

Essex Bus News

**No. 617
SEPTEMBER
2015**



Essex Bus Enthusiasts Group
www.essexbus.org.uk

£4
where sold



Left: Barbie is back at First Hadleigh with TransBus Dart 42482 (SN03 WLD) entering service this afternoon on routes 28 and 25. This is the replacement for Marshall-bodied Dennis Dart 41762 (X762 HLR), which has had to be withdrawn prematurely owing to a chassis defect. 42482-5/7/8 are expected to come to Hadleigh from Chelmsford. We see it here at Southbourne Grove on its first afternoon, Wednesday 9 September, in the awkward early evening dying autumn sun.

John G. Lidstone.



above: First's Buses of Somerset unit has recently had an influx of vehicles including two BMC 1100FEs recently transferred from Chelmsford, Essex. 68555 (MX55 NWS) and 68521 (KP54 AZV) waits outside West Somerset College in Minehead to operate the afternoon county council school contract to Porlock. 320 showing on the destination blind is the contract number. **David Grimmatt.**

Front Cover Picture.

Fourways recently acquired some ex Metroline long Trident / Presidents; here LN51 KYC heads up First and More Fourways vehicles at Coval Lane, Chelmsford all on V Festival shuttles on Friday 21 August. **Adam Kelleher.**

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*Owen also stocks a wide range of colour photos;
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Black & White Photo Sales

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Subscriptions

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

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

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Reports and observations

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

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

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

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

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

SOUTH ESSEX MEETINGS by Richard Delahoy.

For our Autumn and Winter meetings we move back to Wickford Cricket Club, off Swan Lane, 5 minutes walk from Wickford Railway Station and 5 minutes drive from A130 and A127. In Wickford Town centre, turn right into Swan Lane (pub on corner) and in 100 yards turn right into private road signed Wickford Tennis Club. Free car parking in front and a cash bar is available. Doors open at 1930 for an informal chat and usually an impromptu slide show with main show from 2000 to 2145/2200 hrs. Members and guests welcome, £1.50 towards room hire, please.

Wednesday 21 October

"Here & There in the 1980s", slides by Colin Paynter.

Wednesday 18 November

tba.

Wednesday 16 December

Xmas Social and 20years ago.

NORTH ESSEX MEETINGS by Dave Arnold.

Venue: downstairs room at the Friends Meeting House, Church Street, Colchester, just south of "Jumbo" (the water tower) and behind the Mercury Theatre. Town centre bus stops and parking are nearby. Doors open at 1915 for informal chat, and often an impromptu slide show, with the main talk or show from 1945 to 2145. £1.50 donation towards room hire, please. Slides/digital photos are preferred, but prints can also be shown. Members and guests welcome.

Friday 9 October ...

Alan Osborne. 40 Years of Buses in Malta.

Friday 13 November ...

Steve Maskell.

Friday 11 December ...

Gary Sharpe.

A Blast From The Past.

Paul Harvey.



Eastern National 2940, KNO 949C Bristol FLF ECW seen at Southend Central Bus Station on local service 29A. This vehicle was previously 2608 and was converted from Bristol FLF Coach to bus specification July 1976. It had operated for Tillings as 9608 from February 1971 until January 1973.

Paul Harvey.

A number of you, including Martin Farmer and Anthony Spindler, noticed the Editorial cut and paste bloomer in EBN616p2 where I showed the above caption instead of "Eastern National 2845 MXV 882C Bristol FLF ECW seen on rail replacement service at Rayleigh Station during 1979."

EBN617p2

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

EVENTS

Sunday 20 September	Showbus, Woburn Abbey. www.showbus.com
Sat/Sun 26/7 Sept	East Anglian Transport Museum Autumn Gala.
Saturday 3 October	Ipswich Transport Museum Classic Vehicles Day.
Saturday 3 October	NLTS Transport Fair, Theydon Bois.
Sunday 11 October	Castle Point Transport Museum Open Day. <i>**The Group stall will be at this event**</i>
Saturday 24 October	Romford area Running Day.
Sunday 1 November	Lincolnshire Road Transport Museum Open Day.
Saturday November 14	LOTS Autumn Spectacular. RAF Museum, Colindale NW9
Sunday November 15	Ipswich Transport Museum. Special event to celebrate 50 years.

Information is published in good faith and members are strongly advised to check details with the organisers, as the Group can accept no liability if events are cancelled or altered.



When John saw a gaggle of people at Belgrave Road for Stephensons of Essex 2nd 23 departure on the route's first day (21 August), he thought 'great!' Then an Arriva Cadet turned up. Then all the passengers, bar one youth, walked past the Arriva bus and boarded Stephensons 23!!!! Driver Sean - who ticked every box for doing it right, on time, smart, helpful and a smile for everyone (including John) - is seen here greeting a passenger as he did all of them. This is how to run buses!! Hearty applause to Stephensons of Essex; well done!!!!!! The spotlessly clean bus is clearly identified just above Sean's head! **John G. Lidstone.**

More Moores from Richard Delahoy

Following on from the Moores' 200th anniversary celebrations (EBN615 July), readers may be interested to know that there is a free book available on-line giving an outline history, see <http://lths.lutsociety.org.uk/library/PDF-154-1.pdf> . The 32-page colour booklet is one of over a hundred bus related books, mostly fleet histories, published on-line by the Local Transport History Society. All are available for free download or to read on-screen.

EBN617p3

Regal 617 (and 616) for EBN617.



As reported in EBN 616, Regal Darts KP02 PUH / PVD have been given fleet numbers 616 and 617, although these are only carried in the cab, not externally. They are seen together at Chelmsford Bus Station on 10 June this year. **Adam Kelleher.**

Can You Help Secure the Group's Future! **Paul Harvey, Chairman.**

WANTED - Marketing/Publicity Officer –

do you have the skills and knowledge to become our Publicity Officer? We are looking for someone who can organise and prepare adverts and listings for the group in magazines, arrange membership leaflets to distribute on the sales stand, at museums, etc. and be proactive to marketing the group and it's activities to secure new members. Could you help?

WANTED - Bus Service Changes Sub-Editor –

are you interested in bus service changes and willing to compile a monthly report for EBN? Investigation skills required to obtain information from VOSA and review bus operator, Traveline and other transport websites to gather the relevant information and present in a format suitable for EBN.

If you can help or require further information please contact the Chairman Paul Harvey:

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Eastern National
Tillings
Private
Express
Day Tour
Half Day Tour
Evening Tour
Holiday Tour
Centred Tour
Scotland
Wales
Lake District
Devon
Paris
Northern
Belgium
Holland

Basildon
Brixham
Brighton & Worthing
Bournemouth
Braintree
Clacton-on-Sea
Clacton & Walton
Clacton
Chelmsford
Colchester
Dovercourt
Dover
Dover
Folkestone
Hastings
Eastbourne
Halstead
Ilfracombe
Littlehampton
London
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London Victoria
Lowestoft
Vermouth

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Norwich
Portsmouth
Southsea

Southend-on-Sea

Sudbury

Southampton

Tilbury Ferry

Ireland

Isle of Man

Brussels

Blackpool

Frinton & Walton

Torquay

Wickford

Newquay

PLC LINEN 1988.
ALL WHITE ON GREEN
ENOC-PRODUCED
404 (W) WRITTEN
ON IND (RELL)
404 WAS (H) (SAME)
406 WAS CP (SAME) \$11 (?)
405 (H) SAME SAME LESS
BUT DELETE \$
400 (SD) DELETE
\$ & ADD: 400-406
29" x 6"
407-411
30" x 5"

Birmingham
Brighton
Margate

401 (CN) DELETE
\$ & ADD:

Frinton & Walton

(ODD AS THIS
DISPLAY ALREADY
ON BLIND)

402 (BN) DELETE
\$ & ADD:

Cromer & Sheringham
Dartford
Grays

403 (SD) ADD
AFTER \$:

Birmingham

407 (BE), 408 (SD)
409 (SD) DELETE
\$ & ADD:

Ireland & Isle of Man
Brussels
Blackpool

410 (CN)
AS 407-409
BUT SUB \$
Frinton & Walton

The Blind Spot.

By R. J. Williamson.

After a long gap in the service, Bob's Blinds are back. I am certain they will be appreciated; the Editorial postbag gets more letters and emails on this fascinating topic than any other, apart from caption errors!



Picture above:

Eastern National RELL coach 1610, ref, GVW 980H on a Day Tour at an unidentified destination. Now, there is a challenge to our readers! Do you know where it is?

Bob (R.J.) Williamson.

Bus destination blind addicts will be pleased to know that Bob has supplied quite a bundle of previously unpublished blinds not all from Eastern National. I shall have pleasure in sharing these with you over the coming months. Please do let me and the other reader know of any questions or comments you have on these works of art. Ed.

Service Changes by Paul Harvey.

Arriva Kent Thameside

1 Sept 15	301	M-S	Stansted Airport to Saffron Walden: revision to timetable and route in Saffron Walden (see EBN616p15).
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After a brief period of competition some four years ago, albeit under TGM stewardship, Arriva returned to Sumners/Katherines area of Harlow on 17 August. However, just three days after commencement, Townlink abandoned their R1/31 and so ex Arriva Kent & Surrey Enviro 4061 (GN59 FVC) has a clear road here at Sumners on 27 August. **Owen Woodliffe.**

Ensign Bus

3 Sept 15	22	M-S	Aveley to Grays: minor early morning timing changes.
	23	Coll	Aveley to Palmers College: minor early morning timing change.
	27	Sch	Grays to Hassenbrook Academy: revised to operate Socketts Heath to Hassenbrook Academy.
	28	Sch	Tilbury to Hathaway Academy: new school service.
	44	D	Lakeside to Grays: minor early morning timing changes.
	66	M-S	Lakeside to Chadwell St Mary: minor early morning timing changes.
	73/A	D	Tilbury to Lakeside: minor early morning timing changes.

First

30 Aug 15	3/4	D	Harwich to Clacton: minor timetable revision to afternoon school day timetable (updated information).
	31/X	D	Chelmsford to Burnham: revised timetable with certain journeys diverted via Mundon Road Maldon as service 31B (updated information).
	62/A	D	Colchester to Wivenhoe: normal University term time timetable reintroduced. Late night Fri & Sat 62A journeys withdrawn (updated information).
	100X	Coll	Basildon to Palmers College: minor timetable change to Friday pm journey from Palmers College.
	200X	Coll	Basildon to Palmers College: minor timetable change to Friday pm journey from Palmers College.
2 Sept 15	826	Sch	Billericay to Upminster : new school service (updated information).
27 Sept 15	17/18	D	Clacton to Point Clear: reintroduction of winter timetable.
	19	M-S	Clacton to St Osyth Beach: service withdrawn for the winter.

Galleon Travel (Trustybus)

13 Sept 15 410 M-S Harlow to Waltham Cross: introduction of Sunday service.



Trustybus brought forward their proposed Sunday operation on 410 to 23 August that partially replaces, as far as St Margarets, abandoned Olympian/ Townlink 311. Unusual East Lincs bodied Enviro PE56 UFH is at Waltham Cross on 30 August. [* note discrepancy with date of registration as shown above, Editor.] **Owen Woodliffe.**

Go Ahead (Hedingham)

1 Sept 15	118	Sch	Great Yeldham to Newport Sch: revision to timetable and route in Saffron Walden (see EBN 616p15).
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NIBS

31 Aug 15	225	M-F	Shotgate to Wickford: this service has been reregistered so updates the cancellation in EBN616p9.
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Panther Travel

1 Sept 15	119A	Sch	Point Clear to Brightlingsea: new school service.
	302	Sch	Bishop Stortford to Saffron Walden: revision to timetable and route in Saffron Walden (see EBN616p15).
	446	Sch	Manuden to Saffron Walden: revision to timetable and route in Saffron Walden (see EBN616p15).

Stephensons of Essex

28 Aug 15	59	M-S	Clavering to Haverhill: revision to timetable and route in Saffron Walden (see EBN616p15).
1 Sept 15	418/19	Sch	Great Saling/Wethersfield to Newport: revised route in Saffron Walden (see EBN616p15).
	417	Sch	Rayne to Newport: revision to route in Saffron Walden (see EBN 616p15).
13 Sept 15	94	Sch	Great Dunmow to Saffron Walden: revision to timetable including withdrawal of service 91 (updated information).

Service Changes by Paul Harvey, continued.

Swallow Coaches (EOS)

1 Sept 15	66	M-S	Debden to Waltham Cross: variation to routings in the Debden & Loughton area not serving Upshire. New Sunday service introduced. Saturday frequency increase (updated information).
	66A	M-S	Harlow to Waltham Abbey: minor timetable revisions (updated information).
	66B	Sch	Upshire/Waltham Abbey to Debden Sch: no longer serves Upshire and to commence at Waltham Cross. Only operates mornings.
	854	Sch	Waltham Abbey to Debden Sch; new schoolday service.



EOS have acquired yet another hitherto untried chassis/body combination with Scania /Wright Solus YN51 MKZ (EBN616p25). This seems to have replaced the failed ex Lothian Dart/Plaxton on route 66A. Seen here on 5 August at Ninefields, Upshire. **Owen Woodliffe.**

Townlink Buses

18 Aug 15	511	M-S	Harlow to Bishop Stortford/Thorley: it is understood this service has ceased operating.
20 Aug 15	R1/31	M-S	Harlow Town Service: it is understood this service has ceased operating – official cancellation from 14 October 15.

Viceroy of Essex

2 Sept 15	444	M-F	Barley to Saffron Walden: revision to timetable and route in Saffron Walden (see EBN 616 pg15).
	445	Sch	Chrishall to Saffron Walden: revision to timetable and route in Saffron Walden (see EBN 616 pg15).

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



Your Group Needs You!

WANTED

Marketing/Publicity Officer * Bus Service Changes Sub-Editor**

Please see "Situations Vacant" on page 4.

The Travels of John Rugg.

Rail Replacement Service (Basildon – Shoeburyness) on Sunday 7 June 2015.

with Super Off-Peak Day Return ticket with Senior Railcard discount; £4.35 from Laindon.

0945	c2c train Laindon – Basildon	0950
0958	Basildon – Southend (fast) via A127	1032
	and then	
1036	Southend – Thorpe Bay - Shoeburyness	1055
	by Stephensons of Essex 510 YN08 OAM, Scania N230 East Lancs (ex Centrebus 1/13)	
	walk to East Beach	
1125	Shoeburyness – Southend Centre	1200
	by Arriva route 9 on 4225 KX62 JNV, Optare Versa (see EBN604 inside rear cover)	
1205	Southend – Basildon (slow)	1300
	via Westcliff, Chalkwell & Leigh	
	by Stephensons of Essex 604 EU13 EBL, Scania N230 Alexander Dennis	

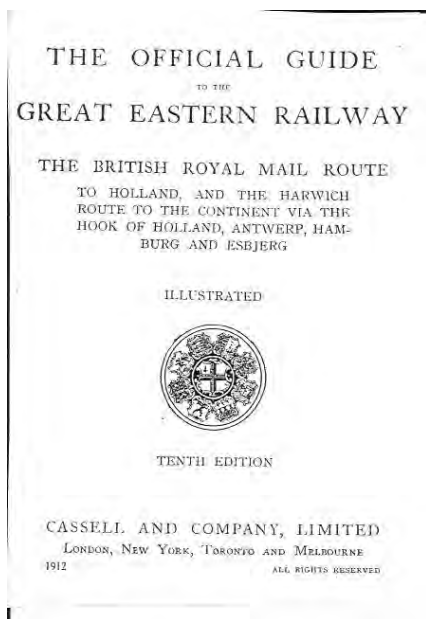
Over 100 people waiting at Basildon for buses to Southend, running late owing to road works in two places (single file working) between Hadleigh (Victoria House Corner) and top of Bread & Cheese Hill.

1344	Basildon Bus Station – Laindon Station	1355
	by First route 8 on 66826 MX05 CFA Volvo B7 Wrightbus Eclipse Urban.	
	Home for a late lunch!	



picture: One of the buses John travelled on but on another route! Then recently-acquired 4225 (KX62 JNV), one of just 3 acquired Versas at Southend and, being unbranded (uncommon with this type), freely used anywhere, such as route 7 here, not a Versa route, seen on 13 March 2015 at between Rayleigh and Hockley. **John G. Lidstone.**

A Very Early Bus Map by Alan Osborne.



At the Chiswick Transport Sale in January 2014, I purchased (at great expense!) a copy of the **Illustrated Official Guide** to the Great Eastern Railway, this being the tenth edition dated 1912. The date was extremely significant. The volume gives detailed information about the journeys to be made and the places that could be visited by train; it extends to 404 pages. *Top illustration, left.*

Browsing through the pages I noticed that a detailed fold out map of the Essex district was included between pages 112 and 113, with the legend shown on the *lower illustration* on this page.

The Essex map was in colour and was actually dated Oct 1909. Main roads and the coastline were shown in green, whilst the G.E.R. lines appeared in red. Unfortunately, for good reproduction a very dark copy is needed to show the detail. Looking at the railway network, the branch to Thaxted is shown as authorised (it later opened on 1 April 1913).

Also shown as dotted red lines were the G.E.R. motor omnibus routes radiating from Chelmsford to Great Waltham, Writtle and Danbury, which can just be picked out long their appropriate roads. So this is a very early Essex bus map dating back 106 years to 1909.

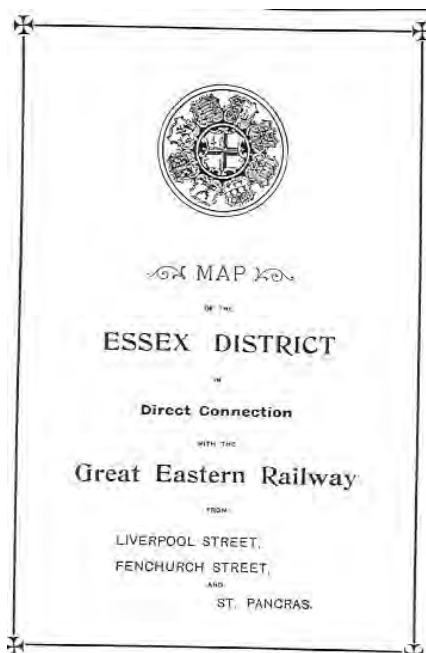
Between pages 16 and 17 was a very large fold out map (21" x 15") of the complete G.E.R. network, not including roads so that the G.E.R. railway route in red could be more easily seen and the omnibus routes from Chelmsford are immediately evident. A copy of the Essex part of the map is shown on the next page, this map was dated January 1910.

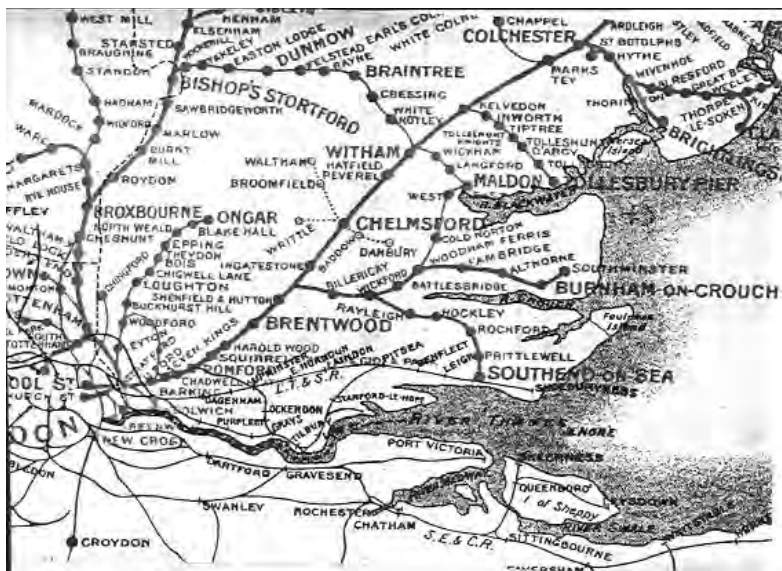
On the reverse of the map were various advertisements for Great Eastern activities, including motor omnibuses. This also shown on the next page.

As mentioned earlier, the guide contained detailed information about G.E.R. destinations. That for Chelmsford is shown (quickest express taking 48 minutes, first class return fare is 8/6d (42.5p). A note about omnibus services is given..."For the week-days motor omnibus services to Writtle; to Great Baddow; and to Broomfield and Great Waltham."

So a little bit of history to jog your memory (or possibly to inform you anew). The Great Eastern Railway started feeder omnibus services from Chelmsford Station on 8 September 1905 to the three destinations mentioned above.

The vehicles used were 30-hp open top double deckers seating 36 passengers constructed in their railway workshops at Stratford. Unfortunately, I do not have the original omnibus service timetables, my only example being that on page 138 of the G.E.R. timetable commencing 16 July 1909 (just before the map date); you will have to wait for part 2 of this article to see this!





Great Eastern Railway. MOTOR OMNIBUSES

RUN DAILY (CONDITIONS OF ROAD PERMITTING)

ON WEEK-DAYS BETWEEN

CHELMSFORD AND WRITTLE, GREAT BADDOW,
DANBURY, BROOMFIELD AND GREAT WALTHAM.

IPSWICH, FRESTON, WOOLVERSTONE,
CHELMONDISTON, AND SHOTLEY.

LOWESTOFT, KESSINGLAND, KESSINGLAND BEACH
WRENTHAM, WANGFORD, REYDON,
AND SOUTHWOLD

NORWICH, THURTON, AND LODDON.

FOR FURTHER PARTICULARS AS TO FARES, TIMES, &c. SEE
TIME TABLES.

The last G.E.R omnibus journeys ran on 19 July 1913 following which the bus services passed to the National Steam Car Co. Ltd.

This small nucleus then formed the basis of the operations of Eastern National and, eventually, First Essex; all of which is well documented elsewhere (*including much in EBN! Ed.*)

Is this the only Essex bus map of the period you may well ask.

The answer is "no!". The London General Omnibus Co. Ltd. Issued maps of their bus routes which covered east London and a little of west Essex as far as they extended to.

A copy of their March 1911 issue will appear in part 2.

This includes the following bus routes in their area:

- 8 Seven Kings – Willesden Green
- 10 Stratford – Elephant & Castle
- 14 Wanstead – Putney
- 15 Plaistow – Putney Common
- 17 East Ham – Ealing
- 22 Hackney – Elephant & Castle
- 25 Old Ford – Victoria Station.

A number of these routes (8, 15, 22 & 25) still serve the area albeit having changed terminal points in the interim.

To be concluded.

V Festival August 2015 by Adam Kelleher.

Vehicles observed on the shuttle service between Coval Lane and Hylands Park were as follows. (Late evening services returned to the viaduct on Parkway.) These observations have come from a number of people but it is possible that not every vehicle used was noted (especially on Monday morning).

Friday 21st

First Essex	32483, 32484, 33044, 53126, 65030*	* pictured next page
Fourways	1, 2, 4, H699 PTW	

Saturday 22nd

Daytime

First Essex	32476, 32483, 32485, 33001, 33077, 33081, 33086, 33132, 33232, 33425, 65029
Fourways	1, 2, 3, 4, H699 PTW

Post 22.00 departures from Hylands Park

First Essex	32475, 32476, 32477, 32480, 32483, 32485, 32651, 32652, 32654, 33001, 33044, 33045, 33077, 33081, 33086, 33088, 33132, 33232, 65029
Fourways	1, 2, 4, H699 PTW
NIBS	104, 204, 404
Panther Travel	BIG 7596, BIG 7758, BIG 7793

Sunday 23rd

Daytime

First Essex	32068, 32476, 32483, 32485, 33086, 33090, 33095, 33376, 33424, 33425, 66811
Fourways	2, 4, H699 PTW

Post 22.00 departures from Hylands Park

First Essex	32068, 32475, 32476, 32477, 32480, 32481, 32483, 32485, 32652, 32654, 32810*, 33044, 33045, 33086, 33090, 33095, 33195, 33376, 33424, 33425, 66811	* pictured next page,
Fourways	1, 2, 4, H699 PTW	
NIBS	104, 204, 404	
Panther Travel	BIG 7596, BIG 7758, BIG 9249	

Monday 24th

There was very heavy rain on Monday morning, hence few observations. However, Ian Ransom noted the following:

First Essex	33045
Fourways	H699 PTW plus one of 1, 2, 3 or 4 (too far away to identify)

Fourways 1, 2, 3 and 4 are recently acquired ex Metroline long Dennis Trident / Plaxton Presidents, in fleet livery (LN51KYC/S/W/P). (They also have a fifth, 5, LN51 KYK, but that was not used.) See Richard Delahoy's contribution on EBN617p23. Ed.

Summary of First Essex Vehicles Used Over the Four Days

From BE: 32810, 33044, 33045, 33086, 33088, 33195 (total 6)
From BN: 32068, 33001, 33077, 33424, 33425 (total 5)
From CF: 53126, 65029, 65030, 66811 (total 4)
From CR: 32475, 32476, 32477, 32480, 32481, 32483, 32484, 32485, 32651, 32652, 32654 (total 11)
From HH: 33081, 33090, 33095, 33132, 33232, 33376 (total 6)
Overall total 32, comprising 28 double deckers, 3 single deckers and 1 Solo.

With thanks to Ian Hardie, Ian Ransom and Colin Sigston



Allocation Changes

These are, and always have been, taken from the Company's allocation sheet. For operational reasons there may sometimes be discrepancies with the actual situation on the ground. The following traditional depot codes are used in EBN, although no longer by the company: BN-Basildon; BE-Braintree; CF-Chelmsford; CN-Clacton; CR-Colchester; HH-Hadleigh; DS-Driving School.

Period 5 (26 July - 22 August)

20501 CF-CN(out of service), 41762 HH-HH(out of service), 43735 HH(out of service)-sold, 61057 CN-CN(out of service), 62406 CR-CN(out of service), 65653 CR-CR(out of service)

20501 has been out of service for some months, but has now been repainted (see below). It is due to transfer to Norwich. 41762, which was only repainted into Urban livery in April, is out of service with chassis problems, which are not viable for repair. It has donated its engine to 41736, and its gearbox to 41730. 62406 had been awaiting a new engine, but it has now had many parts removed. 65653 has been parked outside the depot in Haven Road (the existing building, not the new depot) in a withdrawn state since at least 9 June this year.

Disposal

To Alpha Recovery for scrap, August 2015: 43735

Repaints

To Urban livery

CR32482, seen at Clacton depot on 30 August. This had been in 61/62 branded livery.

BN41524, seen in Basildon on 25 July, small "First Essex" names with f symbol above entrance door and driver's cab, depot stickers both sides, main "Essex" fleet names on cove panels both sides

CF42483, seen in Chelmsford on 26 August, small "First Essex" names with f symbol above entrance door and driver's cab, depot stickers both sides, main "Essex" fleet names on lower panels both sides

CF66829, seen on X30 on 4 August, small "First Essex" names with f symbol above entrance door and driver's cab, depot stickers both sides, main "Essex" fleet names on cove panels both sides

CR69434, by 4 August, small "First Essex" names with f symbol above entrance door and driver's cab, depot stickers both sides, main "Essex" fleet names on cove panels both sides.

To All White

20501, seen at Clacton depot on 26 August, small "First" name and f symbol on offside and small f symbol on front (nearside and rear not seen). Note, the shade of white is akin to that used in Barbie livery, not that of the newer Urban livery.



Sad! When Queen Street closed, what remains of 65576 was left behind, seen here with the closed garage in the background on 30 August.

Adam Kelleher.

Depots / Bus Stations

Further to EBN 616, the new Colchester depot in Haven Road duly opened over the Bank Holiday weekend, 29-31 August. It is named "Quayside Depot". It replaces the main Queen Street depot, the Magdalen Street depot and the small depot further along Haven Road. Eastern National took the lease on the small Haven Road depot (a former motor related industrial unit) in 1993. It was originally intended to be the operating base for minibuses acquired for the "bus war" with Colchester Transport, but ended up being used for maintenance and overnight parking, including, at the time, Dennis Darts and Bristol VRs as well as minibuses. Magdalen Street (there are actually two adjacent depots, the old Tram Shed and the former Colchester Transport / Arriva / Network bus garage next door, but they are referred to as one) was first used in April 2006 when extra parking space was required after the previous bus station was reduced in size due to the building of the Colchester Arts Centre. In February 2011 (the latest available data), the allocations were 50 buses at Queen Street, 20 at Magdalen Street and 8 at Haven Road.

Buses returned to Quayside Depot for the first time after service on Saturday and the depot was fully operational the next day. (A couple of buses, 65682 and 69432, were seen parked in Quayside Depot on Friday afternoon (28th)). The penultimate bus into Queen Street was 65680 on service 62A early Saturday morning, with the last bus of all being 32652 on the same route at 0145. During the day on Saturday, Queen Street was cleared of equipment. Buses seen there on the day were 47657, 65678, 65680, 65683 and 66828, with 32475 being the last bus to go out on service from Queen Street, on route 88C at lunchtime. On Sunday, its gates and doors were locked and it was deserted, save for forlorn semi-derelict 65576 left behind outside the garage in the old Bus Station parking area. A withdrawn vehicle, 65653, was also left behind, parked outside, at Haven Road. Haven Road is now available to let.

No sooner had a photo of Braintree depot been included in EBN616p14 than the company announced that it was to close on Saturday 31 October! It had only opened in February 2011. Local commercial routes 21/A, 30 and 131/2 are being withdrawn, although evening and Sunday ECC contract services on 21 will be retained. (A new 72 from Chelmsford to Witham will cover the Witham town part of routes 131/2, plus Stephensons of Essex have registered replacement services for most of the routes withdrawn by First. First will however be keeping the yard that was used during the period between the old depot closing in 2005 and the new one opening in 2011 (and which latterly has been used for valeting vehicles). This will be operated as an outstation of Chelmsford. Around six duties on service 70 (with the rest of this route moving to Chelmsford and Colchester) and local ECC contract work will be operated from this outstation. School routes 508 / 509 (and their vehicles) were due to move to Chelmsford for the start of the new term in September.

The new entrance / exit to Chelmsford Rail Station (both platforms) adjacent to the Bus Station (see EBN597) was temporarily opened last August for the V Festival but was not permanently opened until 17 August this year, just in time for this year's festival. Normally it will only be open on Monday to Friday peak hours.



A sight never to be seen again, a bus entering Queen Street, Colchester depot. 66803 on the Sunday before closure, 23 August.

Adam Kelleher.

Other Vehicle News and Workings

General Please see separate article for details of buses used on the V Festival shuttle. Not previously reported is that CR32651 has main Colchester fleet names both sides. CR69429 has a First Colchester name above the entrance doors. This vehicle also has a super rear advert for East of England Co-Op Funeral Services from its days at Ipswich (as previously reported), but not mentioned before is that CR69432 has the same.

Olympian 34305 has only been noted in use once during August, on rail replacement work on 16 August (see below). Unlike in previous years, it was not used on the V shuttle service this year.

S-TWC Pointer 2 Darts As noted above, 43735 has now been sold, leaving just 43731 and 43734 from this batch. However, 43734 has not been seen in service since 27 July. 43731 continues in use, seen in August on 47 on 7th, on 73 / 351 on 10th & 22nd, 42A on 13th & 21st, 71/A on 18th, 42 on 28th. During early September it was noted on 73 / 351 on 1st and 51 on 9th

Greater Anglia Rail Replacement

Chelmsford to Shenfield

16 August	BE33078, BE33088, CF34305	17	BE33088, CF65032
18	BE33086, CF65029	19	BE33086

Witham to Sudbury and Colchester to Sudbury

30 August BE42488, BE42489, CF44549, CF66794

Colchester to Harwich all stations

30 August CN65671

Colchester to Manningtree and Ipswich

31 August CR32475, CR32477, CR32483, CR32651, CF69532

Other sightings in Colchester on RRS have been CR32480, CR32483 and CR62408 on 30 August and CR32652 the next day.

Clacton (CN) and Colchester (CR)

The withdrawal from service of 61057 means that all Clacton's buses are now in Urban livery. Of Clacton's three double deckers, 30903 has still not entered service since its transfer from Braintree and repaint. It was seen parked at the back of CN on 7 September. 30902 mainly operated on route 76 during August but was on 74 on 27th. 30887 has been noted on a variety of routes, seen on 16 on 1 & 14 August, 5/A on 7th and 76 on 4 September. Vehicles on summer route 19 during August have included 42928 on 1st and 14th, 42937 on 7th and 44597 on 22nd.

3 August CR66800 on 71C

4 CR32478 on 65

6 CR32485 unusual on evening 15, 61/2 branded CR32478/80/3 all on 61/2!

13 CR32483 on 65

21 CR65631 on 71/A

24 CR66804 on 71/A

25 CR66803 on 103/4

30 CR47657 on driver shuttle from new depot to Bus Station, CR62407, CR62408 & CR65685 on 102 on the first day of First operation of this ECC Sunday & Bank Holiday service (previously worked by Network Colchester), 43360 & 53008 seen in Quayside depot (possibly Period 6 transfers from CF)

31 CR65686 on 1/A on the second day of First operation of this ECC Sunday & Bank Holiday service (previously worked by Network Colchester)

1 Sep CR47658 on 66A, 53008 on Colchester driver shuttle

2 CR65586 on 1/A

3 CN65668 on 3 (this route normally worked by a Dart or Enviro 200)

Chelmsford (CF) and Braintree (BE)

Further to EBN 616, Hybrid CF67904 also now has a nearside advert, but a different one from 67901-3; this one is for Canterbury Christ Church University.

Buses seen on route X30 (all CF): newly repainted 66829 on 4 August, 66817 on 9th & 10th, 65032 on 10th, 44536 and 44541 on successive journeys from Chelmsford to Southend (23rd)

7 Aug CF43356 on 71/A, CF 43360 & CF43846 on 73 / 351

/cont. next page

EBN617p16

8 CF53133 on 71/A 10 CF44539 on 46 13 CF43360 on 46, CF53134 on 71/A
 18 BE43485 on 70 (and again on 2 September) 21 BE43679 on 70, CF53113 on 54, CF53121 on 42
 22 CF43356 on 31X & 36, CF53129 on 71/A
 26 CF53112 on 45 (LED not working, number in windscreen), CF53117 on 31X & 36, CF53135 on 54
 28 CF43356 & CF43360 on 71/A
 30 BE43485, CF43846, CF44539, CF44548 & CF53116 (plus one other from 43845/7/8) on 352 on first day of First operation of the Sunday & Bank Holiday ECC service (previously operated by Network Colchester)
 1 Sep CF43846 on 70, 43848 on 72 (likely a Period 6 transfer from BN to CF, confirmation next month)
 2 CF44900 on 71/A 4 43847 on 36 (also likely a Period 6 transfer from BN to CF, confirmation next month)
 5 CF43356 & 43848 on 71/A
 9 CF43846 on 46, 43848 on 71/A, CF66829 on 31B & 31X (the 31B, which was introduced on 1 September, is an hourly daytime variation of route 31X which takes a different route through Maldon)

Basildon (BN) and Hadleigh (HH)

Further to EBN616, BN43480 is back in service, seen on 25 on 8 August and 100 on 14th. (In EBN614 it was reported that 43717 (on 5 May this year) was probably the oldest vehicle ever to have worked on the 100, which since its inception, has normally been operated by some of the newest vehicles in the fleet. 43717 was 17 years and 2 months old at the time, 43480 was also 17 years and 2 months old in August.)

Non-Hybrids seen on route 100 (all BN): 41525 & 66819 (10 August), 43480 (14th, as noted above), 66823 (21st) and 41513 (28th)

Ex Eastern National Open Top Bristol KSWs

The Clacton Air Show was held on 27 & 28 August with Talisman again providing a Park & Ride service using Olympians, a gold Titan, a Routemaster (RML2535) and various coaches, plus, as last year, ex Eastern National KSW open topper 2384 (WNO 480) in NBC Eastern National livery (white with green band) with EN fleet names. Sister vehicle 2379 (WNO 475) returned to the UK in April 2015 after nearly 35 years in The Netherlands (during which time it was registered BE 33.61). It has been bought by Stephen Leckie and operates for the Hydro Hotel, Crieff, Perthshire, which uses it for special events such as weddings. It is in Tilling Eastern National livery (cream, although with a part green centre band). It does not have fleet names, but it does still carry "2379" silver on red fleet number plates on front and rear. Picture: **Adam Kelleher**.



PU Postscript PS

In EBN608 it was mentioned that three preserved Eastern National / Thamesway vehicles carry PU registrations, Leyland Titan 2106 (MPU 52), Leyland Olympian 3000 (CPU 979G) and Dennis Dart 952 (N952 CPU). Of course, there is a fourth that was omitted, the preserved ex Moore's / Eastern National Guy Arab 1048 (later 2017), which is registered 373 WPU.

Sources: own observations, and with thanks to R Appleton, S Barham, D Bell, P Best, L Brownlow, T Clark, L Cornwell, R Delahoy, D Disbury, M Evans, M Lamb, J Long, J Mulley, J Podgorski, I Ransom, K Smith, C Stewart, R West, the Essex yahoo! group, Essex Buses Google group, First Essex, Braintree & Witham Times, Bus & Coach Preservation and Terminus.

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

Peter Mansbridge with thanks to Richard Delahoy, Adam Kelleher, Richard Lewis, John Podgorski, Keith Sadler, Owen Woodliffe, 'Harlowride'.

Ex Fastrack Volvo B7RLE / Wright 3820 -3824 (GN07 AVG, AVJ, AVK, AVL, AVM) are due at Southend for service 5. They are to be refurbished and receive 'MAX' livery.

Optare has provided Solo YJ61 JHV as cover at Southend. It is understood that this is while work is undertaken on the route 9 Versas. The Solo is a Dawsons Rental Hire Vehicle and carries NEXUS (Tyne & Wear transport authority) red/grey livery where it was operated by Connect of Jarrow, then Stanley Travel. It has since had short spells with various operators including Minsterley Motors, Kirkby Lonsdale Coach Hire, Anthony's Travel, Hatch Green Coaches and most recently, Dartline. This is the first Solo to have ever operated for Arriva Southend (or its predecessors). Noted working service 7 on 4 Sept and service 29 on 7 Sept.

Versa 4210 returned to Southend ex loan to Harlow in early August.

Southend DAF / Wright Cadets 3502/6 have been on loan to Colchester, 3502 as a temporary replacement for Colchester based Dart SLF / Caetano 1562 (RX07 KPG) currently off the road following accident damage.

A further DAF/Wright Cadet at Colchester from Maidstone is 3528 (LF02 PNE). Withdrawals for disposal at Colchester are Volvo B10BLE/Alexander 3831 (W907 UJM), Dart SLF/Plaxton 3228 (P228 MKL) and 3314 (S312 JUA).

Network Colchester ceased operation of ECC tendered services 102 and 352 after 23 August. Noted working service 102 on the last day of operation was Dart SLF / Caetano 1563. DAF / Wright Cadet 3534, Dart SLFs 3412 and 3419 were seen working service 352 on the final day. At Harlow, permanent transfers from Maidstone are Enviro 200s 4062/3 (GN59 FVD/E). Former Gillingham Optare Solos 1517 (YJ07VPY) and 1518 (YJ07VRC) are also at Harlow on a permanent basis. Recent loan vehicles at Harlow comprise route 402 (Tunbridge Wells – Bromley) branded Versa 4213 (KX61 FHN), and trio of Dart SLF / Plaxton from Northfleet 3327-9 (X519/471/521 GGO). Further to EBN615, VDL SB200/ Wright 3755 (YJ08 DZE) remains on loan.

Withdrawals for disposal at Harlow comprise Dart SLFs 3317 (S307 JUA) and 3221 (P221 MKL) and Dart MPDs 1561 (BU51 REG) and 3483 (W438 YGS).

Harlow Solo 1453 (YJ06FXS) has returned to Arriva colours, having been repainted from Network Harlow blue.



Solos in Harlow gained an offside yellow sash in June and July to advertise for pcv holders to join Arriva for an attractive cash bonus. 1458, KE04 PZG taken "at the end of August".

Owen Woodliffe.



Former Arriva Kent Volvo B7RLE/Wright Eclipse Urban 3811 (GN06 EVR) stored at Southend on Friday 4 September. Some similar buses are being refurbished to Max for route 5 (Southend-Basildon) - maybe this one, maybe not! **John G. Lidstone.**



Panther Travel's Big4005 just bought new as B693BPU, see EBN617p26. **Adam Barham.**

Acquired

1502	YN55 PZD	Scania N94UD/EL OmniDekka	H45/29F	
1505	YN55 PZG	Scania N94UD/EL OmniDekka	H45/29F	both with Chambers names.

Fleet loans (w/e 14 August)

252	EU03 BZK	TransBus Dart SLF	B37	
254	EU05 AUR	ADL Dart SLF	B34F	
281	V250 BNV	Dennis Dart SLF/Plaxton MPD	B29F	

All CN to SY during second week of August and on hire to Chambers, to operate service 754 between Colchester and Sudbury during a planned road closure in Bures. The diversion route was unsuitable for 'deckers'; service connections were maintained in Sudbury for Bury St Edmunds.

Fleet movements (all by w/e 28 August)

252	EU03 BZK	TransBus Dart SLF	B37F	Loan (CN-SY) to SY
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to replace former Anglianbus Optare Solo 907 (YT51 EBF) which moved back to Beccles in late July.

253	EU04 BVF	TransBus Dart SLF	B37F	TY to CN
259	EU56 FLP	ADL Dart SLF	B37F	CN to TY

to meet the renewed 10-year minimum age on ECC Local Bus contracts in TY from 1 September.

289	EJ02 KYY	Dennis Dart SLF/Plaxton MPD	B29F	HD to CN
290	EX02 RYR	Dennis Dart SLF/Plaxton MPD	B29F	HD to CN
292	EU59 AFF	ADL Enviro200 (short)	B29F	CN to HD
293	EU59 AFJ	ADL Enviro200 (short)	B29F	CN to HD

The E200s are now the regular vehicles on Braintree town service 34/34A. 293 worked service 34A on Saturday 29 August. 289/290 will be allocated to ECC service 2 (Clacton-Mistley) from 1 September.

725	W825 NNJ	Dennis Trident/East Lancs	H47/31F	Acq to CN, from Anglianbus
712	T812 RFG	Dennis Trident/East Lancs	H47/31F	CN to TY (12 August)

All of the seven Tridents in ex-Konectbus dark blue livery, 721-7, are now at CN for schools.

729	W829 NNJ	Dennis Trident/East Lancs	H47/31F	CN to HD
734	W834 NNJ	Dennis Trident/East Lancs	H47/31F	CN to HD
738	T108 DBW	Dennis Trident/ALX400	H47/27F	HD to TY
739	T117 DBW	Dennis Trident/ALX400	H47/27F	HD to TY

All three ex-Oxford ALX400s are now at TY and will be deployed across schools and routes 91/92/95.

573	W491 WGH	Volvo B7TL/Plaxton President	H45/25F	SY to HD
579	W526 WGH	Volvo B7TL/Plaxton President	H45/25F	SY to HD
481	R216 HCD	Volvo B10BLE/Wright Renown	B46F	HD to disposal (Beccles)
483	R229 HCD	Volvo B10BLE/Wright Renown	B46F	HD to disposal (Beccles)

In response to the Editor's query in EBN616, 483 was recently re-taxed but was never due to receive the new livery. None of the Volvo B10BLE saloons are DDA compliant and will be withdrawn before the end of 2015. Shortly after taxing, 483 developed a fault which was deemed too costly and was withdrawn.

Service news

Clacton circular service 137 was enhanced from half hourly to every 20 minutes during the school summer holidays in July and August to provide additional running time and capacity.

Withdrawn

69	P608 CAY	Volvo Olympian/Northern Counties Palatine 1	TY to D/L	
284	W792 VMV	Dennis Dart SLF/Plaxton MPD	CN to D/L (both by 28 August)	

Previously owned vehicle news

An ex-Heddingham vehicle, thought to be Dave Nash's Volvo B6/Alexander L207 (L207 RNO) is currently starring in the latest Vodafone 4G advert detailing the virtues of 4G coverage, a passenger calms a crying child by using his mobile to stream cartoons much to the relief of all the other passengers! <https://www.youtube.com/watch?v=HuahFrutADs> Thanks to Dave Arnold.

Ken Coldwell in Colchester.



above: Seen in Colchester High Street on the 8 September is Chambers 568 (W458 WGH), Volvo/Plaxton President in the original version of the new livery without the lower front panel in light red, in Colchester High Street inbound from Sudbury. **Ken Coldwell.**



Left:
Also in
Colchester
High Street on
8 September
is First Essex
Wright
StreetLite
47668 (SN15
AEY) on route
66 to Old
Heath.
**Ken
Coldwell.**

Ensignbus

Dealing Stock Movements - August 2015.

Mark Lloyd with thanks to Ross Newman.

Vehicles In

Arriva London	S235 JUA	DAF DB250's
	LJ03 MWC/N/U	
	LJ03 MVT/W/MWC	
	WLT 719	(DW19, Arriva to retain reg)
	LG52 DDA/E	Volvo B7TL's
Centaur Coaches	EU58 ACX	Enviro 200
Dorset CC	YN05 WHX	Scania
Go-Ahead South Coast	T746 JPO	Trident
	YG52 CLV	DAF SB120
	M305 KOD	Volvo B10Ms
	LIL 2665	
	LIL 3748	
	M744 HDL	Volvo Olympian
Grant Palmer	YX11 HPU	Enviro 200
Holloway Coaches	OIW 5036	Volvo B10M's
	TXI 2087	
	RUI 6683	
	YYR 832	
	R928 YBA	
	OTW 833	
Houstons Coaches	MX62 ARF	Enviro 200
Metrobuss	YN53 RXD/RXP	Scania Omnicities
	YN03 DFD/E/G	Scania Omnidekkas
	YV03RCZ	(fire victim for scrap)
New Adventure Travel	CN07 FSY/FTA/C-E	DAF SB200's
Stagecoach East	L155/6/60/1/2 JNH	Volvo B10M's
	P168-73 KBD	
	R182/3 DNH	
Stagecoach NE	R833/9 OVN	Olympians
Thandhi Coaches	IIG 9298/9286	Volvo B7TL's
WAVE	PK51 LJY	Dart
	SP58 DPK	Versa

Vehicles Out

Brookline Coaches, West Malling, Kent	LW51 ZFS	Ex Dublin B7TL 01-D-10188
Crosville MS, Weston-Super-Mare	CN07 FSY/FTA/C-E	DAF SB200's
	LI58 AVG/K	Wrights Hybrids
	MX08 ZFA	Enviro 200
Delaine Coaches, Bourne	UK plates TBA	Ex Dublin B7TL's 01-D-10200/ 201
First Call Travel, Merthyr Tydfil	L161 JNH	Volvo B10M
Fowlers Coaches, Holbeach Drove	X648 / 654 LLX	Volvo B7TL's
Geldards Coaches, Leeds	T87 KLD	Tridents
	T748 JPO	
	T819/20 RFG	
	V192/4 MEV	
	V364 OWC	
	PK02 RDO	
HCT Group, Leeds	LK03 GGI	Tridents
	LK03 NLA/C/NKG/U	
Herberts Coaches, Shefford, Beds	R183 DNH	Volvo B10M

Littles Coaches, Ilkeston, Derbys	L155/160 JNH	Volvo B10M's
Moffat and Williamson, Fife	LK03 UFG/R	Tridents
Mulleys, Bury St.Edmunds	LW51 ZDY (UK reg TBA)	Ex Dublin B7TL 01-D-10204 Ex Dublin B7TL 01-D-10202
New Adventure Travel, Cardiff	LF52 USE/UTC/G/I LF02 PVN	Volvo B7TL's
Rotala Group	LJ03 MWD/N/U/MVT WLT 719	DAF DB250's (reg. to be retained by Arriva)
Severnside Transport, Bristol	MX04 AXR	Dart
Solus Coaches, Tamworth	YN05 WHX	Scania
Swallow Coaches, Rainham, Essex	X158 FBB	Volvo B7TL (Accident damaged)
Thandhi, Birmingham	R182/4 DNH	Volvo B10M's
UK Coachways, Bolton	LJ03 MWC	DAF DB250
Xelabus, Eastleigh	EK51 XXL YT51 EAK X512 WRG PK51 LJX	Darts
Yeomans, Hereford	MX54 KXO MX05 OTP WK55 BUS PL06 TFY/X MX05 OTN YJ06 FZL	Solo's

Other Movements

Optare Versa LX09 BGV: Stavros Louka MEA, Larnaca, Cyprus.
 DAF S235 JUA: MC Tractors, Ramsey, for scrap.
 Optare Tempo's LX09 BGK / BGU: Associated Coach Sales, New Zealand.

Fourways from Richard Delahoy.

Acquired

1-4, LN51 KYC, KYS, KYW, KYP, Dennis Trident/Plaxton deckers ex-Metroline, supplied by Ensign (who undertook single door conversions and upseating) and painted into base livery at Mardens.

Withdrawn

Volvo Olympian P167 BTV (in July), Dennis Dominator J267 SPR (in May), Mercedes MB811D/Alexander N468 EHA (July).
 The current fleet comprises the 4 Tridents listed above, Olympians H691/9 PTW, G937/81 FVX, E852/6 DPN, Dennis Condor G310 FWC and Dennis Javelin coach VKZ 2346.

Services

Service 505 (Danbury to Colchester), previously operated on behalf of Stephensons is no longer run by Fourways but new/revised services FWC001/2/5/6/7 start in September for Sandon School and FWC004 was revised.

A Note From John G Lidstone.

You might be interested to know that I have a feature on ex-ST Astromega 245 in the issue of Bus and Coach Professional which comes out in a few week's time, which should coincide nicely with its rally debut at Showbus. [Well done, John, Editor].

Ensign Fleet – August 2015

Acquisitions

715	MX62 ARF	Alexander Dennis Enviro 200	B39F	ex Houstons Coaches, Lockerbie.
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Withdrawals

109	T87 KLD	Dennis Trident ALX400		To Geldard Coaches
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Service News

Hogg Lane has reopened fully following repair of the sinkhole and route 66 has reverted to its normal route.



Ensignbus 130 'Private Archibald Saich' on route X80. Taken on 17 August 2015 in “bandit country”, on the other side of the river in Greenhithe, Kent. **Russell Young.**

Publicity News

by Ian Ransom.

First	...	71/A/C/72 dated 5.7.15
National Express		Ipswich/Clacton - London (481/484) dated 7/14
EOS	...	Timetable for 66/A/B and 854 dated 1.9.15 (from Owen Woodliffe)

Acquired full details of the ex-Nottingham Scania N94UD/East Lancs H51/39F deckers are:

901 YN53 CFP

902 YN53 CFU

903 YN53 CFV

904 YN53 CFX

905 YN53 CFY

In addition, existing Scania 507/8 (YN54 AFF/AFJ) have been renumbered 906/7.

Olympians 827/30/1 (N827/959/960 FKK) are now in the reserve fleet, leaving just 7 for service (724, 808-10, 829, 862, 947).

Loan

827 is currently on loan to Galloway European, Mendlesham.

Withdrawn

Olympians 955 & 962 (L955/62 MSC) have been sold to SquarePeg Transport of Leeds.

Olympian 863 (J563 HAT) is withdrawn and likely to be scrapped.

Operations

Following First's announcement that they are withdrawing various services in the Braintree area and closing the existing depot, Stephensons issued a press release on 29 August stating that "from November 2nd the company will provide services, broadly at current frequencies, between Witham and Braintree via Silver End and Cressing (replacing 131/132), and from Braintree Bus Park to Bocking Deanery Gardens, and to Black Notley (service 21). Alternate journeys on the service from Witham will operate via Cressing Road and Stubbs Lane to replace service 30 in that area" and that 5 new single deckers are on order. Further details will follow in due course.



Stephensons 605 (the celebrity launch bus) and 607 (the nearly-new double-decker bus actually used on the first day of the new route), both at Leigh Station.

John G. Lidstone.

EBN617p25

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

Acquired Vehicles

Correction to EBN616: the source of the HV02s and KX03 HZW was transposed, the former were acquired from Dawson Rentals, KX03 from Ensign. HV02 OZX / PCY / PDO have been given fleet numbers 751 / 2 / 3 respectively; as reported last month, KX03 HZW is 754. The number 752 has been re-used from withdrawn SK52 OKE (see below). Scania L94UB / WrightBus Solar YN51 MKZ, has been numbered 741.

Acquired Vehicles / Disposals

In EBN605 it was reported that last summer Swallow acquired ex Go Ahead London Volvo B7TL / Plaxton Presidents, X158/9 FBB (VP7/8), that they had been repainted at Mardens into EOS livery and had been numbered 101/2 respectively. It now transpires that these were not acquired but were on long-term loan from Ensign. 102 returned to Ensign in August this year. As reported in EBN 615, 101 lost its roof when it collided with the low Central Line railway bridge in Roding Road, Loughton on 15 April whilst on crew transfer duty. Swallow has now formally acquired this bus in order to dispose of its remains.

Disposals

July 2015: Dart 752 (SK52 OKE) to Ensign after becoming defective; Enviro 901 (KX58 GVC) and Solo 902 (YI08 PIX) to Dawson Rentals.

Vehicles on Loan

Further to EBNs 615 and 616, PK02 RDO, YI59 NNM and BX54 DKK were all only on short-term loan, although YI59 did receive the fleet number 903 whilst with EOS. PK02 was repainted from Brighton & Hove livery to all dark blue at Mardens in early August and was in use with Geldards on the Leeds Festival shuttle on 31 August.

Special Workings

The planned special running of Ensignbus RT 3251 on route 66 on 6 September (see EBN616) was cancelled.

With thanks to Ross Newman & LOTS

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

Acquired Vehicles

KV51 KZF, Mercedes Benz Vario / Plaxton Beaver, B33F, new to Central Parking, Heathrow 11/01
From Beestons, Hadleigh, Suffolk, July 2015. It remains in all dark blue Beestons livery. It was seen in Much Hadham on 29 July running a 351 shuttle to Bishops Stortford whilst road works in the village prevented the main 351 Hertford to Bishops Stortford route from serving Much Hadham. Galleon (Trustybus) also own sister vehicle KV51 KZD (see EBN 604).

Underground Strike Services

TP425 and TP461 were extras on TfL route 8 on 9 July plus the evening of 8th. On 6 August, TP425, TP461 and recently acquired X427 FGP were used on TfL route 115 (with TP425 and X427 FGP also reported on route 205).

Withdrawn Vehicles and Disposals

Marshall bodied Dart MDS14 has finally been withdrawn from service, some time after its sisters MDS 13/15/16. It joins them in awaiting disposal. Mercedes Benz Vario / Plaxton EIG 1357, which has been out of service since at least April 2015 (see EBN 615), was sold to a private buyer from the Isle of Wight in July. Volvo B7TL / Plaxton President G11 GTL, which was de-roofed under a low railway bridge on 27 March (see EBN 612), has been scrapped.

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

Panther Travel. By Ian Ransom.

Dennis Javelin/Plaxton G210 UAS is now painted white in the Panther fleet and now registered BIG 8856; it is named Bumble Bee, after arriving in yellow livery.

BIG 9249 (J114 KCW), 7596 (F639 LMJ) and 7758 (F640 LMJ) all operated as additions on the 205 in London on 6 August, a tube strike day. BIG 4005, new as B693 BPU Just passed class 6 mot this morning (Thurs 10 September), now going to be re trimmed! [see pic EBN617p19]. D511 PPU just bought from Stephenson's of Essex,

Regal Busways by Adam Kelleher.

Fleet Numbering

Further to EBN616, Dart NA52 AWF was seen on route 88 on 30 August with fleet number 618. It is therefore assumed that NA52 AWM is 619, although this was seen on route 71C on the same day still without a Regal fleet number.

Disposals

As reported in the Hedingham and Panther articles in EBN616, Volvo B10M / Plaxton Excalibur J734 CWT had been sold to Panther by early August. It is to be repaired with parts from similar ex SIL 2172 (see Regal article, EBN 616). Its last reported use with Regal was on Colchester to Witham rail replacement on 10 June this year.

Workings and Observations

All dates August 2015 unless stated

Greater Anglia Rail Replacement

Witham to Shenfield: YJ03 PGZ / PKK, OV63 NCN (2nd)

Colchester to Chelmsford: YJ03 PGZ / PKK (3rd & 4th)

Chelmsford to Shenfield: YJ03 PGZ, MV12 ODR (9th); P 02, MX10 DFK, YJ03 PJZ / PKK (19th)

Colchester to Ipswich: YJ03 PGZ, MX10 DFK (30th), YJ03 PKK, MX10 DFK (31st)

Colchester to Colchester Town: 702 (31st)

Underground Strikes evening of 5 August and all day 6th

Further to EBN616, 802, 1401 & 1404, as well as 1302 and 1501, were on TfL route 205 on 6th

Solos

206 on 3 (13th), 52 (26th), 31A (9 September); 207 on B2 (17th), 565 (21st); 209 at Braintree outstation (22nd); 211 on 565 (7th)

Darts

601 on 3 (13th); 613 on 75 (17th), 11 (23rd); 616 on 3 (3 September); 618 on 88 (30th); NA52 AWM on 1/A (22nd), 71C (30th)

Enviro 200s

650 on 88 (16th & 23rd); 651 on 565 (17th, 20th, 22nd & 25th), 52 (21st); 652 on First Data Shuttle (17th), 565 (26th), 31A (28th)

MANs 702 was back on its old regular route 565 (before it was displaced by Enviro 200s late last year) on 13th, on 71C (16th), 45 (18th), 3 (21st), 71C (23rd & 30th); 802 on 71C (2nd)

Tempos P 02 on 3 (20th), 71C (23rd)

Tridents 1501 on First Data Shuttle (13th)

With thanks to Terry Clark, Dominic Lund-Conlon and John Podgorski.

Townlink Buses by Adam Kelleher.

Road Runner Services

From the morning of 8 June, Road Runner Buses services 255, 511/2 and R1/31, plus Olympus Bus & Coach school day 254 (which, although registered to Olympus, was operated with Road Runner vehicles) transferred to the control of linked company Townlink but mainly still using Road Runner vehicles and on Road Runner / Olympus licences. The routes (except 254/5) were then de-registered by Road Runner and registered by Townlink. However, in the event, the routes did not last long with Townlink. The 254/5 were virtually abandoned from the start of Townlink control, with very few buses running from 8 June onwards (some days none at all) and the routes ended in June. The 511/2 ceased at midday on 17 August and R1/31 at a similar time on 20th (when the drivers were recalled to the depot to be told that the service had ceased with immediate effect. Arriva had started their competing service 1 on 17th). Whilst Townlink ran the routes, as well as indigenous Road Runner vehicles, Townlink's own Darts S309 JUA, S472 BWC, LX51 FGU, LX51 FHB and LX51 FHH were noted during June although all were back on Townlink services by July. During July, more Townlink buses were seen on R1/31, for example, three on R1 on 17th. Sunday service 311/2 may also have transferred to Townlink control but this was also withdrawn, after 6 September. Townlink continue to operate their own routes, 19/20/21, 524 and T1.

Disposal

Dart S316 JUA to Road Runner in May 2015 (prior to the above service changes)

Other Vehicle News

Updating EBN604, Iveco LoGo EU07 XGL was still on site at the Harlow Burnt Mill depot in August. It is being used as a fuel store. (Sister EU07 XGK was reported in a withdrawn state at the depot of Olympian Coaches in February this year, and EU07 XGM had been sold to a private buyer in Waltham Abbey.)

With thanks to John Card, Peter Clark, Richard Delahoy, Adam Jones, John Podgorski, Owen Woodliffe and LOTS

Eastern National at Harwich, part 6; Competition and Deregulation.

By Robert Appleton.

Coastal Red started their commercial services on 1 September 1986:

10	Harwich - Dovercourt - Gt. Oakley - Bradfield - Mistley - Manningtree - Lawford - Ardleigh - Colchester
10A	Harwich - Dovercourt - Gt. Oakley
30	Harwich - Dovercourt - Parkeston.

An immediate response from Eastern National was reduced fares, an extensive advertising campaign and duplicate buses between Colchester and Manningtree. Several Harwich allocated buses carried external advertising "Low prices on this bus" and "Regular and reliable - that's us".

From deregulation day, 26 October 1986, Coastal Red started operating a number of Essex County Council tendered services, which included evening and Sunday services:

101	Harwich - Dovercourt - Parkeston - Ramsey
102	Harwich - Dovercourt - Gt. Oakley - Manningtree - Colchester.

One casualty of deregulation was service 106 Clacton - Thorpe-le-Soken - Great Oakley - Dovercourt - Harwich. Eastern National registered commercial service 106 but only for the section Clacton - Thorpe-le-Soken. Coastal Red worked the ECC tendered service 125 Harwich - Weeley and 126 Clacton - Gt. Oakley as partial replacements for the through service between Clacton and Harwich. Full details of Coastal Red's buses and operations can be found in Coastal Red Fact File 4 (Essex Bus Enthusiasts Group).

Under the Transport Act 1985, no changes to bus services were allowed for the first three months from 26 October 1986. After this period, Eastern National was quick to respond to the Coastal Red competition in Harwich and Dovercourt with new services 22A/22B, Harwich - Dovercourt - Long Meadows Estate Circulars. These services commenced on 2 February 1986 worked by DT0601 (C601 NPU) Ford Transit/Carlisle B20F. DT0601 was painted in the new Eastern National livery of yellow and dark green with "Barbara's Bus" branding, after its regular driver Barbara Thompson who had been a conductress at Harwich depot.

Another change from 2 February 1987 was the introduction of express service X4 Harwich - Dovercourt - Gt. Oakley - Colchester with three journeys in each direction. Service X4 only lasted until 11 February 1987, when there were significant changes to services 103/104. The Colchester - Manningtree duplicates were withdrawn and services 103/104 were increased to provide two buses per hour off-peak daytime between Harwich and Colchester at; xx 15 ex - Harwich 103, xx 25 ex - Colchester 104, xx 50 ex - Harwich 104, xx 05 ex - Colchester 103.

Running time on service 103 was reduced to 65 mins and service 104 to 70 mins.

Over the years, there have been various changes to these timings but, today, service 103/104 still provide two buses per hour between Harwich and Colchester. This raises an interesting question. If the Coastal Red competition and deregulation not occurred, at what point would these services have been increased from one bus an hour to two buses per hour?

One Colchester depot bus and six Harwich depot buses normally operated the 103/104 services; the Harwich buses also interworked on service 120 Harwich - Dovercourt - Parkeston Quay. On 23 May 1987 Colchester used Leyland National CR1790 (PEV 702R) and Harwich used:

* Leyland Nationals DT1750 (JNO 199N), DT1901 (DAR 123T), * Bristol VRT/ECW DT3020 (OWC 293K), DT3061 (LIN 656P),
* Leyland Olympian/ECW DT4007 (C407 HJN), DT4008 (C408 HJN).

The Colchester duties were:

0925 Colchester - Harwich	1035 104	1050 Harwich - Colchester	1200 104	1205 Colchester - Harwich	1310 103
1315 Harwich - Colchester	1420 103	1440 Colchester - Harwich	1550 104	1555 Harwich - Colchester	1705 104.

Eastern National's fight back against Coastal Red continued. On 1 November 1987, Eastern National gained most of the Essex County Council tendered Sunday services from Coastal Red, including services 101/102 [see above]. On 4 January 1988, Coastal Red withdrew service 10 Harwich - Colchester, the weekday evening services were replaced by Eastern National services 101/102 operated under contract to Essex County Council.

Then on 28 February 1988, Coastal Red was taken over by Eastern National, thus ending 18 months of competition.

To be continued.

Part 5 was mistakenly titled. EBN616p28 should have referred to Midibuses not Minibuses; midibuses to refer to the Bedford YMQS/Wadham Stringer buses such as 1056 (TJN 979W). Robert's draft was correct, your Editor mistyped!



Top picture: DT0601 (C601 NPU) Barbara's Bus on layover on the forecourt of Harwich depot on 23 February 1987. **Robert Appleton.**

Bottom picture: The Coastal Red factfile book published by EBEG had photos of two of the Leyland Leopard/Willowbrook OEX 795/797W that made up the opening Coastal Red fleet. So here is one of the others, 2 (JCL 812V) Leyland Leopard/Willowbrook C51F arriving at Harwich on service 10 Colchester - Harwich which competed with Eastern National 103/104 Colchester – Harwich, taken on 4 October 1986, the same date as the photo of DT4008 in EBN616p29. These Leyland Leopard/Willowbrook coaches were new to Eastern Counties, they passed to Ambassador Travel when Eastern Counties was split up in September 1984, so there is an East Anglian connection with these coaches. **Robert Appleton.**

EBN617p29

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

APT Coaches, Rayleigh

Recently acquired is SN03 CLZ, an Iriza bodied Scania K114EB, C49FT ex Compass, Worthing, West Sussex; whilst R917 ULA, a Volvo B10M with Berkoff C49FT body is no longer here.

Don, Great Dunmow

DD05 DON (formerly SF05 YKK), a Bova Futura C55FT, is now with Golding (Turners of Essex), Little Maplestead.

Greenfield, Great Baddow

Both YN55 PZB, a Scania/Iriza C53F and BK08 XYG, a Setra S415HD C49FT are no longer here.

Jackson, Bicknacre

EV06 BUS, a Mercedes Benz C49FT, here since March, was previously with Bennet & Lane, Gloucester. The registration number would suggest that this was originally an Evobus demonstrator. Evobus are the UK agents for MB and Setra buses and coaches, though Setra buses are no longer imported. This vehicle has been named "Justyna".

JSM (Wicks), Braintree

Van Hool bodied Leyland C51F, reg. A147 RMJ has gone from here.

Mortlock (Keane Travel), Muckingford

LK51 XGG, a Plaxton bodied Volvo B7TL has been re-registered to KIG 1263.

Viceroy, Saffron Walden

RUI 9458 (ex. M214 UYD), a Bova Futura C57F is no longer here.

Woods, Leigh-on Sea

K696 RNR, a DAF SB with Salvador Caetano C55F body is understood to have gone to Red Rose, Blackburn, Lancs.

Correction, The caption on EBN616p30 should have said the vehicle was operated by R W Chenery, Dickleborough, near Diss, Norfolk **on behalf of Travelstyle.**



Picture: Another Maltese/Essex link. This Scania/Irizar started life new as XL04 EXL with Excel at Stanstead Airport. In December 2015, MPY 904 was at Rabat heading for Malta Airport on route X3 deputising for a failed MCV of Swallow Garage. **Owen Woodliffe**

EBN617p30

The Letters Page

Jeff Clayton, General Manager, Heddingham and Chambers The Livery.

Day-to-day, my management team and I will invariably mention the two names in the same breath but we tend to refer to local depots by their location. I encourage the use of the longstanding two-letter site codes in emails and texts, and whilst the two companies are still separate limited entities with their own sets of accounts, there are obvious benefits to running them together - Sible Heddingham and Sudbury depots are only eight miles apart, for example. In no small measure, the staff who would have served in one of these independent companies previously are now playing their part in a combined business, which has been great for their own personal development, as well as supporting the all-new team of managers who have joined over the last two years to get to grips quickly.

Yes, our newly adopted livery is inspired by what was applied to the Volvo B7TL/Presidents delivered to Chambers in 2013, but it is neither "Chambers livery" nor "Heddingham livery" - we simply call it our new red livery. The two shades of red hark back to the two companies' heritage, which are relieved by the white swoop, white logos and, in the case of the Scania's, white LED destination displays - plus of course the commercial advertising hoardings.

As much as the Chambers route map looked classy, I wasn't convinced that it was generating the levels of additional income on the Sudbury corridors that advertising can almost guarantee. Most of the Scania's have advertising frames fitted as standard - but not all of them, and we do have some ideas about revisiting branding in future.

Just as we welcome input about routes and timings, we are open to suggestions on other things. Perhaps you have some ideas? Get in touch at the Colchester office: services@heddingham.co.uk.

Terry Challis of Blackpool Mea culpa! More on the 33A.

On a recent visit to Essex, when studying a map of the Bishops Stortford and Dunmow area, I realised that some of the information that I contributed to EBN612 about the operation of the 33A was not correct. The journeys from Bishops Stortford to Dunmow to take up operation of the 33A from Dunmow (to Ongar) were to Leaden Roding (not Hatfield Heath) on the 58. After working the service to Ongar and return, the bus worked back to Bishops Stortford via Leaden Roding on a reverse working of the outward journey.

Doug Brown of Hutton [DB from BD] Bristol KSW FLFs

Whenever I see Bristol FLFs KSWs and the old conker boxes in EBN, I feel like a dog with its tail between its legs. EBN616p4 was no exception. KNO 949C; I am sure I drove this on 251 at some time or another. I am sorry all you bus enthusiasts out there but I have said it before that these buses were pigs to drive. Just think about it. No power steering, a crash gearbox and awful brakes. And a hard seat! The heat and fumes were something else. When I got out of these cabs after about 4 hours, I was shattered and could barely walk. It took a few pints in the "Victoria Arms" to lubricate the joints again. I never did any overtime for that reason but every now and again I put myself down for Sunday rest day working and usually got it; a Sunday rest day working was time and a half. This caused quite a bit of friction with the other drivers but I told them I did not do overtime during the week so they could. This usually shut them up. When I left the buses and got behind the wheel of a 6 wheel Bedford Val, it was like driving a "Roller", (*Steam or Rolls Royce? Ed.*) compared to the Bristols. I expect I will have my tail between my legs on Canvey open day in October! PS, with the cost of diesel today, we don't see leaky tanks like on FLFs.



Will the sight of this splendid beast give Doug Brown (DB of BD) "the willies"?

There are only two Eastern National closed-top Bristol KSW5Gs in preservation, this one, 1407 (VNO 859) being unusual in having rear platform doors. Seen here at the Colne Valley Railway rally on 30 August.

Suprisingly topical, given First's dreadful decision to pull out of most of its local Braintree routes.

Photo by **Roger A. Smith.**



What a handsome Guy! On top of SCT 336, the RT, open-top Cardiff Guy Arab IV, RM1989 and open-top RM978 nearly finished; Mardens added another heritage bus to its collection - Chambers of Bures Roe lowbridge-bodied Guy Arab IV 5LW KCF 711, bought new by them in January 1957. With grateful thanks to Mardens, the bus is shown just after arrival on 20 August (it came in on tow). **John G. Lidstone.**

Have you given serious thought to taking on one of the important roles advertised in this issue of EBN? We really do need to do some serious marketing and promotion and the Service Revisions column is one of the most popular we provide!

Target dates for EBN618 (October 2015).

By	...	Saturday 3 October 2015	...	Reports to Sub-Editors.
By	...	Saturday 10 October 2015	...	Sub-Editor drafts to Editor.
By	...	Monday 19 October 2015	...	Dispatch by Printers.

Back Cover Photos.

Outer Top Many contracted rural routes in North Hertfordshire came to an end on Saturday 29 August following budget cuts. This was the very last bus from South End, Perry Green and Green Tye, photographed awaiting its 1020 departure time from the terminus at the St Elizabeth's home for Epileptics. This marked the end of operations by Uno into Essex, as the route took shoppers (just the one on this occasion) across the county border into Harlow. **Brian Bell.**

Outer Lower On Thursday 20 August, John "caught" Regal Busways' last active Essex Pullman, P03 (YJ56 WVC) on service 3 at Leigh Church. **John G. Lidstone.** We have been known to have a "pop" at Regal for the state of their vehicles from time to time; but credit where it is due, this vehicle looks very smart – Ed.)

EBN617p32

Arriva Miscellany

Top picture:

seen on the afternoon of Saturday 4 September at Asda, Shoburyness, Solo YJ61 JHV has been provided by Optare as cover whilst work is undertaken on the route 9 Versas. It is actually a Dawson Rentals hire vehicle so Optare will have sourced it. The livery is of NEXUS, the Tyne & Wear transport authority, where it was operated by Connect of Jarrow, then Stanley Travel. It has since had short spells with various operators including Minsterley Motors, Kirkby Lonsdale Coach Hire, Anthony's Travel, Hatch Green Coaches and most recently, Dartline.

Matthew Evans.

Text by Richard Delahoy.

Middle picture:

In Colchester, the "old order" is being replaced by former Arriva London DWLs (see Arriva report inside). Following withdrawal of 3316 S314 JUA after RTA damage, 3314, reg. S312 JUA the former Arriva London DDL12, is the last of the batch of six of these Darts NC once had. Taken on route 8 at the Gosfield Road terminus on Friday 24 July.

Roger Tuke.

Bottom picture:

Three of the six Caetano Darts at Network Colchester have recently gained hand painted dark blue skirts, namely HX51 LRL/N/O, represented here by LRN taken on route 1 in the "bus station" or what Roger has always known as Osborne Street. Also taken on Friday 24 July.

Roger Tuke.





www.essexbus.org.uk