

Essex Bus News

**No. 622
February
2016**



Essex Bus Enthusiasts Group
www.essexbus.org.uk

£4
where sold



left:
Since Terravision lost out on bids for use of coach bays at Stansted Airport their passengers are being taken to St Pancras to join Citylink coaches. On 3 February this Galway, Eire operator was on hire for a Stansted Citylink service as seen at Midland Road adjacent to St Pancras Station.
Owen Woodliffe.



above: Trustybus caused a big surprise when they introduced double deckers on route 505 during December and this practice has continued during January. Back in 'red bus territory' at Chingford Bus Station is former Tower Transit Alexander Trident TAL 33202.
Owen Woodliffe.

Front Cover Picture.

Italian coach transfer operator Autostradale were successful in the bid for bays at Stansted Airport Coach Terminal and trading as AirportBus Express have two services to London - the A20 here is at Buckingham Palace Road, Victoria.
Owen Woodliffe.

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Black & White Photo Sales

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Using the order form available on-line.

Subscriptions

Held for yet another year

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

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

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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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Printed by DirectCDs Ltd

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WARE, Herts SG12 9PY
01920 465023
www.directcds.co.uk

Reports and observations

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

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

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

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

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

MID-ESSEX MEETINGS by Maurice Austin. NEW YEAR, NEW VENUE.

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 25 February

Alan Osborne, "It's All About Today!"

Thursday 24 March

Peter Carr, "Trams and other Things" A selection of Peter's vast range of pictures, UK & Europe.

Thursday 28 April

Fred Lawrance. South East England bus operators 1940's to 1960's and a few 1970

Featuring M&D, East Kent, Hastings Tramways and Southdown

Life Member Bob Palmer, "Pure Nostalgia".

Thursday 26 May

tba

Thursday 23 June

Owen Woodliffe, tba

Thursday 28 July

Other 2016 dates, all Thursdays;

22 September, 27 October, 24 November, 15 December

NORTH ESSEX MEETINGS by Dave Arnold.

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

£2.00 donation towards room hire, please. Slides/digital photos are preferred, but prints can also be shown. Members and guests welcome.

Friday 12 February.

Owen Woodliffe. Home and Away.

Friday 11 March.

tba.

Friday 8 April.

AGM followed by Alan Osborne.

Other 2016 dates, all Fridays

13 May, 10 June, 8 July, 12 August, 9 Sept, 14 October, 11 November, 9 December.

A Blast From The Past.



Ex-Eastern
National
1721 NEV
678M
Leyland
National
seen with
Beestons in
Sudbury
Bus Station
during
1993.

**Paul
Harvey.**

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

EVENTS

Saturday 19 March

Auction of London's transport collection at Croydon Park Hotel, Altyre Rd, Croydon.

Sunday 20 March

Ipswich Bus Rally. Free network of services linking Rally Site with Bus and Rail Stations and Museum.
ipswichbusrally@yahoo.co.uk

Fri/Sat 25/26 March

Depot Discovery Tours, Acton Depot. Book at www.ltmuseum.co.uk

Saturday 2 April

South East Bus Festival at Detling. arrivabus.co.uk/south-east-bus-festival

Main theme is centenary of East Kent Roadcar

Sunday 10 April

LT Country Bus Running Day, East Grinstead.

Sat/Sun 16/17 April

Colne Valley Railway Vintage Vehicle Weekend, Castle Hedingham. 01787 461174

Sunday 17 April

London Bus Museum Spring Gathering at Brooklands. londonbusmuseum.com

Sunday 26 June

Basildon Bus Rally at Barleylands, Billericay. www.basildonbusrally.com. **Note the date has been changed.**

GROUP TOURS

Saturday 28 May 2016

THE SUFFOLK PANTHER

Departing Colchester Bus Station at 0830 and using Panther Travel's ex Leyland Olympian commuter coach, we shall be visiting a selection of interesting Suffolk operators, both large and small.

Highlights of the trip will be visits to Ipswich Buses, Beestons, Borderbus, Bucklands and Venuturer Coachways. Lunch stop will be taken in Woodbridge. Return to Colchester approx 1830.

Fare is £20. To book, please send cheque payable to E.B.E.G together with S.A.E. to Keith Woods, 34 Normandie Way, Bures, Suffolk CO8 5BE

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.



The X10 Rides Again!! Regal commenced a London Commuter Service from Bishops Stortford (on demand) and Harlow, one return journey on 1 February. Appropriately registered for this is Neoplan MX10 DFK in Whitehall at 0750 on 4 February.

Owen Woodliffe.
EBN622p3

The EBEG Black & White Print Service

Robin Jenkinson.

In the December issue, EBN620p31, Terry Challis asked whether anyone has a picture of ONO 89. The answer is "YES", there are several negatives in the EBEG collection. *[Robin wrote this before he saw EBN621 but his letter arrived literally minutes after I had "pressed the button" to send EBN to the printers! Ed.]*

So, can I say to members that if anyone needs a photo of a particular vehicle from the past, don't forget to look at the list on the Group website. In addition, I have found quite a few negatives that have never been listed and these will be added from time to time.

Sadly, since I took over, I have only had five people order photos. I do have a problem in that we have hundreds of negatives in the collection but the quality does vary, so I am trying to introduce some sort of quality code but it is difficult to tell the quality of a negative without it being printed.

Younger members may not know that ONO 289 was a Daimler double-decker that started life with Rose Brothers of Chelmsford (Primrose) on their London express service. It was not a success and they swapped it with City of Brentwood for Leyland PS1 coach LHK 412. When City was taken over, ONO became Westcliff and then ENOC 1222.

Our two views of ONO show her with City and with ENOC. It is interesting to see that the windows have been rebuilt. We also have a negative of it with Primrose but I am not sure how good the quality is as it has never been printed in my time.



Picture above: ONO 289 when with City, presumably in their Brentwood depot. Hopefully one of our men "on the spot" will be able to tell us!
EBEG collection.

Top picture next page: ONO 289 at Eastern National Prittlewell depot. Note the modified windows and the Rose Bros blind!

EBEG collection.

Bottom picture next page: Alan Cross has kindly loaned the Group a set of his photo's of other Southend Daimlers whilst in service with LTE. Here we see D149 operating on the 721 to Brentwood. You will see more in due course! Thanks Alan.
Alan B. Cross.



Service Changes by Paul Harvey.

Arriva Kent Thameside

27 Feb 16	9	M-S	Harlow Town Circular via Potter Street: new service.
27 March 16	301	M-S	Bishops Stortford to Saffron Walden: contract service withdrawn.
	446	Sch	Clavering to Newport: school contract service withdrawn.

Carters Coaches

5 Jan 16	193	Sch	Dedham to East Bergholt: revision to route and timetable extended to/from Dedham and operate via Brantham Village (updated information).
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Ensign Bus

11 Jan 16	21	M-F	Brentwood to Ongar: new service, further minor timetable revisions introduced on 14 & 20 January 16. From 23 Jan 16 Saturday contract service introduced until 26 March 16.
24 March 16	27	Sch	Socketts Heath to Hassenbrook Academy: revision to timetable.

First

24 Jan 16	71	M-S	Colchester to Chelmsford: evening 71C journeys to operate via Chelmer Village Way instead of Springfield Road.
31 Jan 16	24	D	Southend to Temple Sutton: the closure of Central Avenue reopened therefore the diversion as service 24D ceased.
15 Feb 16	67	M-S	Colchester to West Mersea: revision to Mon-Fri morning peak timetable.



Well, it is too early to bring you a picture of a vehicle on new route 9, this is the nearest we can do! Arriva Harlow 1456 Optare Solo YJ06FXV seen on service 10 arriving at Harlow Bus Station last April. The vehicle was still in the Network Harlow livery. **Paul Harvey.** EBN622p6

Galleon Travel (Trustybus)			
11 Jan 16	419/420	M-S	Harlow to Epping/Ongar: revised timetable and route with increase of service at certain times.
11 April 16	410/A/X	D	Harlow to Waltham Cross: revision to timetable.
London Bus Company			
25 March 16	339	SSu	Epping Station to Ongar/Shenfield Station: reintroduction of summer service.
28 May 16	381	SSu	North Weald to Epping: reintroduction of summer service.
Panther Travel			
1 Feb 16	77/A	M-F	St Osyth Beach to Colchester: revision to timetable.



picture above:
A rare sunny day at Colchester North Station roundabout, 29 December 2015.

Russell Young.

Regal Busways			
1 Feb 16	X10	M-F	Bishops Stortford to London: new commuter service, the section between Harlow & Bishops Stortford operates on demand. Extra evening journey introduced from London on 29 February 16.
	213	M-S	Epping to Waltham Cross: revised route in Waltham Abbey & timetable revisions.
	250	D	Waltham Cross to Debden: revised contract timetable with number of journeys withdrawn.
29 Feb 16	7	M-S	Epping to Chelmsford: service reduced to provide one return journey on Mon to Fri only. All other journeys withdrawn.
	552/3	M-F	Billericay to Ramsden Heath: revision to timetable.

Stephensons of Essex

10 April 16	3	M-F	Colchester to The Hythe: contract service withdrawn.
	10	WO	Paglesham to Rayleigh: contract service withdrawn.
	80	M-F	Fordham to Boxted: contract service withdrawn.
	176	MO	East Mersea to Colchester: contract service withdrawn.
	247	M-S	Dedham to Colchester: contract service withdrawn.

Swallow Coaches (EOS)

25 March 16	854	Sch	Waltham Abbey to Debden Park: service withdrawn.
1 April 16	66/B	D	Debden to Waltham Cross: service withdrawn.
	66A	M-S	Harlow to Waltham Abbey: service withdrawn.
9 April 16	21A	M-S	Ongar to Warley: contract service withdrawn.

Tendring ElderCare

31 March 16	TE	M-F	Walton to Thorpe Beaumont: new flexible DRT service.
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Vigar Travel (part of Swallow Coaches)

1 April 16	66	D	Waltham Cross Circular: new service.
	86	M-S	Harlow to Waltham Abbey: new service.

Correction to January EBN: the road closure of Colchester Road Wivenhoe is until 31 March 16 and not 3 March 16 as recorded, affecting First's services 61, 62/A & 74/B, Hedingham service 87/A & New Horizon service 78.

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



Stephensons YY15 NJD at Dedham on 26 September 2015 whilst operating the 1356 247 from Colchester to Dedham and back to Colchester circular. **Keith Shayshutt.**

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

With thanks to John Card, Richard Delahoy, Owen Woodliffe and Flickr.

Acquired Vehicles LK03 NLL and LK53 FDE (see EBN621) have been numbered 755 and 756 respectively and have fleet names on front, side and rear. 756 has retained scroll blinds (755 not noted).

Repaint Correction to EBN618: the fleet number of the Plaxton Primo in an overall advert for Epping Forest College is 662 not 602 (registered KX58 LJA).

Service Registrations From 1 April, services registered under Swallow Coach Company Ltd t/a EOS, 1 Barlow Way South, Fairviews Industrial Estate, Marsh Way, Rainham, RM13 8BT are being de-registered and replaced by ones registered to Vigar Travel Ltd, a wholly owned subsidiary of Swallow, at the same address. A new service from this date is route 86, a Monday to Saturday Harlow circular. Ongar to Brentwood two journeys each way evening Monday to Friday service 21A (an ECC contract service) is de-registered from 9 April.



Another pair of Caetano bodied Darts has been acquired by EOS. Originally First London, LK53 FDE was Metroline DC1550 and has become 756 with EOS. **Owen Woodliffe.**

Townlink (plus associated companies Road Runner and Olympus), concluded, by Adam Kelleher from p24.

Trustybus immediately increased their fares on Monday 11 January but were forced to reduce them again on the 18th (from observations, it appeared that Townlink were carrying more passengers on the 19 & 20 than Trustybus were on the 419 & 420).

A couple of side effects of Townlink ceasing operations over the Ongar to Brentwood road is that there is no longer a direct link from Brentwood to Epping and Harlow, with passengers needing to change from Ensignbus to a Townlink or Trustybus vehicle in Ongar, plus the Brentwood Station to Warley Eagle Way section is reduced on Mondays to Saturdays from three to two buses an hour (operated by First Essex's 9, although supplemented by occasional journeys - maximum six a day - on Ambus's 269).

Vehicle news

Road Runner Only LX51 FGN/FGO/FHG have been seen in service since 6 January.

Townlink Since the resumption of services on 12 January the following buses have been seen in service: S472 BWC, V191/3 ERG, V808 KAG, Y293/6/344/6/51 FJN, Y553/4 XAG, LX51 FFW/FGU/FHA/B/H/J. It is questionable whether all of these are PSVAR compliant. Coach LV02 LKD, in silver livery with Townlink fleet names, has also been seen on Olympus's 741.

With thanks to Richard Delahoy, Peter Newman, Geoff Toon, Owen Woodliffe, LOTS and especially John Card for his detailed observations and reporting of operations during January.

EBN622p9

More on That Bus!

There has been so much interest following our feature on GLX 913 that we are going to give you more! In fact, several EBNs could be filled with pictures and information on this bus but we will not do that. We may, however, produce a pamphlet in due course, setting out much of the information received.



Photographed in 1965, when it was the police mobile safety unit, parked just inside the gates of the Southend police station (off Victoria Avenue). The addition of platform doors including the small additional window on the rear nearside can clearly be seen. **Brian Ashley**



263 seen on arrival on 5 November and, within minutes, tucked away in the paintshop at Mardens ready for interior ceiling painting, the first thing to be done.

Fine new (old) headlamps can be seen as can superb repanelling, rebuilt cab, wings, (and completely new rear end below the upper deck).

John G. Lidstone.

Terry raises an interesting point (see p31 this issue) and one I had queried when proofing/correcting the latest edition of the PSV Circle Fleet History of SCT, published last year and briefly reviewed in EBN611. The Circle's records, extracted from Daimler files, show these 3 buses as CWA6 but the SCT works records cards which I have list them as CVA6 (as a handwritten addition to the typed up cards).

What is clear from Council minutes is that in April 1946, tenders were invited from both AEC and Daimler for the urgent supply of 3 chassis, and in May 1946 Daimler's quote was accepted for 3 chassis at £1,655 each. Daimler allocated chassis numbers at the time of ordering, at which point they would have been expected to be the CW variant. In September SCT then accepted Massey's bid for 3 bodies at £1,290 each (which had risen to £1,497 by the time of delivery early in 1948).

I threw the question open to the experts on the "Ceased Bus Operators" group on Google and Peter Relf kindly offered this further explanation: "Chassis 13613-5 are shown as CWA6 in the current PSVC Daimler chassis list C1201. Chassis numerically either side of this small batch of three are CVs. In the history/introduction to the chassis list it says '*Post-war the CW continued in production, the last example not entering service until 1948, and was available from 1945 with a Daimler engine (CWD6). The successor was the CV (Victory model) which became available as both a single and double-deck chassis in 1946 with the usual range of engines ...*'. There was thus a two year overlap when both CW & CV models were available. The Southend chassis 13613-5 are numerically the last CWs, the previous ones being batches for Dundee (13522-31) and Derby (13532-41)". A different perspective is offered by Peter W, who says: "*There has been some controversy about the Derby chassis. People with access to Daimler records were adamant that they were CWD6s, while those who remember the vehicles (and those who know the survivor, ACH 627) know very well that they were CVD6s. The answer seems to be that CW production continued in peace-time mainly as a matter of using up parts, and in the Derby case chassis which were ordered at the time the CWD6 was still in production materialised as CVD6s after the CW parts had run out, but the Daimler chassis records were never altered*".

So you pays your money and you takes your choice – CW or CV! I now tend to the view that they were expected to be CW models when ordered but due to the time lag between ordering and production, were actually built as CV models, but Daimler did not update their records. That would accord with SCT regarding them as CVA6s. What is certain is that the next – and final – batch of new front-engined Daimlers for Southend were CVD6 models, numbered 252-256, ordered in May 1947 after Daimler had contacted SCT to say they had 6 chassis available if Southend were interested. They were! I wonder if they had been a cancelled order from elsewhere? Those 6 buses were the only Daimler-engined ones in the Southend fleet and entered service in June 1949. Post-war SCT had struggled to find enough buses to satisfy demand in summer and had been reliant on some elderly second-hand purchases.

Of such minutiae is our hobby made of!



Laying over outside the Eastern National office/waiting room at number 3 Bradley Street ("Book here for Luxury Coach Excursions by Westcliff on Sea"), close by the Victoria Station forecourt stops, is Southend Daimler 240 with its characteristic Massey body. This shot is later in its life, after the original single large destination box (taking a blind like the one listed by Bob Williamson last month) was replaced by the 3-part screens needed for the 1955 Co-ordination Scheme. CW or CV? You decide. **Richard Delahoy collection.**

Allocation Changes

BN-Basildon; CF-Chelmsford; CN-Clacton; CR-Colchester; HH-Hadleigh; CF(DS)-Driving School (based at Chelmsford); Sh-Driver Shuttle; BE(out of service)-withdrawn vehicles stored at Braintree; FG-to / from another First Group company (involving change of legal ownership)

Period 10 (27 December - 23 January)

41737 HH(out of service)-disposal, 43480 CF-CF(Sh), 43731 BE(out of service)-disposal, 60206 CR-CN(out of service), 62195 CN(out of service)-CF(DS), 62197 CN(out of service)-CF(DS), 65566 CR-CR(out of service), 65587 CR-CR(out of service), 65627 CR-CR(out of service), 65630 CR-CR(out of service), 65631 CR-CR(out of service), 65654 CR-CR(out of service), 66179 CR-CR(out of service)
60206 was seen out of service at the back of Clacton depot on 31 December. 62195 was seen on driver training at Colchester on 19 January.

Disposals January 2016

41737 to Alpha Recovery for scrap

43731 to Blackwater Preservation Group (it left Braintree on 6 January and was seen at Mardens on 20th)

Update to EBNs 620/1: 43854-7 confirmed to First Kernow; 32806 to preservation (this is a rare ex First London Trident / President still with original dual door layout)

Repaints To Urban livery

Recently acquired CN42557 (see EBN 621), seen on routes 10/11/12 on 15 January, small "First Essex" names with f symbol above entrance door and driver's cab, depot stickers both sides and main "Essex" fleet names on lower panels both sides. (It is not thought to have worked with First Essex whilst still in Barbie livery.)

CF42486, seen on 54/56 on 20 January, small "First Essex" names with f symbol above entrance door and driver's cab, depot stickers both sides and main "Essex" fleet names on lower panels both sides. This bus had been out of service for a few months. A new engine and all round LED blinds have been fitted.

One missed from last year: BN66813, small "First Essex" names with f symbol above entrance door and driver's cab, depot stickers both sides and main "Essex" fleet names on cove panels both sides. Repainted sometime between April and September 2015.

Correction to EBN620: please ignore references to 53124, this is no longer a First Essex vehicle, it moved to First Eastern Counties in December 2011 and has since moved on to First Potteries. *(Sub Editor's comment: apologies, I saw 53129 & 53134 on the same day in the new livery and somehow merged these to get 53124! However, the reports of 53129 & 53134 in EBN 621 were correct, as were the Fleet & Allocation lists, which did not include 53124.)*



62195 X689ADK coming through Tollgate, Colchester just a minute after 62193 on 19 January, both on driver trainer duties.

Robert Appleton.

EBN622p12

Other Vehicle News and Workings

General

BN69917 has a new super rear advert for route 100, replacing its original advert extolling the bus's green virtues. It is in purple and green to match the livery. In January, some vehicles received adverts in the form of two gift tags on a nearside window towards the rear to promote a "12 for 10 m ticket" offer during the month. Colchester driver shuttle buses 43360 and 43483 have had their front destination blinds over-painted magenta. CN30902 has had a front (only) LED blind fitted, replacing flip dots. CR69433 has lost its nearside "Ipswich" fleet name (although the outline is still visible) but retains its offside one. The "Colchester" part of the small fleet name "First Colchester" above the doors on CF32654 has been removed (it already had just "First" on the offside, it does not have main fleet names).



"I went to Colchester by train on 19 Jan. I walked out of Colchester Town Station, and parked by the side of St Botolphs roundabout was 43360 V360DVG, Dennis Mini Pointer Dart, converted to staff shuttle bus to ferry drivers between the new Colchester Quayside depot and Osborne Street bus station.
Robert Appleton.

Colchester and Clacton

One of the recent 17 StreetLites delivered to Colchester was the 1,000th StreetLite Door Forward bus produced.

To give an idea of workings at Colchester since the pre 2001 Scania and Volvos were withdrawn, member Robert Appleton noted the following on 19 January:

61 Highwoods-Wivenhoe: 63338, 63342, 65672, 65679, 65688, 66800, 66803, 69429 and 69432

64/A Greenstead-St Michaels/Shrub End: 33045, 63328, 63334, 63336, 63337, 65678, 65684 and 65689

65 Highwoods-Stanway: 33087, 63330, 63335, 65685, 65686, 66807, 69421 and 69431

Double deckers and StreetLites seen on routes 103/4 during January (all CR): 32475 (19th), 32476 (26th), 32478 (29th), 33044 (9th), 33086 (20th & 27th), 33088 (26th), 33186 (29th), 33191 (19th), 63328 (7th) and 63341 (29th). (Of interest is that Panther Travel run one morning school day journey on the 103 from Harwich to Ramsey, with afternoon return on this otherwise all First Essex service, and on 7 January pm ex Eastern National 4511 (D511 PPU), driven by Group member Stephen Barham, was used.) CR65686 was seen at Manningtree on the 0710 Harwich to Colchester 104 on 28 January with standing passengers due to carrying pupils going to Manningtree High School (suggesting a double decker would be a better allocation on this journey). Since 11 January, the last 2 of the day from Harwich Bus Station (at 1605) has been renumbered 2A and no longer serves Dovercourt Hospital and Deepdale Road (instead serving Parkestone Road). This route is operated by the bus that comes off the 1515 Manningtree High School to Harwich 30A. After service on the 2A it returns dead to Clacton. Scania saloons have been noted on the route in January. Clacton's two double deckers have been seen on routes 5/A and 76 during the month, e.g. 30887 on 5/A (8th, 9th, 15th, 23rd (unusual for a Saturday) & 29th), 30902 on 76 (9th & 15th), 5/A (22nd & 28th). Scania's seen on 3/4 instead of the usual Darts have been CN65676 on 20th and CN65670 on 28th. On 15 January, 62408 was on loan from Colchester to Clacton and worked on route 74, with "First" on the destination display and the route number on a piece of paper in the windscreen. Routes 10/11/12 continue to be operated mainly by long and medium length Darts, although CN44596 was an unusual visitor on 8 January. The four 9.4m Darts have not been seen on any other routes during January.

Other Vehicle News and Workings

- 8 Jan CR63336 on 71
 12 CR30903 on 64, showing "First" on blind, route number on paper in windscreen (apparently this vehicle still has a Chelmsford / Braintree programmed flip dot blind from its days at BE, and the update facility has broken, so most Colchester routes cannot be shown, but is OK when it works route 70!)
- 13 CR63344 on 64A, the first reported sighting of this vehicle in service
- 19 CR30903 on 88 20 CR63337 and CR63341 on 71C
- 22 CR33045 very unusual on 71, obviously diverted away from Duke Street bridge (unless on a short journey)
- 25 CR63339 on 75, CR66809 on 67A
- 27 Another Trident on 71, CR33045. CR33190 on 61 (quite unusual for a double decker to be on this route)
- 28 CR33088 & CR33196 on 65

Chelmsford (including Braintree Outstation)

Further to EBN621, by 9 January, the 2011 Braintree depot was occupied by a new tenant. As noted above, 43731 left on the 6th and by the 9th 65574 had been moved to the outstation and 65650 had also departed. Sightings at BE outstation have been: 32480, 32482, 32484, 32485, 32651 and 32654 plus withdrawn 65574 and 65586 (10 January); 32480, 32483, 32484, 32654, 65574 and 65586 (17th); 32480, 32481 32651, 32654, 66814, 66818, 65574 and 65586 (23rd). Thus 60135 is no longer stored there. Only one report of a bus on route X30 during January, CF65028 on 17th.

- 10 Jan CF32652 on 352, CF67904 on 42A
- 20 CF44541 on 15A, CF66796 on Sandon P&R, CF69434 on 71X
- 24 CF44548 & CF44550 on 352
- 25 CF44900 on 71



On Sunday 24 January, a rather scruffy 32480 was pictured on the 1405 departure from Braintree towards Chelmsford.

Jonathan Cush

Basildon and Hadleigh

Non-Hybrids seen on route 100 (all BN): 41538 (12 January), 66826 (18th), 47654 (20th)

28 Jan BN32855 & BN69909 on 100X, BN32887 on 561



picture above:

This is what is usually on the prestige 100 route; on Monday 7 December, 69914 Volvo 7900 hybrid two minutes into its two hour run to Lakeside just entering Tindal Street. **John Salmon.**

Greater Anglia Rail Replacement January 2016

Cheshunt to Hertford East: CF53134, CF53137, CF53138 (3rd); CF53127, CF53131 (10th); CF53128, CF53138 (24th)

Cheshunt to Bishops Stortford: CF66794, CF66796 (3rd); CF66797, CF66799 plus another unidentified B7RLE (24th)

Cheshunt to Harlow Town: CR62409, CF66797, CF66815 (10th)

Cheshunt to Stansted: CF66814, CF69434, CF69532 (17th)

Sources: own observations, and with thanks to R Appleton, S Barham, D Bell, T Clark, L Cornwell, R Delahoy, D Disbury, D Edwards, J Cush, S Hughes, D Lund-Conlon, J Podgorski, J Salmon, S Scott, C Stewart, R West, First Essex, the Essex yahoo! group, Essex Buses Google group, Flickr and Terminus.



Group Members in Action!

Moses Nobbs at the wheel of First 69207, Volvo B7RLE on the 0530 service 28 Minehead to Taunton. What on earth is a stagecoach/mailcoach driver doing on a Buses of Somerset vehicle?

All will be revealed in due course!

It is just possible he may be at the Group AGM on Friday 8 April.



top picture: 3330 on route 2 in Mile End Road on 11 January 2016. Now in the Network Colchester fleet (along with 3328 and 3329) from Harlow, to replace non-PSVAR compliant Caetano Darts. **Russell Young.**



lower picture: On Sunday 24 January, the 1510 departure on the 133 towards Stansted Airport was Dart 3421 forming an odd working, and more interestingly so with this being the only 'native' Dart in the Arriva Colchester fleet to have been repainted, as I understand it. **Jonathan Cush.**

Ensignbus Dealing Stock Movements - January 2016.

Vehicles In

Arriva London	LJ54 BFL/M/O/BDZ/BCE	Volvo B7TL's
	LJ04 LFE-F/LDA/C/L/N/U	DAF DB250's
Edinburgh Airport	MX60 EOR/S/T	Enviro 200's
Galleon Travel	MX08 HCC	Enviro 200
Go-Ahead London	YU02 GHH-K/GHO	Scania's
	YR52 VFJ/L-N	
	Y851 TGH	Dart
	AE09 DHK	MAN
	LK0 3NHT/X	Volvo B7TL's
	YN06 JYG	Scania
Metroline	/U/CFX/GHU/CEX/CFY	Tridents
Mullaney's Coaches	X909 CNO	Darts
	W936 ETW	
Renown Coaches	RML2324	
Southdown Vintage Vehicles	RML2485	
Tower Transit	LG02 PGO	Dart

**Mark Lloyd with
thanks to Ross
Newman.**

Vehicles Out

2 Way Travel, Scunthorpe	W162 RFX	Optare Spectra
Abbey Travel, Erith, Kent	LJ03 MHZ	Volvo B7TL
Aintree Coaches	YN03 DFA	Scania
Axe Valley, Seaton, Devon	SN03 YCF	Dart
Buzzlines, Hythe, Kent	V322 KGW	Trident
Central Buses, Birmingham	PN03 ULV/U/UMJ	Tridents
Coastal Liner, Wolverhampton	LK53 FDP	Dart
	TXI 2087	Volvo B10M
County Connect, Sidcup	LF52 UOU	Volvo B7TL
Finesse Coaches, Birmingham	BX54 DKA/F/K	Darts
	Y851 TGH	
First Bus Stop, Gravesend	PN03 ULR	Trident
Galleon Travel, Roydon, Essex	YU02 GHH-K/GHO	Scania's
	YR52 VFN/L/J	
Harrogate Coach Travel	YN53 RXK	Scania
London Borough of Havering	LX04 FXW	Tridents
	LX03BTV	
Kent Coach Tours, Ashford	SN03 YCD	Dart
McGills, Glasgow	YX60 BZF/G/E/D	Enviro 200's
	YX09 FNG	
	BX58 BEY	
Brian Nash, Enfield	LX03 BTY	Trident
Nu-Venture, Maidstone	NA52 AWY	Dart
	V364 OWC	Trident
	R756 DRI	Olympian
Rambler, Hastings	R853PRG	Volvo B10BLE
York Pullman	R928/ 934 YBA	Volvo B10M's
	R409 FWT	

Other Movements

Volvo B7TL W578 DGU	Cambridgeshire Constabulary.
RMA11	Southdown Vintage Vehicles Ltd.
Trident LN51KXS	MC Tractors for scrap.
Volvo B10BLE V532 GDS	T W Busby, Stafford.
Dart LK53 FDG	RSM Driver Training, Canvey Island, Essex.

Ensignbus

Mark Lloyd with thanks to Ross Newman.

Ensign Fleet— January 2016.

Volvo B7TL ALX400's ex Arriva London LJ54BCY / BCZ / BDF / BDU / BFO / BDZ are temporarily into fleet for a large volume of rail replacement work in Jan / Feb / March / April. They carry Ensign fleetnames and numbers, but remain in London red. Numbers allocated are as follows: -

901	LJ54BCY	
902	LJ54BCZ	
903	LJ54BDF	
904	LJ54BDU	... This one is pictured on the Inner Front Cover of this EBN.
905	LJ54BFO	
906	LJ54BDZ	



901 passing along Thames Drive, Leigh-on-Sea on Saturday 23 January.

John G. Lidstone.

Publicity News **By Ian Ransom.**

Arriva	...	timetable leaflet for 1 (Harlow - Sumners/Katherines)	dated 17th August 2015
Essex County Council		leaflet for 47 (Chelmsford - Broomfield Hospital)	dated 2nd November 2015
First Essex		timetable booklet for 71/A/B/C/72/73	... dated 10.1.2016
Trustybus	---	timetable leaflet for 419/420	--- dated 16.11.2015

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

Acquired Vehicles

YU02 GHH, Scania N94UB / East Lancs, B32D, new to Durham Travel (SE 06) 7/02

YU02 GHK, Scania N94UB / East Lancs, B32D, new to Durham Travel (SE 08) 7/02

YU02 GHO, Scania N94UB / East Lancs, B32D, new to East Thames Buses (ELS 8) 12/02

YR52 VFJ, Scania N94UB / East Lancs, B32D, new to East Thames Buses (ELS 9) 12/02

YR52 VFL, Scania N94UB / East Lancs, B32D, new to East Thames Buses (ELS 12) 12/02

From Go Ahead London, via Ensign, January 2016, in Go Ahead London livery of red with a dark grey skirt and yellow pinstripe. Although new to Durham Travel, GHH/K were purchased for Transport for London services. They moved to East Thames Buses and were renumbered ELS 2/4. All five retained their ELS fleet numbers when East Thames Buses was sold to Go Ahead. VFJ was seen on route 410 on 28 January (no blind, number in windscreen). These join YU02 GHJ and YR52 VFN reported in EBN621.

Re-registrations

Optare Solo V679 FEL has not been disposed of (see EBN621) and has been re-registered to UNZ 8067 and is being used as a crew shuttle. Galleon Volvo B10M / Alexander PS M765 RAX has been re-registered to UNZ 7507.

Disposals

Correction to EBN621: The Y reg vehicles listed were new in 2001, not pre 2001.

Super Pointer Darts SPD 5-7 (SNZ 4016/2980/9055, ex X971/956/972 VAP) and Dart / Marshall 8.9m LT02 ZDE/G/O/P, to MC Tractors, Ely, December 2015.

Dart / Pointers R744 BMY and S91 EGK to Erith Commercials, April and May 2015 respectively.

Mini Pointer Dart VIZ 3283 (ex X501 WRG) to B&P Scrapco, Stansted, December 2015.

All of the above had been out of use for some time (see various EBNs for details)

Of the vehicles listed in EBN621 as likely to no longer be in the fleet, Dart / Alexander FXZ 2162 went to Erith Commercials in August 2015 and Dart / Plaxton RHZ 2264 was sold in July 2015.

Of the vehicles listed in EBN621 as not meeting PSVAR standards, Mini Pointer Dart SHZ 2691 and Dart / Caetano Y364 HMY to MC Tractors, Ely, December 2015; Dart / Alexander Y329 FJN to Bryan's, Gravesend, December 2015; Dart / Caetano Y374 HMY written off after an accident, November 2015 and similar Y366 HMY scrapped on site, December 2015.

Other disposals: Dart / Pointer KX51 UDG and Dart / Caetano MA02 BLU to Bryan's, Gravesend, December 2015; Vario / Plaxton Beaver KV51 KZD to Erith Commercials, December 2015; Enviro 200 YX08 HCC to Ensign, January 2016.

Super Pointer Darts NK51 MKG/J/M were all out of service but still in stock at the end of 2015.

Enviro 200s BX58 BEY and YX09 FNG, which went to Ensign in December 2015, have been acquired by McGills, Glasgow.

Services

Service 419 (see EBN620) was diverted via North Weald from 11 January (matching the route of Townlink 19). Please see Townlink article for more details.

With thanks to John Card, Ross Newman, Owen Woodliffe, LOTS (especially for most of the disposal information), Flickr and Bus Lists on the Web.

Panther Travel by Ian Ransom, with thanks to Adam and Stephen Barham.

Acquired

LN52 LFW a Ford Transit 16-seater has been acquired from Harwich Taxis.

Registration Changes

Alexander Darts previously reported as acquired from Mid Wales, have been re-registered as follows YX61 BXJ to DC61 PAN and YX62 FWV to AB62 PAN.

The former BIG 9210 (CWR 512Y) Leyland Olympian/ECW lost this plate, when withdrawn and becoming a store. Former Lodge N592 BRH a Volvo Olympian/Alexander is now BIG 9210.

Vehicle News

AB62 PAN (see above) has been fitted with a digital tachometer, to allow use on private hire.

Eastern National at Harwich:

Part 11: Change, change and more change.

By Robert Appleton.

In July 2002, Bristol VRT 3078 (STW 22W) returned to Harwich from Colchester for a few days. Later in 2002, Bristol VRT 3109 (UAR 599W) returned to Harwich from First Thamesway at Basildon. Whilst at Basildon it had been repainted into Thamesway yellow/maroon livery. It retained this livery at Harwich, but its legal lettering was changed to Essex Buses Ltd t/a First Eastern National. DT3109 was used on the sixth double-deck duty described in part 10. It was very unusual to see a Thamesway liveried bus in East Bergholt in Suffolk on service 193. 3109 was at Harwich from July 2002 to May 2003.

Meanwhile, the Village Link services 3 & 4 Harwich - Clacton needed more capacity, so Dennis Darts with Plaxton Pointer B35F or B34F bodies were allocated to Harwich in December 2002, initially these were 909 (K909 CWV) from Colchester and 2802 (L802 MEV) from Clacton. Later in 2003, 2813/817 (L813/817 OPU) came to Harwich from Airport Buses at Stansted Airport and Braintree respectively.

On 2 January 2003, Essex Buses Ltd. which had traded as First Eastern National or First Thamesway became First Essex Buses Ltd.

In March 2004, the fleet was renumbered in to the SEMA Voyager system with five digit fleet numbers. This meant that a First bus kept the same fleet number for the whole of its life, regardless of transfers between the different operating companies. In most cases the new fleet number had some relation to the old fleet number or registration number e.g. Leyland Olympian 4008 (C408 HJN) became 34808.

During 2004, the double-deck allocation at Harwich was completely updated; by October 2004 there were seven Volvo Olympians with Alexander H47/32F bodies at Harwich, they were 34280/282/284/285/286/288/290 (P180/182/184/185/186/188/191 TGD). They were new to First Glasgow, then they moved to First Leicester before another move to Colchester, where they had been in service before coming to Harwich. They replaced 34808 (C408 HJN) 34308/310 (L308/311 PWR) to Colchester, 34809/813 (C409/413 HJN) to Reserve and 34311/314 (L311/314 PWR) to Clacton.

In October 2004, the first low floor easy access buses were allocated to Harwich; they were new Optare Solo M950 with B30F seating, or B28F plus 1 wheelchair, 53138/139 (EU54 BNJ/BNK). They were for Village Link services 3 & 4 Harwich - Clacton, and had a modified livery of First corporate light grey with dark blue skirt, Village Link vinyls and Village Link route branding. They replaced Dennis Darts 46813/817 (L813/817 OPU) to Chelmsford. 53138/139 settled down to give a very reliable service on Village Link services 3 & 4. In addition one Solo operated the weekday evening service 104 Harwich - Colchester, and on Sundays both Solos operated service 102 Harwich - Colchester. Thus the Solos were soon clocking up over 100,000 miles per annum. I had thought of the Optare Solo as an urban bus, but there were no problems operating them on rural services; as a passenger I found them quiet, smooth, and comfortable.

At the time of their first MOT, it was discovered that the registration numbers on the Optare Solos did not agree with their vehicle registration documents, so they had to swap registration numbers; DT53138 became EU54 BNK, DT53139 became EU54 BNI.

In December 2005 a third low floor bus came to Harwich, this was 43800 (S979 JLM) from Basildon, 43800 was a Dennis Dart SLF with Marshall Capital B27F body. 43800 could work on Village Link services 3 & 4 if required instead of an Optare Solo, or work on Harwich - Parkeston services 20A/20B. The other two small buses at Harwich at this time were both step entry, Mercedes 711D/Plaxton Beaver 51803 (P403 HPU) and Dennis Dart/Plaxton Pointer 46802 (L802 MEV).

Next it was the turn of the Harwich local services to be converted to low floor. Would they be Alexander Dennis Dart SLF or Optare Solos? The answer was neither. In October 2005 Enterprise Bus/Plaxton Primo B28F demonstrator YX55 DSE was trialled at Harwich, this was followed by two new Plaxton Primos in First corporate livery 57001/002 (YN56 NHE/NHF) which entered service at Harwich towards the end of 2006, one for services 20A/20B to Parkeston, the other for services 22A/22B Long Meadows Circulars. The Plaxton Primos had teething problems with doors and windscreen wipers, but these were resolved.

By the autumn of 2007 a start was made in repainting the Volvo Olympians out of the Barbie 2 livery with its fading magenta area below the lower deck windows, into standard First corporate livery with willow leaf, this improved their appearance no end. Volvo Olympian 34290 (P191 TGD) moved from Harwich to Colchester, replaced by Dennis Lance/Northern Counties Paladin DP43F 60102 (P868 MBF) from Chelmsford. 60102 had come from First Potteries in 2004, and with 43 seats instead of 49 seats, it had comfortable seating with plenty of legroom.

(To be continued).



top picture DT57001 YN56NHE leaving Harwich on 2 March 2007 on service 22B Long Meadows Circular.
 Lower picture DT3109 UAR599W at Harwich on 16 November 2002 showing its Thamesway livery. Both pictures by **Robert Appleton**.

Fleet Addition	904	MX53 FDM	Optare Solo M920 B31F	January 2016 from Anglianbus
Fleet Withdrawal	64	K367 DWJ	Leyland Olympian	N Counties Palatine I w/d due to engine failure c12/1
Fleet Return	84	M276 UKN	Volvo Olympian	Alexander RH returned to operational.
Allocations	904	Prepared at HD to TY for service.	84	MOT and return to service at TY.

Fleet news

904 MX53FDM is a replacement for 712, which is due to return to Anglian. 904 is in Anglian blue and yellow base colours but with red Hedingham vinyls side and front. Withdrawn 64 K367 DWJ was towed to Anglian's depot in Beccles for storage/disposal. Previously stored 84 M276 UKN has been brought out of use as a store and has been prepared for MOT with a view to replacing 64. Withdrawn 66 P606 CAY Volvo Olympian/N Counties Palatine I is being prepared for use as a static school library. 290 EX02 RYR Dennis Plaxton MPD has been painted in new livery and was initially used at HD but has moved to CN.

Service News – 87 Service Diversions Due To the building of a cycle path at Wivenhoe

The commencement of a road closure in Wivenhoe in order for a cycle path to be built which commenced on 4th January 2016 resulted in the requirement for a diversion to services.

There are temporary route diversions and timetable changes coming into force due to the closure of the B1028 while an 800-metre cycle link is built. The road closure along B1028 Colchester Road (between Boundary Road and Elmstead Road) will be in place from 4 January until 31 March.

Brightlingsea to Colchester -The 87 services to Colchester from Brightlingsea will pick up as normal until Wivenhoe cross also known as the doctors surgery stop just before the Horse and Groom inn, there will no more pick up points until the University of Essex then normal route pick up and set downs.

No pickup or setdown in Rectory road /Rectory Hill

Colchester to Brightlingsea – The 87 will observe the normal route. The 87C will pick up and set downs as normal in the morning. The 87C will pick up and set downs as normal until Wivenhoe cross also known as the Doctors Surgery bus stop just before the Horse and Groom Inn. There will no more set downs until (University of Essex) Wivenhoe park stop then normal route pick up and set downs.

General

The withdrawal of 64 (K367 DWJ) marks the removal of the Leyland chassis from fleet strength.

Leyland operation began with L1 DF 7556 a Leyland Tiger TS3 with Roe B31F body as the first vehicle allocated a fleetnumber (not known if the first operated) but the fleet has seen 96 operational vehicles wear the Leyland marquee (more if you consider vehicles acquired but not operated either as spares or for preservation). These break down as follows:-

Tiger TS3	Four	Tiger TRCT	Twenty-three	Titan TD1	Two	Lynx I	Four
Titan TD3	Two	Swift	One	Titan PD2	Five	Olympian	Seventeen (Many more Volvo!)
Leopard PSU	Twenty-one	National	Five	Fleetline	Two	Lynx II	Four
Atlantean	Six						

Purchased new were :-

L84	RGV284N	Leopard	Willowbrook	B55F
L103	BAR103X	Leopard	Plaxton Bustler	B55F
L105	BEV105X	Leopard	Plaxton Supreme Express	C53F
L115	FEV115Y	Leopard	Plaxton Supreme	C53F
L122	A122PAR	Tiger	Plaxton Paramount 3200 Exp	C53F
L124	B124B00	Tiger	Plaxton Paramount 3200	C53F
L150	F150LTW	Lynx I	Leyland	B51F
L151	F151NPU	Swift	Wadham Stringer	B39F
L160	H160HJN	Olympian	Alexander RL	H47/32F

Apart from a small gap between the early second hand Titans to RGV arriving, Leyland always played a significant part in Hedingham's fleet. RGV arrived in August 1974 and Leylands were ever present in the fleet from then until the withdrawal of 64 (K367 DWJ) in mid January 2016. RGV being the longest serving for near-on 40 years. K367 DWJ was a late addition for schools work from Kelvedon and was purchased in 2008 from Stagecoach East Midlands. Locally, Hedingham Leylands live on with EX6566 Great Yarmouth 66 at EATM plus L84, L103, L115, L124, L160 and L269 all surviving as preserved or privately owned vehicles.

Quiz time – Allowing for all vehicles operated from L1 to L443 and into Go-Ahead ownership (including Chambers vehicles which made the cut into the numbered fleet), in which position of the top five chassis providers to the Hedingham fleet would Leyland feature?

Answer in EBN623. The prize will be having your name published!



1520 YN06JYE in Pier Avenue, Clacton on 15 Jan 2016. 1520's allocation to Clacton circular service 137 continued in to January.

Robert Appleton.



By Richard Delahoy.

New vehicles

476, EU65 EOM, a further Enviro 200 B38F was due to be delivered at the end of January and is to be based at Braintree depot with "Three Rivers" branding as per sisters 471-5 for services 38/38A.

Services

A timetable change from 1 February saw those services increased to half-hourly through to Halstead (previously hourly on the Bocking to Halstead section), with a pvr of 7. Braintree depot also operates routes 9/10 (Gt Bardfield to Gt Notley), 21 to Black Notley and 621 (Braintree-Chelmsford schools).

Olympian Running Day

It is hoped to arrange a running day from Haverhill depot on Saturday 4 June using most of the remaining Olympians on services between Haverhill, Bury St Edmunds and Newmarket. Further details will follow when the arrangements are confirmed.

Townlink (plus associated companies Road Runner and Olympus) by Adam Kelleher

Route R1 Further to EBN617, after cessation at midday on 20 August 2015, route R1 suddenly re-commenced on 14 September, using Road Runner Darts V188 ERG, Y542 XAG, LX51 FGO and LX51 FHF rather than Townlink vehicles. During December, Y542 XAG, Y662 NLO, LX51 FGN, LX51 FGO and LX51 FHG were noted on the route.

Disposals Also further to EBN617, Dart S316 JUA returned from Road Runner to Townlink in mid July. It was last used in August and by October it and similar S307 and S309 JUA had been disposed of (309 was also last used in August and 307 in May 2015).

Public Inquiry November 2015

A Public Inquiry into Townlink, Road Runner and Olympus Bus and Coach (trading as Olympian), all of 9, Burnt Mill, Elizabeth Way, Harlow was held at The Court Room, Eastern Traffic Area, Cambridge in November 2015. This followed previous PIs held at the same location into SM Coaches in September 2011 and SM Coaches, Road Runner and Olympus in December 2013. A result of the 2013 PI was that SM Coaches had their operating licence revoked, but the company transformed into Townlink and seemed to carry on, at least from the travelling public's viewpoint, as if nothing had happened (apart from change of fleet name on vehicles), continuing to run the former SM services. The result of the November 2015 PI was announced on 6 January. The licences of all three companies were revoked with effect from 2359 on 26 February. Further, they received financial penalties of £14,250 (Townlink), £6,000 (Road Runner) and £4,800 (Olympus). Townlink had been operating without a Transport Manager since 28 March 2014; the maximum period an operator can be without one is six months, or in exceptional cases nine months. That in itself could have led to an immediate revocation, as to operate in such a manner is outside the law. Olympus's Transport Manager, Carmelo Marino, and Road Runner's former Transport Manager, Martin Upton, were both found not to be of good repute and were disqualified from being transport managers for 12 and six months respectively, again from 27 February.

Replacement Services

Townlink services are 19/20/21, 524/A and T15 (not T1 as incorrectly stated in EBN617), Road Runner operate R1 and Olympus operate 741 (a two journeys each way Harlow to London Victoria service - am from Harlow, pm from Victoria) plus some school contracts.

Almost immediately, rumours, substantiated by comments made by Townlink drivers, began to circulate that operations would close down after Saturday 9 January. Other operators took steps to cover some of the gaps in services that might cause passengers to be stranded on Monday 11 January. Trustybus revised their services to give an increased peak hour service plus earlier and later journeys on route 419 and diverted this to operate via North Weald, as per Townlink's 19, rather than via Thornwood. A full Saturday service was added to the Monday to Friday service (previously there were only two evening journeys each way on Saturdays) but not a Sunday service (conversely Townlink's 19 operates on Sundays but not Saturdays). Ensignbus introduced an hourly Monday to Friday service 21 between Ongar and Brentwood Station. Arriva registered a new route 9, Harlow Circular via Potter Street, to cover most of Townlink T15, although this route is not due to start until 27 February, i.e. the day after the Townlink licence was due to be revoked. Ensignbus's 21 is a one bus operation; Enviro 200 701 was seen on the route on the first two days of operation. The timetable was amended on 20 January and from 23rd a Saturday ECC contract service, also operated by Ensignbus, was introduced on a two-month trial period (the Monday to Friday service is operated commercially).

Subsequent Events

On Sunday 10 January Townlink service 19 did not operate. On Monday 11th there was no service on any of Townlink routes 19/20/21, T15 and 524/A. Road Runner and Olympus operated as normal on routes R1 and 741. It is believed that Townlink's insurance had run out on 9th, so no vehicles could operate until these were re-insured under Road Runner's insurance, which was still current. On Tuesday 12th, Townlink services resumed, but with service gaps, and only using nine instead of the usual 13 vehicles. Since then they have continued to operate 80-90% of their registered journeys. At first there was a very limited service on routes 524/A and T15 but this has subsequently improved although if journeys are cut it is mainly route T15 which bears the brunt. However, after four days of competition with Ensignbus, from Saturday 16th Townlink route 21 journeys from Harlow were curtailed at Ongar and vehicles displayed route number 20 on former route 21 timings. No service operated on route 19 on Sundays 17 and 24 January. However, on the morning of Saturday 23 January at least two vehicles operated on route 19 between Harlow and Epping even though the service is not registered to operate on this day of the week. Road Runner operations have continued on route R1 although the number of vehicles in use varies on a daily basis between one and three. Since resumption of services on 12th, operations are now concentrated on the Road Runner Greenway premises with the Burnt Mill premises (the previous operating base for Townlink) now only being used for maintenance.

By 13 January, the three companies had lodged an appeal against the decision to revoke their licences. This will enable them to continue operations beyond the end of February until the appeal is heard.

Trustybus have continued to operate their revised services despite the resumption of Townlink operations. Some journeys have not operated but at other times extra journeys appear to have run. However, the 419 journeys on Saturdays did not operate on 16 or 23 January. Since Trustybus started competing with Townlink on the Harlow to Ongar corridor in November (see EBN620), a fares war led to both companies' fares being halved. When it looked like Townlink had withdrawn their services, concluded on EBN622p9

by Adam Kelleher

With thanks to Richard Delahoy, Dominic Lund-Conlon, Jonathan Cush, Chris Hatley, John Podgorski Owen Woodliffe and LOTS.

Disposals

Further to EBN 618, Solo 205 has been sold by Ensign to McGill's, Paisley. 1404 has been disposed of (its engine has been fitted to 1302). It was last reported in service on the Braintree Freeport Shuttle on 16 January.

Services

A new commuter coach service X10 from Harlow to London Victoria was due to commence on 1 February, one journey each way, although a second evening return journey is planned from 29 February. The service will also be back projected to start from / return to Bishops Stortford and also serve Sawbridgeworth if enough people register interest.

Workings and Observations

All dates January 2016

Greater Anglia Rail Replacement

Cheshunt to Bishops Stortford: 207, 802, YJ03 PGZ, YJ03 PKK, MX10 DFK (3rd); 802, P 03, YJ03 PGZ, OV63 XCN (24th)

Cheshunt to Hertford East: P 02 (10th)

Cheshunt to Harlow Town: 702, 802, P 03, X263 NNO, YJ03 PKK, MX10 DFK, MV12 ODR (10th)

Cheshunt to Stansted: 802, MX10 DFK (17th)

Stansted to Liverpool Street: OV63 XCN (17th)

Broxbourne to Chingford: 209 (10th)

Broxbourne to Roydon: 209, 210 (24th)

Correction to EBNs 609, 612, 617 & 619: references to OV63 NCN should read OV63 XCN.

Solos ...

207 on 88 (10th), 553 (28th)

Darts 601 on B2 (28th); 611 on 0060 (18th); 614 on Braintree Freeport shuttle (9th); 615 on 0060 (4th); 616 on 52 (12th); 617 on 70 (5th). W registered 613 is awaiting conversion to become PSVAR compliant.

Enviro 200s 651 on 565 (9th & 15th); 652 on Braintree Freeport Shuttle (15th), 343 (16th)

MANs ...

702 on 52 (11th), 75 (21st), 45 (28th)

Tempos

P 02 on 211 (16th)



Regal had DD Trident 1404 out on the Braintree Freeport shuttle on 16 January, the first time Jonathan had noted a 'decker on the service in a long while. Since he had last seen it, the bus had acquired a permanently stuck-on destination display showing 'Rail Replacement' which was causing a few heads to turn, especially as the information about the route it was actually on was much further down the windscreen, and much smaller! Jonathan managed to capture a picture of it at Braintree bus park on the bitterly cold but gloriously bright wintry afternoon.

Jonathan Cush. [Your Editor saw the bus going into Chelmsford Bus Station at about 0800 the same day.]

EBN622p25

Summer 1975, concluded. By Chris Stewart.

Leyland Nationals were yet to attain their eventual numbers and most were to be found on inter-urban workings, the likes of which didn't need to be under the spotlight at that time. Other journeys I can readily recall were to Thaxted, Lindsell, Moreton, Hatfield Heath, Harlow, Bulphan, Stratford St Mary, Langham, Dedham and the former Moore's route via Nounsley, all on MWs of various descriptions ('trams' to the crews – a term which appears to have been applied originally by those at EN and United Counties to the first LSs, with their dual door layout and central front foglight). RELs took me to Tilbury Ferry (40) and another to East Tilbury Bata Factory (an odd works journey which came off a Brentwood-West Horndon 265, if I recall correctly). I did the Fridays-only 263 from Brentwood to St Vincent's Hamlet once, albeit that the driver could have named the 17 regulars on it and this was probably a 'bonus' from Bob.

On an RE it was relatively easy to perch at the front to record numbers, but not so on the much narrower entrance of an MW; sitting a few rows back hindered the operation somewhat and not being able to talk to the driver seemed less appealing, although there were an odd few drivers who were slightly cold anyway (no doubt because they saw this, rightly of course, as presaging possible 'cuts') and with whom I adopted a lower profile. Others, though, were extremely welcoming (more so if I changed the blinds for them!) and I recall some entertaining meal breaks in the canteens at Brentwood, Basildon, Bishop's Stortford and Chelmsford. In those days they stayed open very late in the main depots, one trip I covered being the 2300 Chelmsford to Brentwood when we were still in the canteen until about twenty past eleven before hammering back in Brentwood's pioneer REL, 1500 (CVW 8546), the driver well aware that there would be nobody on it and that he would be back in Brentwood on time.

The NBC travel pass also came in useful during two weeks' holiday in Devon and on London Country, albeit if I recall correctly it was a very innocuous piece of pink paper, which was nevertheless recognised even on Plymouth City Transport Joint Services. We were going to go into East Kent territory on one day off, but only got as far as Gravesend for reasons which now elude me.

I went on to a polytechnic course in September 1975 and a career in surveying, but was very pleased to meet up with Bob again 25 years later through the Omnibus Society and to rekindle his interest in EBEG. Working for him that summer was a fascinating insight to the workings of EN, which still retained its Tilling character and independence despite the advent of the NBC. Within a few years much of this was destined to change forever.



picture above: Former 'dual purpose' MW5G 1409 (1257 EV) has performed a reversing manoeuvre beyond St Vincent's Hamlet, waiting to return (albeit empty of passengers) to Brentwood on the second Friday-only journey on the 263. For some years Bordabus provided a service after Eastern National withdrew the 263 in 1981, after which Tuesday and Fridays only Thamesway Village Link 22 provided the only service along this road until this too was discontinued in 2001.

Chris Stewart.

EBN620p26



upper picture: One of the original coach conversion MW6Gs, Bishop's Stortford-allocated 1436 (OO 9544) had been modified with panelled-in roof lights but still retained the original destination displays under the front windows when seen at Matching Green on 11 September 1975. The link to Harlow is now provided by Regal Busways 47 and 147 (one journey each, Wednesdays only) while Epping Forest Community Transport SB06 gives one journey a day to and from Epping. **Chris Stewart.**



lower picture: Brentwood's 1446 (BNO 116B), one of the second generation coach conversion MW6Gs, has worked from its home town on a 265 and is about to continue from Bulphan to Orsett as a short lunchtime 257 (the main route of which was Basildon-Orsett, except on Saturdays when the 265 ran through). Reversing across this junction unaided would not now be recommended, but indeed it is surprising just how many such manoeuvres were commonplace in 1975. **Chris Stewart.** [More pictures in a future EBN.]

Around & About With the Membership.



top picture: Volvo B7TL on 70 at Ash Tree Corner in mid-January.

John Salmon.



lower picture: The second E200 for this fleet entered service on route 103 (Harwich - Ramsey) on 11 January 2016. Reliably informed, its ex Mid Wales Travel YX62 FVV. Seen here at a very dark and wet Harwich Town Station about to undertake its first trip in Panther ownership.

Russell Young.

EBN622p28

Mardens Marvellous 2.

After just a short period in outside storage after acquisition last autumn, 1957 Guy Arab MkIV (5LW) / Roe, KCF 711 finally emerged from the paintshops at Mardens of Benfleet yesterday (Friday) freshly painted, as is the interior.

This Guy was of note as being new to an independent, H. C. Chambers & Son of Bures, of course and spent some time at the Canvey museum and more recently tucked away at the Blackwater site.

Like RM978, this is owned by Mardens - although reports floating around are wrong. Similarly, SCT 336 is often quoted as owned by the Canvey Museum, again, this is owned by Mardens.

Once RM978 and KCF are completed, work will resume on Mardens' RT, RT2976 (NLE 744).



Mardens of Benfleet has also done good work on its gradual ('as and when time permits') thorough refurbishment of former Clydeside RM978 (LDS 164A, originally WLT 978). Last year, this carried RM207's registration VLT 207 at the front and RML2341's CUV 341C at the rear - not whilst on the road may I add! Now immaculately finished outside in traditional LT livery, its new front grille, chrome headlamp trims, 'ROUTEMASTER' lettering on cabside and bonnet are exemplary. Internally it's being finished now. This is owned by Mardens. It retains its AEC AV590 engine.

John G. Lidstone.

South East Bus Festival

Just a reminder that the South East Bus Festival will take place on Saturday 2 April at Kent Showground near Maidstone from 1000 to 1600. The main theme is the centenary of East Kent Road Car Company Ltd, with a secondary theme to mark fifty years since the closure of Thomas Harrington and Sons Ltd of Hove.

Full details are shown at www.arrivabus.co.uk/south-east-bus-festival with regular updates on the event's Facebook page at www.facebook.com/southeastbusfestival.

Richard Lewis, South East Bus Festival, Organising Team.

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

Airport Bus, Great Hallingbury

This operator began serving the London (Victoria) – Stansted Airport corridor alongside National Express and Terravision, with twelve Scania K440EB4/Caetano C49FLTs purchased in October 2015. They are registered BX65 WBE to G, WBJ to P plus WBT & WBU. These vehicles are similar to National Express's Levantes. One of these is shown on the front cover.



picture above: As part of the “flurry” of activity at Stansted, Comfort Delgro subsidiary trading as Stansted Citylink commenced a non-stop service to Kings Cross/St Pancras in October. A number of coaches were hired to cover until mid-November when new Mercedes Tourismo's arrived. Here we see one of the new batch. Note the rearranged bays at Stansted.

Owen Woodliffe.

Farrington (South East Coaches), South Woodham Ferrers

N100 SST (ex. K053 DHD), a Setra S415HD C49FT has come here from Meadway, Yardley, West Midlands.

Flavin, Stanford-le-Hope

Volvo B10M with Van Hool C57F body, registered XILK 5980 (ex. J895 CEV) has gone to Glone, Toomebridge, Northern Ireland.

Truck & Bus, Rettendon

C4389 BUV, a one time London MCW H75F has gone from here.

Viceroy, Saffron Walden

CL52 CCL, an Optare M850 B29F is now with Yeomans, Hereford whilst AE05 MZL is understood to have gone to Perry, Woolpit, Suffolk.

Smaller Operators? Roger wasn't sure whether he should report on the Airport Bus fleet. He makes the valid point that some of the operators he reports on are as large, or larger, than the operators we report on regularly (as listed on page 1). I think we should thank Roger for reporting these operators who may otherwise be missed. We could change the title of this page to the rather demeaning “Other Operators” but, unless I get some better suggestions, I think we will leave the title as it is! As ever, members opinions and advice appreciated! [Editor].

The Letters Page.

Alan Tebbit, BEM from Truro.

VRs, FLFs and the X10.

Having dusted off my photograph collection, I concede to Andrew Colebourne that the VR I saw in Clacton was indeed 3003. I was somewhat surprised to hear of 3000 being on a 453 working. I am sure that 411/453 (initially 11E/53E) services were only worked by CN & CF and both were withdrawn long before CF agreed to work VRs on OMO duties.

Regarding the early (TVX registered) FLFs we had 2704/6/15/17 at CF, as well as foreign vehicles on the 53/153 group of services. All of the ones that I drove had 5-speed gearboxes. I never drove 2700 so it seems possible that she did have a four-speed box, but it was probably the only one.

As an office boy at Head Office, I loved getting out on traffic surveys on the X10s, definitely my favourite road, so please, Ted Miles, please do share your memories.

Terry Challis, from Blackpool.

Bristols and Daimlers.

Thank you for EBN621 and especially for the 'treat for Terry Challis (page 5)! It was really a double treat as the EN Bristol J05G (DEV 458 alongside D7 was also a treat. The J05G would have been on Express B (Kings Cross to Halstead). Although by 1950 these J05Gs were used as Dual-Purpose vehicles when they were new they were turned out as very smart coaches. The EN publicity photos show how nice they could look.

I am loath to question Richard Delahoy's knowledge of Southend Corporation Transport but on page 28 (The Lucky Survivor), he states that the 3 Daimlers that were delivered in 1948 (CHJ batch) were CWA6s. I always thought that they were in fact CVA6s. Sorry to be pedantic - yet again!

Ticket machines at dawn at the far end of the pier! See Richard's response on EBN622p11. [Ed]

Martin Farmer, from Tendring.

An Astromega is not an MD!

Hello Maurice, Just got my copy of EBN621, back page caption middle photo ST263 is being passed by ST Astromega not MD60 as stated in the text. Regards.

Martin is of course correct. Entirely your Editors fault cutting and pasting the wrong caption. The correct one should have been: Southend Corporation Transport meets Southend Transport! ST Van Hool Astromega 245 (JEV 245Y) ironically carried a fleet number re-issued from SCT 1945 Daimler CWA6 245 (FOP 452) and is seen passing 1944 CWA6 263 (GLX 913) which replaced it on service X55. My apologies to John G. Lidstone whose picture it is. John also took the picture of Ensign 131 on the Boxing Day X10 on the outer back cover.

Suzy, from Here to There Publishing.

HarlowBuses.info

Suzy has given permission for the following to be publicized:

Following the cessation of [HarlowRide](#) to provide travel information, we decided we should step into the breach! This website is based on a draft of a booklet I put together as an experiment one evening, and we were later told of the intentions of HR's site owner, who has kept things going for seventeen years. We're over in WGC and the site below is a temporary one, by no means proof checked. A new site will follow in due course, but this one is intended to maintain a service to the travelling public. Please get in touch if there is anything you want to feedback!

Harlow Bus Timetables Last updated Monday 1st February 2016

brought to you by heretothere - public transport information in one place

Apartment 4, 38-40 Stonehills, Welwyn Garden City, Hertfordshire, AL8 6PD. www.heretotherepublishing.com

Timetables are supplied by kind permission of Traveline South East, with maps drawn by Harlowride. We do not operate these buses, but we'd love to hear your thoughts on this guide. The provisional guide lists all services in Harlow including

Changes since the update on Sunday 31 January 2016

Timetables reformatted for services 21 (EnsignBus), 501, 505, 575, ZIP1 all replaced existing files. Timetable booklet updated as a result.

Changes since the launch on Wednesday 26 January 2016

[New Service X10 by Regal Busways to Central London added.](#)

[Added complete timetable for Arriva Harlow evening Service 1B and corrected Service 6A.](#)

[Scanned \(from paper copies\) the times for LCB1 LCB2 \(although these may not be correct – will attempt to find out more!\), and the others initially missing. EnsignBus 21 now also runs on Saturdays, and the updated timetable is now online.](#)

[We've had word that the Townlink Service 21 is presently operating as Service 20, as far as Ongar only.](#)

And also a complete Bus Routes List – maps of Harlow Town Services for Mon-Sat daytime, Evenings, or Sundays, or Out Of Town Services for Mon-Sat or Sundays – links for each category. For each bus route, click the link for the number.

Further details to follow when received.



Group member Fred Lawrance has sold his Ex Southdown PD3 - BUF 426C to Adam Barham, (mentioned in BN621) and replaced it with KMW 175P, pictured above. This Daimler Fleetline was formerly Thamesdown (Swindon) 75 then 175 before being sold to Southdown in whose green and cream colours it now displays. No doubt he will be telling us more about this attractive bus in the fullness of time! **Fred Lawrance.**

Stansted Airport Passengers.

As Stansted prepares to mark the 25th anniversary of its new terminal this year, the airport has recorded its busiest 12 months since 2007. In all 22.56m passengers travelled through the Uttlesford hub in 2015, an increase of 2.6 million passengers and 13 per cent on the previous 12 months. Domestic traffic experienced the strongest growth during 2015 with passenger numbers up by 50 per cent, primarily driven by a significant increase in capacity on Scottish routes by Ryanair and easyJet. In December, over 1.7m passengers used Stansted, an increase of 9.2 per cent on the previous year, making it the second busiest December on record and the 21st month of continuous growth for the airport. What will this mean for future bus and coach services.

Target dates for EBN623 (March 2016).

By Tuesday	...	1 March 2016	Reports to Sub-Editors.
By Saturday		5 March 2016	Sub-Editor drafts to Editor.
By Monday	...	14 March 2016	Dispatch by Printers.

Back Cover Photos.

Outer Top Shaun Daw, the new Depot Manager at Hedingham has kindly provided this picture of the latest repaint, 290. Compare this with the picture on the rear cover of EBN619. Is it your Editor's fancy or is the darker colour less brown and more red than the shade previously used? **Shaun Daw.**

Outer Lower First Essex 53131 in Chelmsford Bus Station, taken on 20 January, illustrating the 12 for 10 m Ticket advert referred to under General paragraph in the First Essex article. **Adam Kelleher**

Rainbow Rail Replacement.

c2c rail replacements between Pitsea and Southend on Saturday 23 January saw a rainbow variety of buses, mainly from Ensign but helped out by a few others.

Amongst the vehicles used, **John G. Lidstone** saw these passing his home in Thames Drive, Leigh-on-Sea.

Top:

Two recently-acquired Dennis Trident/Alexander ALX400 - 158 (WLT 428) and 157 (WLT 307). Both of added interest as they carry Routemaster registration marks. 157 is seen here.

Centre:

SBC Leisure Scania N230UD/East Lancs OmniDekka YT10 WKZ, an unusual appearance on such rail work (with no indicator display on view on the day).

Also seen was East Lancs Lolyne-bodied Dennis Trident 195 (GVV 205) of Ensignbus, which usually acts as a 'standby bus' (according to John's observations). With cherished registration mark from a Northampton Corporation Transport Daimler CVG6.

Lower:

3 red Volvo B7TL/Alexander ALX400s - 901/4/5 (LJ54 BCY, BDU, BFO). 904 is shown here. John is not sure if these are just temporary additions to Ensign fleet (with possible tube strike looming this week) or whether they are permanent additions just not painted etc, yet.

This is the first time John can ever recall seeing 'stopgap' Ensign buses in Southend area.

Similar services also ran on Sunday 24th.

EBN622irc





www.essexbus.org.uk