

Essex Bus News

No. 639
July
2017



Essex Bus Enthusiasts Group
www.essexbus.org.uk



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£4

where sold



Freshly painted First Essex '62' Volvo B7TL/Wright Gemini, 37136 (SN57 HCU), seen at Mardens on 1 July, due to go to Colchester on 2 July for route branding, decals and for service, in comparison with as-delivered First Borders 37135 (SN57 HCP).

John G. Lidstone.



lower picture: Summer Surprise Smart Double Decker found at cafes ("the Arches") at Westcliff, immaculate Tourmasters Volvo B7TL/Wright Gemini EY07 AXJ on 30 June. (What a wonderful livery!).

John G. Lidstone.

Front Cover Picture.

The first noted working of a 62 branded Volvo B9 on a different route, 37134 at Sainsbury's Stanway on route 65 on the evening of 3 July.,
Wayne Bell.

Essex Bus News 639

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*Owen also stocks a wide range of colour photos;
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<http://www.signal-training.com/ebeg/Photo%20order%20form.pdf>.

July 2017

Welcome to New Member

Mark Woodgate, Welwyn Garden City - 1119

Essex Bus News is the "house magazine" of the

Essex Bus Enthusiasts Group.

Chair	Ian Ransom.
Secretary	Alan Osborne.
Treasurer & Membership	Richard Delahoy.
Tours Organiser	Keith Woods.

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

Subscriptions

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

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

Contact Richard Delahoy, address below.

Data Protection Act

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

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Reports and observations

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

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

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

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

MID-ESSEX MEETINGS by Maurice Austin.

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

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

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

Thursday 27 July

John Wilson; "My Career at Home & Abroad".

Thursday 28 September

Matthew Arnold, Commercial Direct, Stagecoach South East; "Wings and Wheels - a career in public transport".

Thursday 26 October

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

Thursday 23 November

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

Thursday 21 December

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

NORTH ESSEX MEETINGS by Dave Arnold.

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

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

Friday 14 July

Dave Arnold.

Friday 11 August

being arranged.

Friday 8 September

John Card, Illustrated talk; 30 years at Grey-Green.

Friday 13 October

Fred Lawrance. Colourful London 1980s and 1990s.

Friday 10 November

Steve Maskell.

Friday 8 December

Gary Sharpe.

A Blast From The Past

Paul Harvey.



National Travel South East GJD 194N Bristol RELH Plaxton seen at Wash Lane Coach Station Clacton mid 70's. Vehicle was originally ordered by Tillings Transport and delivered 5/75 to NT(SE), returned to Eastern National 10/78 as its 1418 and had new Plaxton front fitted 4/83.

Paul Harvey.

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

EVENTS

Sat/Sun 15/16 July

Saturday 22 July

Sunday 30 July

Sunday 30 July

LT Weekend at Epping-Ongar Railway, North Weald.

Potters Bar Garage Open Day.

Worthing Sea Front Rally.

Oxford Bus Museum. 50 Years of Bus preservation. Rally at Oxford Parkway Stn.

Sunday 13 August

Sunday 20 August

Sunday 27 August

Norwich Running Day.

Buses 2017 Festival. Heritage Motor Centre, Gaydon. www.busesfestival.com

Colne Valley Railway, Bus and Commercial Rally. Castle Hedingham.

Saturday 9 September

Sunday 10 September

Sunday 17 September

Sat/Sun 23/24 September

Royal Forest Hotel, Chingford. Bus display and vintage bus rides.

Epping-Ongar Railway 'Red & Green Rover' Running Day. www.eorailway.co.uk

Showbus. Donnington Park. www.showbus.com

East Anglian Transport Museum Trolleybus weekend.

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.



STW 30W was new to Eastern National as its 3086 in 1981 and ended its PSV duty as L255 with Hedingham. The VR passed into preservation with the late Richard Payne and was acquired from a dealer by Mission Grove School in Walthamstow E17 where it is now use as a static library.

Owen Woodliffe.

EASTERN NATIONAL FLEET RECORD

Volume 1: 1964 - 1990

Bob Palmer

Just published is this 64-page illustrated book listing every Eastern National and Tillings bus and coach from the August 1964 renumbering scheme through to the split of Eastern National (into EN and Thamesway) in July 1990.

Based on an earlier version by Bob Palmer that we published back in 1994, the book has been expanded with fleet summaries at key dates, 7 colour and 14 b/w photos. The book explains how the fleet numbering system was structured and then has details of every bus and coach, including ones used as service vehicles, plus a list of overall advert liveries.

Billed as Volume 1, this book will be followed by Volume 2 – 1990 to 1996, *The Badgerline Years*, later this year, and then two further volumes will cover the periods 1996-2004 and 2004 onwards.



ESSEX BUS ENTHUSIASTS GROUP

Printed on glossy paper, this A4 sized book is a **must** for all Eastern National enthusiasts! Priced at £9.99, it is available post free to members. Send your details with a cheque payable to "EBEG" for £9.99 to Owen Woodliffe, 196 Sinclair Road, Chingford, E4 8PT, or remit £9.99 by PayPal to admin@signal-training.com. And as a special offer, we can offer the Fleet Record plus the 2017 First Essex Buses Fleetbook (see EBN636p4) together for only £12.99, that's a saving of £2 to members – and post free!

EBN639p4

SAMPLE PAGE

1620 SERIES - BOVA COACH

1625	BGX649Y	Bova EL26/581	02155	Bova	C49FT	1745	7/83	3/87
1626	BGX650Y	"	02156	"	"	1746	"	"
1627	A851CMY	"	02169	"	"	1759	"	"

Although bought new by Eastern National these vehicles were operated on extended lease by National Travel (London) Ltd from new to 11/86 when they were returned to E.N.

1650 SERIES - LEYLAND NATIONAL

1650	LMO225L	Leyland National	1151/1R/0401	00679	B49F	6/73	10/88
1651	KCG608L	"	"	00400	"	3/73	9/87
1652	KCG609L	"	"	00401	"	"	2/86
1653	KCG610L	"	"	00402	"	"	8/88
1654	KCG611L	"	"	00499	"	"	10/88
1655	KCG612L	"	"	00500	"	4/73	8/88
1656	KCG613L	"	"	00566	"	5/73	5/88
1657	KCG614L	"	"	00567	"	"	9/87
1658	KCG615L	"	"	00568	"	"	3/89
1659	KCG617L	"	"	00584	"	"	8/88
1660	KCG618L	"	"	00585	"	"	" a

1650-1660 ex Thames Valley & Aldershot Omnibus Co. Ltd, 103/8-15/7/8, in 7/84 (1652/4/5/8), 8/84 (1650/6/7/9), 9/84 (1651/3) or 10/84 (1660).

a - 1660 never entered service as such but was converted to carry wheelchair passengers and was numbered 2201 (q.v.).

1700,1800,1900 SERIES - LEYLAND NATIONAL

1700	WNO549L	Leyland National	1151/1R/0401	00335	B52F	1/73	9/87	a
1701	WNO550L	"	"	00336	"	"	8/88	a
1702	WNO551L	"	"	00337	"	"	10/88	a
1703	WNO552L	"	"	00359	"	2/73	"	a b
1704	WNO553L	"	"	00360	"	"	8/88	a
1705	WNO554L	"	"	00361	"	"	9/87	a
1706	WNO555L	"	"	00457	"	3/73	8/73	a c
1707	WNO556L	"	"	00458	"	"	10/88	a
1708	WNO557L	"	"	00459	"	"	"	a
1709	WNO558L	"	"	00460	"	"	"	a
1710	WNO559L	"	"	00461	"	"	7/85	a d
1711	WNO560L	"	"	00462	"	"	7/87	a e
1712	WNO561L	"	"	00643	"	5/73	10/88	a
1713	WNO562L	"	"	00644	"	"	"	a
1714	WNO563L	"	"	00645	"	"	5/88	a
1715	WNO564L	"	"	00646	"	"	10/88	a
1716	WNO565L	"	"	00647	"	"	3/89	a
1717	WNO566L	"	"	00648	"	"	"	a
1718	NEV675M	"	1151/1R/0402	00793	B49F	9/73	"	
1719	NEV676M	"	"	00794	"	8/73	9/87	
1720	NEV677M	"	"	00795	"	"	3/89	
1721	NEV678M	"	"	00796	"	"	"	T
1722	NEV679M	"	"	00797	"	9/73	3/89	
1723	NEV680M	"	"	00798	"	8/73	9/87	
1724	NEV681M	"	"	01025	"	11/73	10/88	
1725	NEV682M	"	"	01026	"	12/73	"	T
1726	NEV683M	"	"	01123	"	"	3/89	

Tebbit's Tales.

More Recollections of a Former Busman.

Alan Tebbit, BEM.

In my time at Eastern National's CF Duke Street depot, I met some characters. There was Jack (Starchy) Miles, so nicknamed because he always wore starched collars on his gleaming white shirts, he had razor edged creases in his trousers, and the parade ground shine of his shoes. Maurice Burgess was another smartly turned out driver, very quietly spoken, and his words produced with a public-school enunciation. I always felt that he should have been a clergyman, rather than a bus driver. There is a connection, I suppose, a vicar seeks to make his parishioners into God fearing people, whereas a bus driver will put the fear of god into anybody. Working with Maurice was problematic, because he had sensitive hearing. Known as Nobell Maurice, woe betide any conductor who rang the offending article. This was no problem on FLFs, as there was a bell and buzzer push on the platform, plus it was normal to ring off by tapping a coin on the cab window. On Ks and LDs, the platform, and stair head, only had a bell, so we had to move into the saloon to buzz off from stops, or to get him to stop when required.

If ever a bus was spotted parked up between stops, it was a safe bet that Charlie and Peggy Willsher would be seen by the platform, continuing some domestic dispute that neither would give up. When OMO became inevitable, Peggy retired, and Charlie became quite a reformed character, much calmer. Another driver that I tried to avoid was Alf (Fairy) Fairchild. Early shifts were dreadful, harsh braking and acceleration, with every left turn marked by the rear wheel mounting the kerb. Then would come meal break, and a visit to the Railway Tavern for his medicine. On the rest of the shift, you couldn't wish for a better driver.

Arthur Byford was a strange conductor, you never knew what to expect. He would take his dinner, and a chair, into the gent's toilet, setting his plate on the wash basin. I dreaded working with him, he was so unpredictable. We did a dinner time workers bus one day, from the Hoffman's factory to Melbourne Farm Estate. We waited whilst they ate lunch, and then took them back to the factory. Having no desire to listen to Arthur's inane chatter, I went for a long walk, returning at departure time. I leapt up onto the driver's seat of the LD, and wished I hadn't. The driver's seat had been wound right up, and pushed fully forward, making a minimal gap between seat and wheel. The pain in my nether regions was intense, and through my tears I could see Arthur was well pleased with his efforts. Later in the day we were on service 43, with an FLF, and returning towards town, I pulled out of the stop at Broomfield Parade, and almost immediately got the stop signal. I had to pull up at traffic lights, and looked around to see why I had received the bell. Arthur was pointing at the red light, indicating that it meant STOP. He repeated this at every red light for the rest of the trip.

Continued next page.



Hedingham L26 (CCK 657) on stand-by in CF depot, with a pair of Bristol Ks in the mid-1960s. Now this is really another story and we will tell it in a future issue of EBN.

Alan Tebbit.

EBN639p6

One character was Nobby Clarke, no one ever knew his real name. As well as being a driver on the spreadover rota, roughly 4-hours on, 4-hours break, 4-hours on, covering both peaks, Nobby was also landlord of the Leather Bottle Inn at Pleshey, although I suspect that his wife, Daphne, was really the boss at the pub. I always worried about Nobby's intake of alcohol for a bus driver. One morning I was on the 0610 to Pleshey, and half way between Gt. Waltham and the village, I spotted headlights approaching. There could only be one person on that road at that hour of the day. I pulled my bus, brightly lit double decker, in against the verge, and waited. An Austin A55 car raced past me, our Nobby. Later in the day I mentioned it, and he had not even seen me. On one occasion Daphne asked him to borrow a crate of light ales from one of the Ridley pubs en route. Having finished his first half, Nobby wandered into The Ship, had a pint, and headed home. Realising that he had forgotten the crate of ale, he stopped at The Kings Arms, Broomfield. A quick pint, and he was on his way again. Approaching The Beehive at Gt. Waltham he remembered the reason for his mission, and called in for a pint, or two. By then it was time to return for his shift, and the light ales never reached Pleshey. One Saturday I had a private hire, Nobby's pub beano to Yarmouth, in my favourite coach, RE 1410 (YHK 727 F). We stopped at a layby near Bungay, with the normal facilities, a hedge, ladies to the left, gents to the right. Trestle tables were set up for the buffet, and crates of ale appeared. There were a few Stock ales, my favourite, and I asked Nobby whose they were. It seemed they were mine, and I had to point out to him that it was best if I remained sober. We left Yarmouth at the statutory time of 6pm, and by 1945 we were in The Crown Inn, at Ufford, north of Ipswich. This was in pre-tachograph days, my log book recorded that I arrived back in CF depot by 2330, the anticipated time. In fact, we wished the staff at The Crown a fond farewell at midnight.

But of all the characters I worked with, Monty Filby heads the list. Monty was larger than life. He only worked "lates", spending his mornings shovelling malt for Rideleys brewery, a tough job; he was small, but very, very strong. Part Romany, it was impossible to get him into uniform, he always wore a neckerchief, in Badgerline days, when ties became compulsory, the company relented, and issued him the female neck scarf, which he wore as a cravat. I recall our superintendent, Gerry Neville, phoning down to the inspectors one day, to complain that Filby looks like he should be on the Cop at Anfield, he was wearing a red and white striped polo shirt. I worked the 2010 service 30 to Bow one night with him. It must have been a Saturday, because we had FLF2848, a fast bus. On week-nights we would take an MW. At Forest Gate he let a Mini out of a side turning, and they then drove very slowly, holding us up. In the wide road near Stratford fire station, Monty tried to overtake. The Mini speeded up and soon we were in a situation where we had a choice, to either hit a Greenline RCL head on, or put the Mini on the path. Boy, did that car bounce! On arrival at Bow, the Mini turned up, and the occupants, two youths were not happy. Monty laughed at their protest, until one of them called him a very rude name. He grabbed them by the shirt fronts, lifted them clear of the ground, and cracked their heads together. He instantly calmed down, and we walked off to get our tea in the canteen of Bow Road police station. Suitably refreshed, we prepared to leave, and, almost as an afterthought, Monty mentioned the two guys, unconscious near our bus. A copper went off to find his helmet, and we strolled back to Tomlins Grove, but our adversaries had departed. On another occasion, I was working with him on a 351 to Wood Green on semi-auto FLF 2889, which had a removable cab window for driving tuition. Naturally, we availed ourselves of the opportunity of a chat on the long journey. Whilst at the traffic lights at Gates Corner, a Jaguar pulled up alongside, and Monty noticed that the young lady passenger was giving a very intimate relaxing massage to the driver. He felt that I should be informed of this fact, I was upstairs at the time, and so the entire bus full was made aware, in not too polite language. Later still, in OPO days, I met Monty in Corporation Road, we were both on 44Bs. Hard packed snow was on the road, and Monty opened his cab window, and urged me to look at his trick. With the handbrake on, effective on the front wheel, he selected gear, and spun the back wheels, fast enough to melt the snow. What a great bloke!



FLF 2889 late in life on the 44B, passing the multi storey car park/retail market in Chelmsford.
Chris Stewart/EBEG collection.

Service Revisions by Paul Harvey.

Arriva Kent Thameside

4 June 17	1	M-S	Harlow to Sumners: early morning Saturday journey withdrawn (updated information).
	2/3/A	M-S	Harlow to Staple Tye: minor timetable changes (updated information).
	10	M-S	Harlow to Church Langley: couple of early morning journeys withdrawn (updated information).
23 July 17	1	D	Shoeburyness to Rayleigh: additional schoolday journey introduced at 0827 from Rayleigh to Southend.
	6	D	Southend to Temple Sutton: new service from Cokefield Avenue via existing service 29 (Royston Ave/Sutton Rd) route to Southend, then continuing via Woodgrange Drive, Lifstan Way and Hamstel Road to Archer Avenue and Newington Avenue loop. No Sunday service to the Archer Avenue area.
	7/8	D	Landwick to Rayleigh: revised timetable and route. Main Weekday service operating every 15 mins between Shoeburyness Asda & Hockley with alternating buses providing 30 min service to Great Wakering & Landwick. Buses continue to operate between Hockley & Rayleigh every half hour. The section of route via Bournes Green to Woodgrange Drive withdrawn. No change to Sunday timetable.
	9	D	Rayleigh to Shoeburyness: minor timetable changes.
	29	D	Belfairs to Temple Sutton: section of route between Southend & Temple Sutton withdrawn.
	1/1B	M-S	Harlow to Sumners: introduction of Sunday contract service and revised evening contract service. Service 1B withdrawn.
27 August 17	2/3/3A	M-S	Harlow to Staple Tye: introduction of Sunday contract service and revised evening contract service. Service 3A withdrawn.
	4	M-S	Harlow to Latton Bush: introduction of Sunday contract service and revised evening contract service.
	5	M-S	Harlow To Sumners Farm: service withdrawn.
	6/A	M-S	Harlow to Little Parndon: introduction of Sunday contract service and revised evening contract service. Service 6A withdrawn.
	7/8	D	Landwick to Rayleigh: introduction of weekday evening contract service.
	8/A	M-S	Harlow to Old Harlow: introduction of Sunday contract service and revised evening contract service. Service 8A withdrawn.
	10	M-S	Harlow to Church Langley: introduction of Sunday contract service and revised evening contract service.
	418B	Sun	Harlow to Loughton: new Sunday contract service.



Arriva 3534
DAF/Wright (LF02 PNU)
in Queen Street,
Colchester on 13 June.

Ken Coldwell.

Ensign Bus

21 July 17	61	M-S	Brentwood to Blackmore: contract service withdrawn.
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First Essex

25 June 17	21/B	D	Canvey Newlands to Southend: minor timetable changes.
	21A	M-F	New Thundersley to Benfleet Stn: new peak hour service.
	22	D	Canvey to Basildon: a revised summer timetable introduced operating every 20 mins. No change to Sunday timetable. The previous timetable will be restored from 4 September17
	24/A	D	Southend to Southchurch: Sunday service 24A to operate as service 24 every 30 mins.
	26	M-S	Hadleigh to Southend: improved timetable on Mon to Fri during off peak hours.
	27	D	Canvey to Temple Sutton: minor changes to Saturday timetable.
	27X	M-F	Canvey to Benfleet Stn: improved peak hour timetable.
	28	D	Southend to Basildon: a revised summer timetable introduced operating every 20 mins. No change to Sunday timetable. The previous timetable will be restored from 4 September17
	94/A/B	M-S	Basildon to South Woodham: revised contract timetable.
	100	D	Lakeside to Chelmsford: revised summer timetable introduced operating every 20 mins. No change to Sunday timetable. The previous timetable will be restored from 4 September17
1 July 17	374	M-S	Basildon to Grays: new contract service.
2 July 17	11	M-F	Basildon to Purfleet: new contract service.



First Essex 37140 on Friday 23 June “I saw this on the 103 at Harwich, first time I can record it on the route, taken in Main Road, Harwich.”
See First report for details.

Stephen Barham

Service Revisions, continued, by Paul Harvey.

Galleon Travel (Trustybus)

22 July 17	418/B	D	Harlow to Loughton: revised timetable with most journeys operating two hourly between Loughton & Epping. Minor timetable revisions to contract service 418B.
	419	M-F	Harlow to Epping: revised timetable.
	420	M-S	Harlow to Ongar: revised timetable.
	505	Sat	Harlow to Chingford: revised timetable.
	5	M-S	Harlow to Pinnacles: contract service withdrawn.
27 August 17	5	M-S	Harlow to Sumners Farm: new contract service.
	14	M-S	Harlow to Pinnacles: new contract service.
	418/B	D	Harlow to Loughton: Sunday service 418B withdrawn.
	419	M-F	Harlow to Epping: new Sunday service introduced.
	420	M-S	Harlow to Ongar: minor timetable revisions.
	424	D	Harlow to Hertford: revision to timetable.

Go Ahead (Hedingham)

23 July 17	135	M-F	Clacton to Great Clacton: revised to serve Asda Store Clacton.
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EU55 BWC Alexander Dennis Dart SLF/Pointer in Jackson Road, Clacton on 12 May. "I like the white destination/route number, they show up much better in strong sunshine than orange ones."

Robert Appleton.

Ipswich Buses

26 June 17	93/94	M-S	Colchester to Ipswich: route revision due to closure of Ranelagh Road Railway Junction Ipswich.
	94A	M-F	Hadleigh to Ipswich: route revision due to closure of Ranelagh Road Railway Junction Ipswich.

London Vintage Bus Hire

29 July 17	381	SSu	North Weald to Epping: new summer service operating Sats, Suns and special days until 27 August 17.
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National Express

10 July 17	350	D	Liverpool to Southend: change of pick up/drop off point in Nottingham due to closure of Broadmarsh Bus Station.
24 July 17	350	D	Liverpool to Southend: withdrawn between Stansted Airport & Southend.
	370	D	Runcorn to Clacton: revised to operate Birmingham to Clacton only.
	481/4	D	Felixstowe/Clacton to London: revision to timetable.

Panther Travel

29 August 17	2	M-S	Harwich via Parkeston Town Service: new contract service.
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Panther Travel (DC52 PAN) laying over in Osborne Street, Colchester on 13 June. Ken Coldwell.



City Coach Company timetables
Richard Delahoy.

The Group has recently been given a number of City timetable books for our archive and we have some spare duplicate copies for Summer 1951 and Winter 1951/2. These are available free to members for their personal collections on a first come, first served basis. If interested, please contact Richard Delahoy (details on page 1 under "Subscriptions"), preferably by e-mail or by sending a stamped addressed envelope, C5 size (same size as this magazine came in) stating which issue(s) you are interested in.

Service Revisions, continued, by Paul Harvey.

Regal Busways

26 August 17

1A	Sat	Basildon to Pitsea: contract service withdrawn.
4	Sun	Little Pardon to Harlow Circular: contract service withdrawn.
5	Thur	Maldon to East Hanningfield: service withdrawn.
9	Sat	Great Bardfield to Braintree: contract service withdrawn.
10	Sun	Harlow to Church Langley: contract service withdrawn.
11	Sun	Harlow to Little Pardon: contract service withdrawn.
11A	Sun	Sutton Cemetery to Chelmsford: contract service withdrawn.
11-13	M-S	Sudbury to Halstead: contract services withdrawn.
12	Sun	Old Harlow via Staple Tye Circular: contract service withdrawn
31A	M-S	Chelmsford to Maldon: contract service withdrawn.
45	M-S	Oxney Green to Moulsham Lodge: evening contract service withdrawn.
47/147	TWThFS	Ongar/Toot Hill to Harlow: contract service withdrawn.
70	M-S	Braintree to Colchester: evening contract service withdrawn.
71C	Sun	Chelmsford to Colchester: contract service withdrawn.
75	M-S	Chelmsford to Maldon: evening contract service withdrawn.
89	M-F	Great Yeldham to Braintree: early am contract service withdrawn.
95	Sat	Maldon to Tollesbury: contract service withdrawn.
146	TTh	Hatfield Heath to Ongar: contract service withdrawn.
211/212	M-S	Waltham Cross to Breach Barns: contract service withdrawn.
213/214	M-S	Epping to Waltham Cross: contract service withdrawn.
240/250	Sun	Debden to Waltham Cross: contract service withdrawn.
250	M-S	Debden to Waltham Cross: contract service withdrawn.
251	M-S	Waltham Cross to Upshire: contract service withdrawn.
322	Sch	Old Harlow to Saffron Walden: school service withdrawn.
341	Thur	Fuller Street to Witham: contract service withdrawn.
343	Sat	Braintree to Fairstead: contract service withdrawn.
344	Fri	Black Notley to Chelmsford: contract service withdrawn.
345	Wed	Fuller Street to Braintree: contract service withdrawn.
380/1/2/4	M-S	Ongar to Harlow: contract service withdrawn.
501	Sch	Fyfield to Epping: school service withdrawn.
503	Sch	High Ongar to Epping: school service withdrawn.
504	Sch	Tysea Hill to Epping: school service withdrawn.
552/3	M-F	Ramsden Heath to Basildon: contract service withdrawn.
565	M-S	Brentwood to Bulphan: contract service withdrawn.



On the 11A (the original direct 11 when then main service was diverted via East Hanningfield) when 2889 was nearly new, still with 'dustbin lid' covers on the rear wheels.

EBEG/Chris Stewart.

Your Editor knows this is not quite the 11A mentioned above, perhaps someone will write a 11/11A history one day?

Stephensons of Essex

24 July 17	61	D	Southend to Fossetts Park: peak hour, Saturdays & Sunday journeys withdrawn, only to operate Mon to Fri off peak.
7 August 17	6	Sun	Southend to Southchurch: service withdrawn.
27 August 17	7	M-S	Rayleigh to Southend: contract service withdrawn.
	32	M-S	Chelmsford to Ongar: contract service withdrawn.
	71/72	M-S	Stondon Massey to Warley: contract service withdrawn.
	91	M-S	Witham to Tollesbury: contract service withdrawn.
	95	M-F	Tollesbury to Maldon: contract service withdrawn.
	D1/D2	M-S	Maldon to Bradwell/Southminster: contract service withdrawn.
	D6	M-F	Southminster to Althorne: contract service withdrawn.



We have seen the front of this nice little vehicle in previous EBNs but the August changes to the Dengie services makes it topical again! City 45 minibus built in-house by Mercedes-Benz, BV66 GYJ, in an orange/red livery – this bus was on the Evobus stand at the Euro Bus Expo show last November. It seats 13 on fixed seats plus 4 tip-ups and is to full PSVAR specification with a wheelchair space. It arrived on 22 February and stayed until about 22 March 22.

Richard Delahoy.

Vigar Travel (EOS)

22 July 17	87	M-S	Harlow to Epping: revised timetable.
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Roger’s Day Out

Further to EBN638p13, Dave Arnold kindly advises that YX14 SFK, the Plaxton bodied Volvo used by John James Luxury Travel of Dagenham was new to Logan, Dunloy, Northern Ireland.

The Battle of Bosworth (Road)

Richard Delahoy.

Alan Tebbit's tale of Revolting Chelmsfordians in EBN637 prompted my memories of a similar tale in deepest Eastwood. 1960s & 1970s housing developments away from main bus routes had gathered pace, leaving some passengers with long walks to their nearest bus service. This was particularly true of Eastwoodbury Lane and White House Road to the west of Southend airport and the area north of the Rayleigh Road in Eastwood. Southend Transport developed a plan to extend service 9, Southend Central Station to Eastwoodbury Vickers Road (close to the airport), on via Eastwoodbury Lane, White House Road and Rayleigh Road.

So far, so good. But the contentious part was to divert north of Rayleigh Road via Bosworth Road, Wren Avenue and Gravel Road to terminate with a reverse turn at the junction with Eastwood Rise. The south end of the latter road was already served by all the Rayleigh Road buses but it was a 5-minute uphill climb to the new houses. The service was to be a modest one, just hourly Mon-Sat until 1900, and hourly on Sunday afternoons. But the residents – or at least some of them - were not happy! The usual nimby (Not In My Back Yard) style campaign started, posters were



printed and displayed, letters sent to local councillors, the press, etc. The bus operator was unwilling to bend to the protests and so at 1333 on Sunday 27 May, 1973 the first bus left Central Station for the ensuing battle. All was well until turning into Bosworth Road, when strategically parked cars blocked the way for the juggernaut about to invade the residential peace. In fact, it was only a 30' long Leyland Leopard single decker – not specially chosen as the smallest bus ST had, but the standard fayre on the 9 at that time. Perhaps the residents had feared the 33' long double deck Fleetlines.

<<< Top picture NIMBY-ism is not new! **Richard Delahoy.**

An ST Inspector and the Police were on hand (as was your intrepid reporter) and eventually the bus made its way slowly up Bosworth Road as the offending cars were moved – meanwhile, the bus was stickered by the protestors. Turning into Wren Avenue we discovered that the brand new reinforced concrete bus stop pole had mysteriously fallen over the night before – of course, no-one had seen or heard anything! Eventually after more cars were moved, the bus made it to the terminus, reversed, parked alongside the poster in a front garden proclaiming “Support the residents, not the bus company” and proceeded back the same way and on to Southend. After the first day protest, I don't recall there being too many other problems and the situation fairly quickly settled down. It has to be said that these are not wide roads, but the bus was only around the same footprint as a dustcart or fire engine, one wonders how the residents thought they'd get through.



<<<
Left Picture

An
ST Inspector
and
Police
Constable
look on as
ST 207
squeezes
through.

**Richard
Delahoy**



Picture left <<<

How did this fall over? Dolly stop in place as a temporary replacement.

Richard Delahoy.

Service 9 then settled down to a humdrum existence for a few years. As the extension of Western Approaches proceeded it was served temporarily by an additional service 9A, terminating in the loading bay of the Safeway supermarket (now Morrisons). Somewhat later, further road building to join up with Green Lane created the route that today's Arriva 9 follows.

But before then, in June 1981 the 9 was extended on beyond Eastwood Rise to Rayleigh and Hullbridge and no longer diverted off the Rayleigh Road.

But the residents of Bosworth Road hadn't won the war, because at the same time service 23A from Leigh Station, which had terminated just off the Rayleigh Road at Eastwood Rise, was altered to have a one-way clockwise terminal loop via Eastwood Rise, Gravel Road, Wren Avenue and Bosworth Road, to avoid an increasingly difficult reverse turn. 23A was eventually to fade away and today no buses use the "offending" roads and the residents have to walk to the Rayleigh Road, or along Green Lane to where today's 9 stops.

ST were to become embroiled in other battles in later years, we'll return to visit the Battle of Ashingdon (AD 1987) in a future issue.



Success at last. 207 sits uneasily alongside a protestor's house at the Eastwood Rise terminus.

Richard Delahoy.

Acquired Vehicles

37135	SN57 HCP	Vo B9TL YV3S4J82X7A122511	Wt AB317	H45/29F	10/07	F Midland Bluebird
37136	SN57 HCU	Vo B9TL YV3S4J8288A122718	Wt AB318	H45/29F	11/07	First Edinburgh
41521	LK03 UEY	SFD2BACR32GW17070	4426/03	B29D	08/03	First London DHL521
41522	LK03 UEZ	SFD2BACR32GW17071	4427/03	B29D	07/03	First London DHL522

37135 & 37136 from First Borders, June 2016. They arrived in a purple based tartan wrap livery for First Borders route X62 but are a Mardens for repainting before entering service, see Repaints below. High backed seats. These acquisitions complete the seven expected, 37133-6/8-40 (37137 is with First Scotland East / West Lothian).

41521 & 41522 are Transbus Dart SLFs with Caetano bodywork. From First Potteries at Adderley Green, June 2016. Their body numbers are prefixed SCC. Converted to single door after London service. In Urban livery with small "First" names with f symbol above entrance door and driver's cab, large fleet numbers, depot stickers both sides and main "Essex" fleet names on cove panels both sides. (It is rare for Darts to have their main fleet name on the cove panels, the only others are similar 41523 (nearside only) & 41524 (both sides).) They are to replace 63170 which is off road with accident damage and 33132 (see below). First Essex already owns 41523-5 from this registration series.

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

Period 3 (21 May - 24 June 2017)

33132 HH-CN(out of service), 37133 FG-CR, 37134 FG-CR, 37135 FG-CR, 37136 FG-CR, 41521 FG-HH, 41522 FG-HH, 41730 HH-CF, 43802 CF-CF(out of service), 65688 CR-CN

33132 was destroyed by fire on the A12 near Kelvedon on 10 June (see below). It was running light and the driver escaped unharmed.

41521 & 41522 entered service on 19 June.

43802 is out of service with chassis corrosion and has had its engine removed.



First Essex 33132 when brand new to Essex on its first morning in service at HH, first of the second generation Tridents to enter traffic, first bus at HH in new livery. Seen here in London Road, Leigh-on-Sea.

John G. Lidstone.

EBN639p16

Repaints

CF(DS)62242, seen at Duke Street Bus Station on 15 June, to Driver Training livery (including large magenta and purple chevrons on front and rear).

Further to EBN638, CR37134 has now been repainted at Mardens into Urban 2 livery with green front.

CR37133 was seen at Mardens on 5 July still in X62 wrap, awaiting repaint.

CR37135 was seen at Mardens on 1 July still in X62 wrap, awaiting repaint.

CR37136 & CR37139 were seen at Mardens on 21 June still in X62 wrap, but had been repainted into Urban 2 livery with green front by 30th.

37134 & 37138 entered service on route 62 on 27 June, with decals applied to their new livery. They have "Essex" fleet names on front and back (the latter on the upper deck rear window) and purple ones on the lower side panels. Underneath the "Essex" on the sides is "from First" in small magenta lettering, but apart from this, the First website address towards the rear on the nearside lower panels and a rear advert for the First mobile app, there is no corporate branding. "Essex" is in a new style font.

Above the entrance door and driver's cab is "62" with "62A" & "62B" in smaller font underneath. On the nearside only, behind this is a list of places served. This style of 62/62A/62B, with a list of places served, is repeated in the lower deck rear window.

On the second from front passenger window upstairs each side is "every 30 mins" with "Route 62 to Brightlingsea" in smaller lettering underneath and on the window behind this is "every 15 mins" with "Route 62 62a to Wivenhoe" in smaller lettering underneath. This is repeated on the rear between decks.

All the route branding lettering is in white.

Of the repainted vehicles, 37138 has kept the purple vinyl around the front destination screen from the old X62 branding, the rest have had this removed.



As-delivered First Borders 37135 (SN57 HCP) seen at Mardens on 1 July.

The Scottish buses seem in remarkably good fettle for 10 years of age, their heavy grade tartan graphics livery removing cleanly to allow Mardens to apply and as-new spray finish. Inside, they have very nice soft moquette fabric seats, also not faded and in good condition, so are pleasant vehicles indeed.

John G. Lidstone.

Other Vehicle News and Workings

Colchester and Clacton

Around 25 double deckers were used as shuttles for an Olly Murs concert at the Colchester United Community Stadium on 10 June. Those noted were: CR32476, CR32477, CR32642 (showing "Olly Murs Concert" on blinds) CR32631, CR33078 (showing "First Colchester"), BN33572 (showing "First") and HH33090 (blind not seen). (Fourways 2 & 6 were also seen). HH33132 was on its way to participate when it caught fire on the A12 and was destroyed.

Double deckers seen operating on routes 103/4 (all CR): 32087 (31 May & 7 June), 33078 (31 May), 33186 (31 May, 13 & 16 June), 32068 (5 June), 33044 (7th & 21st), 33190 (15th), 37140 (15th & 23rd), 32628 (16th), 32640 (23rd), 33196 (27th). Early peak hour journeys on these routes were all single-deck on 15 June: 65679 on 0655 Harwich-Colchester 103, 65673 on 0715 Colchester-Harwich 104, 65674 on 0715 Harwich-Colchester 104 and 65689 on 0725 Harwich-Colchester 103.

The loan of CR65688 to Clacton, reported in EBN638, was in fact a transfer, as noted above. It was seen on 7/8 on 8, 9 & 23 June. Just one report of an Enviro 200 away from their normal routes 7/8 this month, CN44598 on 1150 Clacton-Harwich 3 instead of a Dart, on 9 June. Summer service 19 continues to be Dart operated, with CN42927 on 9 June and CN42918 on 16th & 23rd. The timetable changes of 28 May introduced additional journeys on Mondays to Fridays on route 76 at 0620 and 0820 Clacton-Colchester returning on 0720 and 0920 Colchester-Clacton. On 23 June, CN65669 was on 0920 Colchester-Clacton 76 and continued onto the 1035 Clacton-Colchester 74. CN65676 was on 0930 Colchester-Clacton 74 then went on to provide the third off peak bus on routes 17/18 starting with 1045 Clacton-Point Clear 17. CN65665 and CN65667 were the other two Scania on 17/18.

- 8 June CR33080 on 66
- 9 CR66816 on 70 - early morning Colchester bound 70 normally worked by a StreetLite (CR66801 on this working on 19th & CR66828 on 21st)
- 15 CR33186 on 65 all day, CR37140 on 70 and on 103 on 23rd (first report of a B9TL on these routes)
- 22 CN65692 on 3 (instead of normal Dart).
- 3 July CR32134 on evening peak 65, the first report of a 62 branded B9 working on a different service.



EBN638p17 recorded that First Essex Buses 43846 (SN55 CXF) had been repainted into Urban livery. Here we see it in Pier Avenue, Clacton, on 9 June 2017, working service 12 to Jaywick.

Robert Appleton.

Chelmsford (including Braintree Outstation)

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

Correction to EBN638: School bus 68531 has not had the paper "School Bus" over its front destination screen removed (although the note about it no longer having branding for Cranbrook school was correct). X30 branded Enviros seen on other routes (in addition to being used on Sandon P&R peak hour extras): 67167 on 42 (13 & 21 June), 67170 on 71 (13 June), 67171 on 42 (15th), 67165 on 42 (20th & 7 July), 67168 on 71 (20th) 67166 on 72 (21st), 67169 on 42 (22nd), 67167 on 72 (27th), 67171 on 57 (28th), 67166 on 72 (6 July).

5 June	69532 on 70 (BE working)	6	65031 on 70
7	43848 & 53139 on 71		
8	53132 on 71		
12	41730 on 36, 44549 on 70		
16	43847 on 71		
21	66811 on 351 - extremely rare. Since route 351 returned to CF from BN in April 2012, it has been interworked with Brentwood local route 73 (now 37). Full size saloons are too long for route 37 and this is the first time one has been reported on route 351 since before April 2012.		
27	44543 on 57		
29	43848 on 70 and later, on 351	30	42934 on 71X
1 July	32481, HH33383 & BN33546 on Fling Festival shuttle, Coval Lane to Highlands Park, Chelmsford		
2	44659 on 80A/C	4	44661 on 31
6	44661 on display in Chelmsford High Street as part of "Catch the Bus Week" (3-9 July)		
7	44547 on 57, 67904 on 72, CR69430 on 42.		

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



Arrived on Friday 7 July at Hadleigh were replacements for burnt-out Trident 33132 and accident damaged StreetLite 63170 - two end-life TransBus Dart/Caetano Nimbus from First Potteries, from Adderley Green depot - 41521 (LK03 UEY) and 41522 (LK03 UEZ). They are in remarkably good fettle, well spray painted & tidy, interior with very tidy trim moquette seats. **John G. Lidstone.**

EBN639p19



Top picture:

From 5 to 17 July, Kings Coaches had this superb Irizar i6, reg. YN63 ZHR, C53Ft (ex.

Stewarts Coaches, Woodley, Reading on loan from Irizar UK Ltd., Worksop to cover extra work.

Vin no.
VS916AD00D1016
190

Peter Mobbs.

lower picture Postbus at Basildon bus rally (Barleylands), 25 June. With Royal Mail post buses now consigned to history except for one route in Scotland from Tongue to Lairg, this large Iveco represents the successor to the sort of dual-purpose vehicles used by MacBrayne's and others to transport both passengers and mail, rather than the Commer PB series and Leyland DAF postbuses to be found on their routes in Essex which once served the Colchester and Saffron Walden areas. We struggled to find an Essex connection for this particular example, although it does perhaps provide a link with the late Alan Watkins of Burnham on Crouch who, as well as latterly joining EBEG, worked several summers for MacBrayne's in the Highlands.

Chris Stewart.

EBN639p20

Publicity News

Ian Ransom

First Essex timetable booklets for:

61/62/A/B dated 2 April 2017
5/8/A
15/25/A/B both dated 7 May 2017
40
41/51/51A
42/A/B
45/A/48A
65
66/A/B/174/175
67/A/B/C/D/68
70/352
71/A/B/C/X/72/73/A
75/A all dated 4 June 2017
21/A/B/X
24
26/27/A/X all dated 25 June 2017
22/28
100/200/201 both dated 25 June to 3
September 2017
Brentwood Area booklet dated 4 June 2017

Ensign - Brentwood Area timetable book dated 20 May 2017

And from Suzy Scott of "Here to There":

Whippet local buses edition 9 dated from 30 April 2017 until at least end of July 2017, folded leaflet covering Cambridge, St. Neots, St. Ives and Huntingdon coming into "our area" to Barley, Chrishall and Hinxton.
Pictured right >>>

First Essex NOW, the magazine for First people in Essex, dated Winter 2017

This is an interesting mix of corporate and local information with quite an emphasis on technology and employee development.

Local material includes stories about some of the people who keep "our" buses on the road. Front cover attraction is Basildon Engineering Supervisor who has reached 45-years of service, along with Clacton Driver Simon Lodge. New uniforms are being "rolled out" which are supposed to be more attractive and comfortable. Call me an old square but I prefer the smart suits!

John G. Lidstone's picture of the Hadleigh engineering team "lifting" a single decker on their shoulders that we showed some while ago achieves a prominent position. But we showed it **First**, it was our scoop!!



Sign up to this; a valuable source of public transport information from the Essex County Council.

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

At **Harlow**, the 508/509/510 group (Harlow – Bishop’s Stortford – Stansted Airport) has been upgraded with a fleet of 12 Alexander-Dennis Enviro200MMC’s. Fleet numbers are 4076-4087, registrations YX17 NGI/N/O/U/V/Y/Z, NHA/B/C/D/E. The first examples were noted in service on 19 June and the whole fleet was operational by the 28th. All except 3 (4084/5/7) are route branded. They are the first Arriva buses in Essex in the new standard livery of lighter blue. There was an official launch at Stansted Airport on 15 June and one was on display in Harlow Town Centre on the 17. Internally, they have ceiling decorations in the form of postcards relating to places that can be reached from Stansted by plane. At least 9 of the batch, NGU/V/Y/Z, NHA/B/C/D/E were stored at Short Street, Southend, prior to delivery to Harlow. The first noted stray of the new fleet was on 30 June when branded 4083 operated the 724 Harlow to Hertford shorts.



picture: Four of the new Enviro 200 MMC's were first into service on the Harlow to Stanstead Airport routes during June. 4082 (YX17 NGZ) shows the revised Arriva livery and route branding.

Owen Woodliffe.

At **Southend**, E400 6505 is back in service following repairs, with loan Scania Omnidekka 5372 (AY55 DKA) transferring away. E400s 6500 and 6511 are back at Southend following loan to Maidstone since Feb allowing the withdrawal of DAF DB250 / East Lancs 6256/8 (FD02 UKL/N). 6516, the third of the trio of E400s on loan to Maidstone, is not yet reported to have returned to Southend.

Southend allocated DAF SB120 / Wright 3528 (LF02 PNE) is currently on loan to Stevenage.

DAF SB120 / Wright 3516 (LF52 USZ) transferred from **Colchester** to Stevenage on 19 June. Colchester allocated DAF SB120 / Wright 3520 (LJ03 MZL) was on loan to Ware from 28 June to 2 July. Further to last month, DAF SB120 / Wright 3944 (GK52 YVL) has replaced 3942 as the training bus at Colchester.



Some interest is being generated in Southend with a large number of withdrawn Arriva Southern Counties vehicles being stored temporarily at Arriva Southend Short Street depot prior to collection by Hardwicks of Carlton for scrap. John saw a convoy of 5 Darts (4 Plaxton, 1 ALX200) heading at high speed toward Essex on the M25 on Sunday morning.

Top picture: Newly-arrived Dart/Pointer 3293 (Y293 YKJ). **John G. Lidstone.**

Lower picture: Dart/Alexander ALX200, 3334 (W466 WKX) and DAF SB120/Cadet 3311 (PN02 HVS) with unidentified DAF DB250/Alexander, all at Short Street Southend depot. **John G. Lidstone.**



There are no vehicle changes to note this month. A number of service changes are coming up however. Following the ending of developer funding, Southend local service 61 to Fossetts Park is reduced to a Monday to Friday operation, 0920 to 1500 from 24 July, and the linked Sunday service 6 ceases. Then, at the end of August, Essex tender changes will see the current Dengie network withdrawn (D1/2/4/6) except for a school trip on D4, being replaced by Hedingham (D1/2) and with D4/6 converted to demand responsive operation by Arrow Taxis. Some other tendered services also transfer to other operators.



Stephensons Scania/Optare Olympus 512 (YN08 OAP) negotiating the Tesco roundabout at Maldon on 22 February. **Ken Coldwell.**

Next Year's Chelmsford Meetings Now Booked!

All Thursdays:

25 January, 22 February, 22 March, 26 April, 24 May, 28 June, 26 July, Nothing in August, 27 September, 25 October, 22 November, 13 December.

See Editor's note on p32, this issue requesting suggestions for speakers.

Buses in Bradwell on Sea: Stephenson's have operated the rural Dengie network for the past 10 years. **Richard Delahoy's** photos taken on Saturday 1 July capture scenes not to be seen for much longer at St Thomas' Church in the centre of Bradwell. Solo 323 (EU07 FVN) has just left the Waterside terminus and heads down the High Street past the Kings Head towards Southminster and Burnham on the D4, whilst a few minutes later Enviro 434 (EU10 NVT) nears the East End terminus of the D1 on its run from Maldon. Normally Solo operated, there is a scheduled E200 working on Saturdays.





Mark Lloyd with thanks to Ross Newman.

Ensignbus Dealing Stock Movements June 2017.

Vehicles in

Arriva London	LJ03 MXM/N	Volvo B7TL's
	LJ53 BDV/BDX	
	LJ05 BLN	
Arriva Southend	FD02 UKL	DAF
Forces Blind Veterans	YJ56 AOV	Solo
Go-Ahead London	LG02 KGU / KHE	Volvo B7TL's
	LF52 ZSP/R/ZRO/ZPR/ZTJ/ZNL	
	LX03 EXW	
	LX53 AZD/AZI/AYZ	
	LX05 FCA/FBF	
	LX05 FBO	
	PI52 LVY/LWA/C	
	PF52 WPV/WRD	
	PI53 NKP / NKR	
	SN03 YBZ	Dart's
	SN51 UAM	
	EJ52 WXF	
	YJ56 WVG	Solo
Metroline	LK07 BDY / ELJ	E200's
RATP London	PG04 WHU	Volvo B7TL
Stagecoach Manchester	R969 XVM	Volvo B10M
Stagecoach Merseyside	X265 USH	Scania's
	Y961/2 XBU	

Vehicles Out

Cardinal Buses, Egham, Surrey		
	LK05 GGO	Trident
Faresaver, Chippenham, Wilts		
	YX09 AEU / AEW	Enviro 200's

Stanley Travel, County Durham

LF52 ZRG/ZRO/ZTP/ZRA

Volvo B7TL's

ZTM/ZRL

YJ56 WVG

Solo

York Pullman

LF52 TGX / THU

Volvo B7TL's

BX04 BBF

Other Movements

DAF's FD02 UKL / LJ54 BGE / FD02 UKL / NK54 NLD
MC Tractors for scrap.

Enviro 400 LJ09 OKA

City Direct, Galway, Eire.

Volvo B7TL LF52 ZRK

Meritrule, Kingswood, Surrey.

Volvo B7TL's LG02 KHW / KHL

Irish Film and TV Facilities, Dublin, Eire.

Olympian J330 BSH

Oscar LTD, Girne, N Cyprus.

Olympian P774 SWC

Blackpool Promotions Ltd, Glasgow.

Volvo B7TL PJ53 NKH

WB Chambers, Maidstone.

Volvo B7TL's LK03 GKZ / LF52 ZRJ Tridents V901 / 903

FEC; Olympian J331 BSH

Grandpal SRO, Krabve, Czech Republic.

Olympian P776 SWC

D E Schacht Homestyling BV, Roermond, Netherlands.

Volvo B7TL's LK03 GKL / GKP

Geoff Ripley, Barnsley.

Volvo B7TL's PJ52 LWS / LWX / LWD / LVZ / LVW / LWT / LWM /

LVY / LWA / LVX / PF52WRC / WRA / WRD / WPY / WPW / WRE /

WPU, PL03 AGZ

Hardwicks, Barnsley.

Scania's X265 USH/Y961/2XBU

Mike Lawrenson, Preston.

Ensignbus

Ensign Fleet – June 2017

Mark Lloyd with thanks to Ross Newman

Acquired

Volvo B7TL LX53 AYY re-registered 392 MBF, converted to open top, into fleet as 392 in red/silver livery.

Withdrawn

RM2203 ...

Ghost Bus Tours, London EC1.

Open top Trident 301 Grandpal SRO, Krabve, Czech Republic.



picture above. Ensignbus 143, LX17 DZD, BCI CitiRider at Basildon Bus Rally on 25 June 2017.

Chris Stewart.



This will frighten the horses! (picture left <<<)

Ensignbus "Bosses Runabout" MRM1 with a very happy **John G. Lidstone** at the wheel, in Thames Drive, Leigh-on-Sea on 24 August. This mini-bus is based on a Mini car "chassis".

John says "The tiny accelerator pedal is difficult to reach for someone with quite big feet, as the wheel arch is right next to it. But what a lovely little bus!"

EBN639p27

Acquired

1504 YN55 PZF From Anglianbus
Of the three Omnidekkas allocated to Anglianbus, this leaves only PZC remaining with them.

Allocations

1504 YN55 PZF To SY June 2017

Modifications

Scania Omnidekkas 1513-20 inclusive had Seasiders branding by late June. Ex Anglianbus 1512 remained in plain Hedingham livery late June and had yet to be branded.



picture EBN638p25 recorded that 1512 (YN55 PZR), Scania N94UD Omnidekka/East Lancs had transferred from Anglianbus to Hedingham, seen here in Jackson Road, Clacton, on service X76 Clacton - Colchester on 16 June. Note that The Seasiders branding not yet applied. Nearside shot compared to offside shot of 151 in EBN638ifc. Also note the shy driver. Is he moon-lighting?

Robert Appleton.

Services

Loadings were increasing steadily on the new X76 service. Bus stops along the route have had Hedingham literature pinned to them containing all the service details and times.

General

YN55 PZF was at SY depot in full Anglianbus livery and still wearing Anglian fleetnumber 556 on 2 July. 569 was off the road 12 to 26 June due to an injector fault.

Ex L114 UVX 7S attended Long Melford FMPS Rally at Long Melford 2 July.

1513 YN55 PZU has a rear mega advert for Co-op Funeral Services. With 1513 used mainly on Clacton services and the population average age in the town, one wonders if this is very targeted advertising!

Eds note a cynical thought; but First Essex 69429, at least, has an advert for the East of England Co-op Funeral Services and this is based in Chelmsford. Mind you, it was transferred in from First Eastern Counties in 10/14.

EBN639p28

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

With thanks to John Card, Bus List on the Web and Flickr

Acquired Vehicles

KU52 YK0, Dart / Pointer, B30D, new to Thorpe, Wembley (DLF 86) 10/02.

KX06 LXH, Dart / Pointer, BxxF, new to Apcoa, Sunbury 06/06.

KX06 first seen on 19 June on route 87 and KU52 first seen on the same route the next day.

KU52 is all red. It had been in use with Abellio London.

KX06 is all white. It had latterly been with Globe Holidays, Barnsley. When new, it was used for parking shuttles at Gatwick Airport and had luggage racks in part the front section, although seats were fitted when with Globe.

(Note: it is assumed that these two vehicles have been acquired, but it is possible they may just be on loan. Information will be updated in future EBNs.)



Mercedes Citaro demonstrator BV14 TZY was on loan from Evobus to EOS from 18 May for 3 weeks. It was on route 66 on 25 May at Waltham Cross Bus Station. EBN639p28 showed the front and near side.

Owen Woodliffe.

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

With thanks to John Card, Alex Hazell and John Podgorski

Vehicles Further to EBN637, Volvo B7RLE / Wrightbus YK53 GXJ remains out of use, but Volvo B10BLE / Wright WNZ 2249 was back in service in May. It is reported that double deck working has ceased, indeed Trident / ALX400 has not been seen in service since March. It has also been re-registered back to its original LX03 BVW. The Yutong demonstrator YH66 VMO (as illustrated in EBN638) was last reported in service on 23 May.

EBN639p29

Smaller Operators.

Roger A. Smith.

With thanks to the PSV Circle.

Barker, Roydon

Recently arrived here is X866 HEE, a Mercedes Benz 0814D with Autobus C33F body, previously with Hunter, Tantobie, County Durham.

Blueline, Canewdon

Bova C51FT, reg. VNZ 3974 is here from Arthur, Limavady, Northern Ireland. This vehicle was originally registered in the Republic of Ireland as 04-D-41664.

C&J Tours, Danbury

Setra S415GT, reg. BN12 CLJ, C49FT has gone to Hooper, Morecombe, Lancs.

Coxall, Pitsea

C3 CFA (ex. FG03 JCX) a Beulas C53F bodied Irisbus has gone from here.

Grahams Coaches, Kelvedon

Mercedes Benz 516CDI, reg. PO17 AUH is new here (seating capacity etc. unknown at present).

Klarners, Colchester

This operator's address is now 572, Ipswich Road, Colchester CO4 9HB and vehicle authorisation is increased from 6 to 8. EU06 JBO, a Setra S416GT-HD is a recent arrival here from Drury, Cranfield, Bedfordshire. It is C48FT and has been re-registered as K14 KCL.

Lodge, High Easter

Mercedes Benz Tourismo C49FT, reg. AL17 DGE is new here whilst similar vehicle BF15 XOY has been re-registered as AL15 DGE.

New Horizon, Frating

Newly arrived are a pair of former National Holidays Setra S415GT-HDs, reg. NH09 LRH/NRH (both C48FT) whilst A15 FRX ex. M429 WAK (a Volvo B10M with Plaxton C70F body is no longer here.

Nicholls, Wickford

Mercedes Benz 709D with Alexander Belfast B33F body, reg. BAZ 8358 has gone to DC Coach Hire, Bellaghy, Northern Ireland.

WHM (Brentwood Coaches), Hutton

Scania K360EB4 with Lahden C53F body, reg. BE11 EEE is a recent arrival here from Shreeve, Lowestoft, Suffolk and has been re-registered as 5189 RU. Meanwhile, the vehicle which previously bore the 5189 RU registration, a Plaxton bodied MAN 18.360 has reverted to its original registration number YN57 ADZ.



The Wheal Briton Travel fleet, of Blackwater, Cornwall, currently contains four ex Brentwood Coaches Volvo B10Ms. Plaxton Premiers LUI 7641, Wheal Prosper, & LUI 7640, Wheal Golden, retain their old registrations, whilst Jonkheere Mistral, YMU 134, Wheal Regent was LUI 7650 in Essex. Posed in front of YMU, is an ex Brentwood Coaches driver Alan Tebbit (Tebzy). Previously in the fleet were three Plaxton Paramounts B10s HIL 2391, HIL 8973 and LUI 7651. The other Mistral 156 FMU, Wheal Lushington, was WXC 732 at Brentwood. **Alan Tebbit.**

EBN639p30

The Letters Page.

Alan Tebbit BEM from Truro

Every edition of EBN evokes memories of my Eastern National days, and 638 was no exception. It was so good to see my old driver, Percy, in Peter Carr's photo of the real Duke Street bus station. So strange to see an MW on service 53 in NBC days. The article on Dartford Tunnel coachways will probably run to pages of memories.

The late Bill Cansick's photo of RE 407 leaving Basildon, reminded me of my first year on the reserve coach panel at CF. I was loaned to PL to run an X13 duplicate at 2130 hrs one Friday night, from Benfleet, Tarpots to Brixham (Devon) with sister RE 408. The regular service driver was George Crook, but he had cried off, so I was placed under the wing of another PL man, Huw Trimm. I had no idea of the route, via London, Salisbury, with connections to the Hampshire and Dorset coast, and Exeter, for passengers travelling on to Cornwall, and on around Torbay. No motorways then. All night I followed the two red tail lights and illuminated number plate of 407. On our eventual arrival at Brixham, about 1100 on Saturday, we discovered that there was no room at the guest house for our day sleep, probably the reason that Crooky had taken the weekend off. With the coaches parked in Burtons garage, we were taken pity by one of their drivers, who loaned us the spare bedroom in his house. I was rudely awakened by Huw threatening to throttle me; I was mumbling YHK 724F, over and over, in my sleep.

The following week I had MW CF 339 (3384 VW) for an X23 from Southend to Hastings and Eastbourne, again loaned to PL. I was met at London Road by Coach Supervisor, Dennis Freeman, who was aware of the accommodation problems at Brixham, and wanted to get revenge for Huw and me. Shortly, Crooky turned up with semi-auto 408, on the X20 to Brighton and Worthing. Dennis told him that I didn't know the X23, (I did), and suggested we change. Crooky had started to protest, when Dennis introduced me as the young man who had pounded the streets of Brixham, seeking somewhere to lay his head (I hadn't). George took the hint, and, mumbling under his breath, headed for Eastbourne on stick box 339, while I had the joy of 408. Bless him!

Doug Brown from Hutton (DB from BD)

Re EBN638p3, KSW VNO 859 not YNO as stated. This was the sister bus to the one that I passed my PSV test on in 1962 i.e. VNO 858. These buses, along with the single deckers had no passenger heating and at the terminus, my conductor stood in front of the radiator to thaw out. In winter, he always had a dewdrop hanging from his nose. One day a dewdrop fell on to his hand and he thought the roof was leaking.

These buses did not have double dipping headlights, only the off-side one went out. The headlights could be moved up or down, very handy in the pea-soupers that we had then due to coal fires. No trafficators and note small face make up mirrors, four speed crash gearboxes 35 mph downhill. Lovely old buses but not if you had to do a three-hour shift in the cab you needed a mallet to straighten one's kneecaps!

Terry Challis from Blackpool

Thank you for EBN638, also for the nice and interesting photo of NVX 308 on page 9. However, my pedantic self nags me to point out that NVX 308 was built in 1949 and not 1952 as stated. I do not think that Leyland were still producing PD1As in 1952.

Having got that off my chest, it should be said that the ENOC PDI Open-Toppers were fine buses. The conversion work was, presumably, carried out at ENOC Central Works and was to the very high standards associated with the Central Works. I remember marvelling at a pre-war K5G coming out of the works after overhaul looking 'brand new'!

I worked on the PDI Open-Toppers as a conductor in the 1965 season at Clacton and can testify to the quality and the speed of these buses. As a conductor on an open platform bus, the only experience that was more exhilarating (or frightening!) was working along the New Chester Road from Birkenhead to Chester on a Crosville Bristol KSW6B.

As I have mentioned elsewhere, my late elder brother, who was a driver at Southend, Hadleigh and Clacton Garages, the PD1s were not really suitable as Open-Toppers because they were too fast. According to him, a Bristol with a Gardner engine was more suited to 'plodding' along the Sea Front.

Sue Burden from Colchester

Recently in the old CR depot I saw a lot of wheelie bins, just before they were delivered to the residents of Colchester- must have been one of the last places not to have wheelie bins. More recently in the garage I saw a lot of chairs stacked up, and temporary carpet on the floor. The back yard is being used as a compound for building and demolition contractors, presumably working on the Keddies building next door.

The rear part of the garage, with the pits, is fenced off. Between Braintree and Dunmow on the A120 on 8 June 8 there was a serious collision involving a National Express coach. It ran into the rear corner of a stationary curtain sider lorry. A woman in her 70s was seriously injured, and 4 other people were injured, which meant that the police closed the road for hours (my mother missed a holiday flight due to this. A photograph taken by one of the passengers shows the coach with extensive near side damage at the front, and part of the curtain side entangled with its mirror.

Also in June, a Turner's tri-axle double deck coach was involved in a multi vehicle collision near Junction 4 of the M25 in Kent. The lorry driver behind had broken bones, but had a lucky escape as his vehicle was crushed between another lorry and the coach. The lorry's flatbed trailer went up over the cab and caused extensive damage to the back of the coach roof. The coach was carrying primary schoolchildren from Halstead, and although a child and a staff member suffered minor injuries, I feel that again they had a very lucky escape.

Nostalgia!

More on the "Good Old Days"!

PD1s

Old EN Depot, Colchester and prangs.



Bristol KSW5G, former EN2372, WNO 475 at The Park Hotel, Peebles, Scotland.

Terry Wiffen.

Target Dates for EBN640 (August 2017).

By	Saturday	5 August 2017	Reports to Sub-Editors.
By	Saturday	12 August 2017	Sub-Editor drafts to Editor.
By	Monday	21 August 2017	Dispatch by Printers.

Next Year's Programme of Members' Meetings.

You will have seen from The Running Card that this year's Chelmsford programme has now been fixed. It is not too early to start thinking about the 2018 programme and Chelmsford dates have already been booked. I shall be seeking a mix of speakers from amongst the membership and the industry. Members are invited to put their thinking caps on and see whether they can recommend a speaker or put their own show on. Please do let me know if you have any bright thoughts. I shouldn't speak for Dave Arnold and the Colchester meetings but I am sure he would be pleased to hear from you as well!

Back Cover Photos.

Outer Top

217 MHK Bristol MW5G/ECW DP41F 1959, former Eastern National 1402 hiding at the back of former Canvey Island Bus Depot when EBEG visited the Castle Point Bus Museum on 5 July.

Outer Lower

Two magnificent Eastern National coaches! Craig Mara's Bristol L6B PTW 110 has recently been re-restored and makes a fine sight with Paul Harrison's double deck coach 2614, a Bristol FLF6LX as they stand on the forecourt of the former Canvey & District/Westcliff/Eastern National Canvey depot, home to the Canvey Island Transport Museum.

Basildon Rally

Top picture:
950 L6B/ECW coach 328 (PTW 110) first entered preservation with the then ENPG in 1974, but has now reached the climax of a major restoration by Craig Mara (supported and assisted by Ian Mahoney). The coach is seen here at the second Basildon Bus Rally ahead of 'Johannesburg' fronted Guy Arab IV/Massey 373 WPU, the last bus delivered new to Moore Bros of Kelvedon prior to takeover by ENOC and which has been in preservation almost as long as PTW. David Edwards' RELL 1516 (FWC439H), one time depot companion of the Guy, has also sneaked into the photo.

Chris Stewart.

Middle picture:
John Day's VR 3107 (UAR 597W) led an interesting life before entering preservation, passing from EN to Thamesway for London Regional Transport work and then to Western National as its 1246. Withdrawn in July 2004, it was sold to Simon Munden (dealer) in Bristol before being brought back to Essex by Carl Lemon.

Chris Stewart.

Lower picture:
Green Line RF281 (MLL818), blinded up for a Hertfordshire destination which was nevertheless in Eastern National territory, makes an interesting contrast with the Blackwater Preservation Group's 1992 Dennis Dart 909 (K909 CVW) which carries a now historic Thamesway livery with prominent eponymous logos from the 'Badgerline' era.

Chris Stewart.



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