BD].

Tinkering With Bristol Fuel Pumps!

I was reading Peter Carr of Bishop's Stortford notes (in EBN670p30) on the acceleration of Bristol G engines and Gardner LD5G used by Eastern National. The reason why these buses were a gutless wonder was the fuel pumps were cut so fine they would do 16 miles to the gallon with a top speed of 35 mph on the flat. Come to a hill, it was change down the crash gearbox to 2nd. As I was a former diesel mechanic, I always carried a small screwdriver and shifting spanner in my uniform pocket and at the destination, I lifted the engine lid and opened the fuel pumps up. It became noticeable that some buses were using a lot more fuel than others and these pumps would be cut back again because it became well known at this garage [BD] that I was an ex-mechanic, so a lead seal was put on the bus fuel pumps and every time I bought a bus into the depot, a fitter would come out to make sure that the seal was still in situ. I made them Faster National!

Peter Carr of Bishop's Stortford

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Thanks for an interesting EBN670, with special thanks due to Alan Tebbit for his fascinating piece on Eastern National strike action. In that era, busmen (undeservedly, in my view) gained a reputation for striking at the drop of a hat. However, in my thirteen years (1970-82) on Eastern National we were on strike for one day only, a fleet-wide strike circa 1971. Although Chelmsford had a reputation as a militant garage and would have insisted on Bishops Stortford buses on service 58 turning back at Chignal Corner, this never arose because as far as I recall there was no strike at Chelmsford other than that single day. Even during my time on London Buses (1982-86, driving Routemasters out of Leyton garage) we were only on strike for one day, also a fleet-wide strike. Reading between the lines, I think that the chronic staff shortage all through the 1970s held EN management back from anything that might have caused strike action which would have had the inevitable result of even more staff leaving the job and thus even more trips having to be cut. The shortage was, in my opinion, due almost entirely to the low pay - many busmen were either (like me) younger men doing the job because we loved bus-crewing and were prepared to put up with the poor pay, or longer-serving staff who had, with the greatest respect, become rather institutionalized. Some were doing the job just to tide them over before finding better-paid work; few were doing the job for the money. One of the drivers at Bishops Stortford told the story of a friend of his who had expressed an interest in bus-driving and who was asked to come in and see the inspector-in-charge to put in his application. All was going well until the inspector quoted the rate of pay, which got the incredulous response "How many times a week do you pay that, then?"

My main reason for writing concerns the nice view of LD 561 CTW that accompanies Alan's piece. Just to get it out of the way, it was an LD5G, not an LD6B. But is especially interesting because it has no flashing direction indicators fitted. These became standard on cars in the late 1950s, replacing the earlier semaphore arms which were unreliable and prone to failure (apart from being difficult to see from a following vehicle, particular if indicating an intended left turn). I have a 1964 photo of 561 CTW with flashers fitted. It must have been a massive programme to fit them to the whole fleet; perhaps Alan might have some information about this. My extensive collection of FLF photos show them to seem to have had flashers fitted from new. The Tilling-group uniform winter jacket and greatcoat had white flashes on the wrists as an aid to being seen when giving hand-signals in the pre-flasher period. I think the drivers had a flash on both wrists (although the one on the left wrist would have been a bit pointless!) while the conductors jackets had a flash only on the left wrist, to help being seen when holding out their arm from the platform to hold back traffic when necessary (I'm open to being corrected on this if I've got it wrong). I can't help wondering why the summer jackets had no such flashes.

The other interesting thing about 561 CTW is that it was the first 60-seater, the LDs coming before it being 58-seaters. Now, apart from Bishops Stortford the only garages whose crews I had any meaningful contact with were Braintree and Chelmsford, and I never heard LDs, even the 58-seaters, called anything other than '60s', at least at those three garages. Were they called '58s' before the 60-seaters came? FLFs were always just called '70s', never FLFs. I would be interested to know if the KSWs had been called '55s' when they were more numerous; perhaps Alan might be able to tell us. There was only one K-type left at Bishops Stortford when I joined, a KSW which was just referred to as '2359' or sometimes just '59'. The photo of it was taken on a freezing-cold day at the Saffron Walden terminus of 301 in 1970, outside the railway station which had closed just over 5 years earlier. Difficult to believe that 50 years have passed since then! Single-deckers were just called 'saloons', except the 1400-series dual purpose MWs which were called 'DPs'. This included the 00-registered converted coaches (of which Bishops Stortford had all 5 when I joined) despite them having just ordinary bus seats which had come out of withdrawn KSWs. I've been told that Brentwood garage, at least, called LS buses 'trams', presumably because of heavy steering. However, the arrival of the subsequent bus types saw those types being referred to in everyday parlance by their type, e.g 'VRs', 'REs', 'Nationals', 'Bedfords', and 'Fords' (although only Bishops Stortford had these last).

EBN671p30

Other Operators.

Roger A. Smith.

With thanks to the PSV Circle.

Bone, Thorpe-le-Soken

This operator's licence number PF 20005537 has been surrendered and operations continue on Operator Licence number PF2025938/I – Tending Travel, Thorpe-le-Soken. All vehicles have been transferred from Bone to Tending Travel.

Farouk, Abridge

X498 AHE, a Scania L941B with Irizar C53F body has gone from here.

Flagfinders, Braintree

East Lincs H51/35F bodied Scania N270UD, registration YN08 MLY is here, formerly with Nottingham City Transport whilst R758 DRJ, a Volvo Olympian with Alexander H87F body has gone from here.

South East Coaches, Wickford

Recently arrived here is YN14 NPO, an Irizar i6 C57F, previously with Johnson, Worksop, Notts, whilst RL62 RSL, a Plaxton bodied Volvo B9R (C53F), is no longer here.



Golden Boy
Coaches,
Hoddesdon 497
W017 BOY
(Master
George),
Millbank,
London 25
February 2020;
2017 Scania i4
Integral/Irizar
C70F.

**Robert
Downton.**

Letters Overflow.

Alan Tebbit, BEM from Cornwall.

Tinkering with The Blinds!

I was pleased to see the picture on EBN 670p8, showing semi-auto FLF 2888 in Tomlins Grove, Bow. It was particularly poignant for me in that I was the last CF conductor to work to Bow, January 1968, and also the last to drive 2888 in passenger service for ENOC. The caption to the picture states that it is operating the Sundays only extension to Broomfield Hospital. In my days as a conductor at CF, we ran daily from Bow to the hospital. The 10.10 ex-Chelmsford would return to Broomfield, and the 16.10 to Bow would start from the hospital at 15.55. The normal weekday allocation to service 30 was LD5Gs, as the vehicles would interwork with service 40 to Tilbury, and for some reason the company did not want FLFs on that route. I used to like getting one of the earlier LDs with full blind display for this particular working. Company policy at the time was for the via box to show "service", but with careful winding, I found that I could show Chelmsford in the via box, albeit with half of Rainsford Road above, and half of Writtle below, in case intending passengers didn't know where Broomfield Hospital was situated. I used to hop off at Margaretting to wind service back up, to avoid getting booked when passing through the bus station.

Vacancy For Chairman Of The Essex Bus Enthusiasts Group.

Due to personal circumstances, our Chairman, Ian Ransom, wishes to step down with effect from the Annual General Meeting on 23 April 2020. We are all deeply indebted for all the work Ian has put in over an extended period, in various capacities as sub-Editor, News Sheet Editor, Tours Organiser and latterly as Chairman.

We therefore invite applications for the post of Chairman, to be elected at the 2020 Annual General Meeting. The post of Chairman is not particularly onerous, it is largely as an administrative figurehead. The main duty is to Chair our two committee meetings per year, which are held in Chelmsford immediately prior to the mid Essex meetings. Most of the work of the committee is conducted by e-mail, and the function of the Chairman is to ensure that the committee functions effectively and to assist officers with any issues/problems that they may encounter".

This position would ideally suit any regular attendee of the Chelmsford meetings. If you are interested, or would like further information then please contact the Secretary by post e-mail or telephone (020 8590 2021)

Applications to be sent to Alan Osborne, Secretary, Essex Bus Enthusiasts Group, 7, Farley Drive, Seven Kings, ILFORD, Essex IG3 8LT, dimequin@bushinternet.com



National Express Stansted 293 BV69 KSL at Lambeth Palace Road, Waterloo, London 25 February 2020,
2019 Scania K410/Caetano Levante 2 C55FLt

Robert Downton.

Editorial Engineering Circular – return by popular request!!!

Well, I did think these regular movements between CF and Bart's were boring everyone, but I have a goodly number of requests for updates! The situation is largely the same, I am back in Bart's and have had the third tranche of chemo, expect to be back at CF again mid-late March for a respite, back to Bart's for another chemo session in April/May. I should be gradually getting back to a level of normality soon! Thanks all for your support. Much appreciated and very gratifying. The rather good news is that I am in remission!

Target Dates for EBN672 (April 2020).

Before ...	Saturday	4 April 2020	Reports to Sub-Editors.	
Before ---	Friday	10 April 2020	Sub-Editor drafts to Editor.	
On or before	Monday	20 April 2020	Dispatch by Printers.	EBN671p32



Top Photo
Upstairs of 36842, illustrating the screen that upstairs passengers can view to check on their luggage, at Stansted Airport.

Adam Kelleher.



Centre photo
Downstairs of 36842.

Adam Kelleher.



Lower photo
Upstairs of 36842.

Adam Kelleher.

We have made rather a fuss of First Essex's £1.9 Million investment but we will be happy to do so for similar prestige investments and celebration (note the recent royal visit to celebrate 100 years of local service.)



The painting is copyright © of JW Lodge and Sons Ltd, the bus photo is by David Grimmett.
Captions both pictures on p13

Essex Bus News 671; March 2020.

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