Essex Bus News

No. 648 - April 2018



Essex Bus Enthusiasts Group **£4**

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<< Upper picture
The first northbound double-decker departure by the newly-acquired First Essex Volvo B9TL/Wright Gemini 2 double-deckers was the 1100 from Southend on 26 March. 37986 (BJ11 ECY) seen with the Southend Airport Hotel as a backdrop.
John G. Lidstone.

Lower picture
67166 in X30 livery, but on route 31B, passes 37986 in the new double deck version of X30 livery at Chelmsford Bus Station on Maundy Thursday, 29 March 2018.
Adam Kelleher.



Front Cover Picture. The first photo of ex-First Berkshire Volvo B9TL / Wright Gemini 2 37986 (BJ11 ECY) as it leaves Mardens paintshop, with grateful thanks to Adam Keeble of First Essex Marketing, Jim and Max McKinnon of Marden Commercials.
John G. Lidstone.

Essex Bus News 648 April 2018

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Essex Bus Books for sale, see p32
Tour to Reading Sat 28 April, see p32

Essex Bus News is the "house magazine" of the **Essex Bus Enthusiasts Group.**

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

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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. Small car park on site, other public ones nearby.
Tea and coffee making facilities. Members and guests welcome. £2.00 donation towards cost of room hire, please.
Doors open at 1915 for an informal chat and often impromptu slide show, with the main talk or show from **1945** to 2145.

Thursday 26 April	**Richard Delahoy**	cine film from the mid 1980s featuring buses/coaches in Southend and Aldgate, the Chiswick skid pan, the Birmingham Tracline guided busway and back loaders in Blackpool and London, followed by slide show "Lincoln to Norwich 2018".
Thursday 24 May	**Richard Delahoy**	Great British Bus Ride
Thursday 28 June	**Ian Thompson**	My 70 year obsession!
Thursday 26 July	**Robert Appleton**	Greater Manchester before & After Deregulation
Thursday 27 September	**David Moth**	Former NBC companies in the 1990s
Thursday 25 October	**Alan Osborne**	30 Years AGO
Thursday 22 November	**Martin Weyell**	slides from John Boylett collection, part 2
Thursday 13 December	**Richard Delahoy**	20 years ago

NORTH ESSEX MEETINGS by Dave Arnold.

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

Friday 13 April	**Owen Woodliffe**	Bus events 2016/17 (Wirral, Trans Lancs, Fenland, Teeside, etc).
Friday 11 May	**Dave Arnold**	
Friday 8 June	**tba**	
Friday 13 July	**David Moth**	Buses in northern England since 1990

also Fridays 10 August, 14 September, 12 October, 9 November (Steve Marskell), 14 December (Gary Sharpe).

A Blast From The Past. **Paul Harvey.**



Former Eastern National 1726 Leyland National NEV 683M seen with Solent Blueline at Southampton, fleet number 428 during 1991.

EBN648p2

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

EVENTS

Sat/Sun 21/22 April	Wellingborough Bus Rally. Museum, Castle Way, Wellingborough.
Sunday 22 April	East Grinstead Running Day. Country Bus Rallies.
Saturday 28 April	***Group Tour to Reading Buses, see p32 this EBN for details.***
Saturday 5 May	Theydon Bois Transport Bazaar & Bus Display. Village Hall, Theydon.
Sunday 6 May	Ipswich-Felixstowe Road Run. Depart Christchurch Park 1100 hours.
Saturday 12 May	Faversham Transport Weekend. www.faversham.org
Sat/Sun 12/13 May	LT Weekend inc. Bus Rally. Epping-Ongar Railway.
Sat/Sun 12/13 May	East Anglian Transport Museum 1940's Weekend. www.eatransportmuseum.co.uk
Saturday 19 May	Epsom & Ewell Transport Fair. Bourne Hall, Ewell KT17 1UF
Sunday 20 May	Fenland Bus Festival., Whittlesey. Wweasternbusgroup.co.uk/busfest.html
Sunday 22 July	Essex BusRally. Barleylands, Billericay. (NB. The Basildon Rally on 24 June is cancelled – this event, now combined with 'The Londoner in the Country', replaces it. **Group Stall at this event.**

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.

Photos for sale Sets for Stephensons, Ensigh, London Bus Co.
On Sale or Return @15p each plus £1.00 p&p. Limited sets so please e-mail for availability first to Sales Officer, pat_woodliffe@hotmail.com

Do You Know?!

Andrew Colebourne.



In the mid-1970s there was a double decker bus that was parked at Clacton Airfield for several years and I would like to know what its identity was. It was not parked near the road so I was not able to see its registration number. In 1975 I photographed it with my Instamatic 126 camera; the result isn't very good (as attached) but enough to identify the type of vehicle and that it was owned by the Popular Flying Association. It is a Park Royal bodied AEC Regent ex Nottingham Corporation, given away by the destination display on the back.

I am reminded of this because on page 11 of the current April 2018 issue of Bus and Coach Preservation there is an item about ex-Nottingham 229 UTV 229, which is for sale. It looks in good condition, apart from the fact that the most of the upper deck floor has been removed - it isn't clear how the rigidity of the body is maintained without the floor cross-members!

Interestingly, earlier in its life UTV 229 had passed through the ownership of the Thames Valley Flying Club in Buckinghamshire. Is it just a coincidence that it had been with a flying club, or could it be the same vehicle that was at Clacton?

West Leigh Coaches

Brian Ashley.

I was most intrigued to read about West Leigh Coaches in the last two EBN's, 646 & 647. Coincidentally, I happened to buy some photos of their coaches from The Omnibus Society last year, purely out of interest as Leigh-on-Sea is my former home town. I thought you might find them interesting and possibly worth including in the EBN if you find space, now that the subject has arisen.





The collection includes EHJ 746, pictured top left, the Austin CXB mentioned in Terry Challis's and Alan Osborne's letters, which apparently had bodywork built by Beale, the local Westcliff-on-Sea carpentry and joinery business who, as correctly stated by Alan, also rebuilt a number of Westcliff Motor Services bus bodies soon after WW2 in the later 1940's.
OS Collection.

Their bodywork on EHJ 300 (picture lower left) resembles the Duple bodies commonly found on Bedford OB's, the other photo of EHJ 300, (next page), demonstrates this quite well.

CJH 977, a Commer, has a fairly similar although not identical, body to the Austin CXB, which makes Brian wonder whether that was also built by Beale's.

Having been born in Westcliff in Arundel Gardens, not far from Beale's, I clearly remember as a young boy seeing a Westcliff Motor Services double-decker, possibly an AEC Regent, in their yard partway inside a high wooden building, by peering over a high wooden fencing (high for me anyway at my age at the time) adjoining the side of their yard in Kenilworth Gardens.

I believe they also rebuilt a number of Westcliff's JO5G's, although their appearance doesn't seem to have change according to any of my photos of those vehicles. However, the AEC Regents that they rebuilt did appear very much modified, especially around the front driver's cab, and some vehicles had their side vertical sliding windows replaced by horizontal sliders, which were rather heavy looking compared to the original windows.



Upper picture CJH 977 Commer, as mentioned on previous page, with EHJ 300, Bedford OB (Duple) behind.



Lower picture. VX 5343, Chevrolet and Commer CJH 300. All pictures © **Omnibus Society**, with special thanks to Alan Oxley.

Part two of Brian's collection will appear in a future EBN.

I'll Be At The End Of The Bar!

More recollections from a former Chelmsford Busman. **Alan Tebbit BEM.**

No, that is not a night out with the boys, or a clandestine meeting with an attractive lady! The bar referred to was a solid iron pole, with a ring at each end, for attaching a poorly bus to the recovery truck. When being towed, the most important thing was to keep that bar straight, as it was usually the only way to stop the bus. If you got the bar at an angle, the results could be disastrous. The old wartime Ford Canada truck, that had spent my schooldays parked in Chelmsford depot, had been replaced by a smart AEC Matador. The old RAF body had been refurbished with most of an ECW Queen Mary coach body. Running on trade plates 739 TW, the beast spent most of its time awaiting the call to action, alongside the wash bay at CF. During my time as a driver at that depot, I had several memorable journeys on the end of that bar!



The Chelmsford recovery lorry was built by EN in 1959 using an ex RAF AEC Matador with a new body built from part of the 1952 ECW coachwork from MXB 738, a Tillings AEC Regal rebuild. These two photos, from **the late Bob Beaumont's collection** and believed to have been taken by him, show an unrebuilt Matador at Central Works (almost certainly the one in question, from the age of the photo, the other later Matador not being acquired until 1965) and on display at the Essex Show in or about 1964. Research by **Chris Stewart**.

The first run out was with Barry Cameron when Frank Bowen broke down at Moreton with an MW DP. I had just finished for the day, but was asked to run a spare bus out, and await recovery. By 8pm we were heading back to town, but Barry decided to stop for his meal break at the Maltsters Arms in Willingale. Here we two young bachelors met a couple of local lasses, escorted them home through the darkened village, and made it back to CF as the early buses were being run out!

My next run out with Barry proved to be a traumatic experience. Having arrived back in the depot just before midnight one Sunday, Barry asked if I could help him in a recovery. I was in my white, private hire, dust jacket, which was not so white by the morning. An Eastern Counties Bedford VAM coach, on service to Ipswich, had collided with a broken down Austin A40 car, on the A12 at Kelvedon. Both vehicles burst into flames on impact. The coach driver and his passengers all escaped, but the lady passenger in the car, was trapped in the burning vehicle, and died. What was left of the coach had to be suspend towed to the Police garage at Stanway. On return to the scene, we stopped to check that we had not dropped any tools in the dark. There we found the deceased lady's handbag with its contents scattered, and we handed it in at Chelmsford police station.

A planned journey, a nice rest day, was to go to Northampton with Dennis Parish. United Counties were suffering maintenance problems, and as a result had hired in some of the coach FLFs. One of these had failed, and as the UCOC fitters were busy with their own problems, our FLF had been abandoned. Dennis was a very steady driver, a joy to follow, but we did have one incident. Vision is very restricted when on tow. You are sitting only 8 feet behind a high, wide vehicle, and concentrating on keeping the bar straight. Rounding a bend in White Roding, the old A414 being the main route in those pre-M25 days, Dennis encountered a parked car, and had to swerve to avoid it. My first view of the offending vehicle was when the rear of the lorry cleared it, and I had a split second to react. I hauled on the wheel, no power steering, and just missed it. It took a good half mile to get the bar back in line.

Ted Patience was good at making excuses. An expert fitter, but fond of finding reasons to avoid doing jobs. After my 14-hour day as vehicle output, I was not too keen to go out to recover a bus. The breakdown was at Henham. One of Bishops Stortford's converted MW coaches of the OO batch, had suffered a small fire, soon extinguished, that rendered the brakes inoperative. Ted, a giant of a man, and me, slightly built, set off in the Matador (cont.)

We had only got as far as Duke Street traffic lights, when the thick fog proved too much for Teds' suddenly failing eyesight. He climbed across the engine, and lifted me into the driver's seat. Learning to drive that beast, in the dark and fog, was interesting. Upon arrival at Henham, Ted was aghast to find what he was dealing with, the fleet number meant nothing to him. He had a cursory look into the equipment box, and declared that he hadn't got a towing dog to fit this type! Climbing up into the lorry cab, eyesight improved, he called down, "Well, mate. One of us will have to drive it into Stortford with no brakes". I was successful in this, but on the way back home, Teds' eyes proved inadequate again.



Bob Lockwood was probably our most conscientious fitter, normally placid, but he was known to 'lose it' if anyone crossed him. I remember a PL whistling to attract his attention, then jumped to avoid the sledgehammer skidding towards him. Bob and I were called out to Graces Cross, Sandon, where FLF MN 2823, had failed to stop when the vehicle in front did. The passengers had travelled in on a 36 bus, and the return 31 journey had been covered by CF. The damage to the front of 2823 was such that the cowl had to be removed to insert the towing dog. Bob had several attempts with spanners, but decided that a hacksaw was the only alternative. He was busy sawing away, when a black Austin car, company car, pulled up. I was able to warn Bob that the chief engineer, Rodney Hawkins, was on his way. The spanners came back into play. Just then a policeman came from the back of the bus and said "I thought you were cutting that off". I was able to put my foot on a lump hammer, before it was used as a weapon. We managed to recover 2823 without further incident.

My final tow in was from Billericay. I had been taking Leyland National wheelchair coach CF 2200 to Basildon. It was to be shown to the council and disabled groups, to prompt some funding for a similar vehicle to be allocated to BN. It was a freezing cold day, and a fuel line froze up. A young fitter, I can't recall his name, came out to recover me. We were travelling so fast, that I left the driver's seat crossing the humpback bridge at Stock Brook, the only time I ever achieved this. Fortunately that was the last time I was towed by that gentleman, and the only time I felt any fear at the end of the bar, apart from odd occasions in licensed premises.

Service Revisions **by Paul Harvey.**

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

Highlights/Lowlights of the Period:

Many minor changes to improve reliability (deal with traffic congestion?!)
Extended operating hours for Colchester Park & Ride.
Festival Service by Ensign for Damyns Hall Aerodrome.
Southend Seafront servicer back again for 2018.

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26 March 18

Hospital Hopper	Clacton to Colchester Hospitals (M-F) Tendring Community Transport – revised timetable with service. operating earlier in the mornings and later in the evenings. Introduction of Saturday & Sunday service.

29 March 18

501	Harlow to Ongar (Sun) NIBS – contract service withdrawn.

30 March 18

418	Harlow to Loughton (M-S) TrustyBus – minor route revision in Epping.
420/420A	Harlow to Ongar/North Weald (D) TrustyBus – minor route revision in Epping. Sunday service on service 420A w'drawn & replaced by new Sunday service on service 420 with increased frequency also replacing service 501.



Picture Trustybus YN56 NNE on Route 420 at Epping Station on 13/2/18. 2007 Scania CN230/Scania Omnilink B41F ex Stagecoach Midland Red (originally owned by Warwickshire County Council).
Robert Downton.

1 April 18

D1/D2 Bradwell/Southminster to Maldon (M-S) Go Ahead Hedingham – minor timetable changes and route to operate via Post Office Road in Woodham Mortimer instead of Lodge Road.

265 West Horndon to Grays (MWF) Trans Vol –
a change of timetable registered from this date but no mention on Thurrock Council or Traveline websites.

8 April 18

1 Harlow to Sumners (D) Arriva Kent Thameside –
minor running time adjustments to Mon to Fri morning peak timetable to improve reliability.

2 Harlow to Staple Tye (D) Arriva Kent Thameside –
minor running time adjustments to Mon to Fri morning peak timetable to improve reliability.

3 Harlow to Little Parndon (D) Arriva Kent Thameside –
minor running time adjustments to Mon to Fri morning peak timetable to improve reliability.

4 Harlow to Latton Bush (D) Arriva Kent Thameside –
minor timetable change on Mon to Fri the 0623 from Latton Bush will operate 5 mins earlier.



Picture Arriva have extended their route 10 route to replace the short workings of 724 between Harlow and Hertford. It has also been diverted into Stanstead Abbotts, where Versa 4199 queues for the St Margarets level crossing on 22 March. **Owen Woodliffe.**

14 April 18

549 South Woodford Station to Loughton Station (M-S) Stagecoach London – revised timetable.

15 April 18

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

16 April 18

D4 Bradwell to Burnham (M-S) Essex & Suffolk DART CIC/Arrow Taxi's – minor timetable revisions.

Service Revisions concluded. Paul Harvey.

18 April 18

3 Chelmsford to Southend (M-S) Essex & Suffolk DART CIC/Arrow Taxi's – re-routed via Sandon instead of Great Baddow.



Picture Full of praise for Arrow Taxis of Maldon / Essex Arrow Dart Mercedes-Benz Sprinter 515cdi AY67 PXM - again, on time, again, freshly washed, again, new Mercedes, again, nice indicator display - but just one passenger. Loadings in the Leigh-Hadleigh section have plummeted since Regal ended for whatever reason. A pity given the excellent showing by Arrow. **John G. Lidstone.**

30 April 18

71/72 Brentwood to Stondon Massey (M-S) Stephensons of Essex – introduction of new service 71C between Brentwood & Soames Place on Mon to Fri only.

6 May 18

CR P&R Colchester Park & Ride (M-S) Arriva Kent Thameside – service will commence at 0530 and operate until 2100.

8 May 18

37 Brentwood to Bishop Hall Estate (D) First Essex – revised to operate via Elizabeth Road & Doddinghurst Road on Mon to Sat.

25 May 18

12 Aveley Village to Ockendon Station (M-F) Ensign Bus – this section 106 funded service withdrawn *(correction)*.

26 May 18

FS Damyns Hall Aerodrome Upminster to Aveley (SSu) Ensign Bus – new festival shuttle service 26 & 27 May only.

68 Southend to Leigh (D) Go Ahead London General – introduction of summer open top service to operate 26 to 28 May only and daily from 9 June to 1 September 18.

Essex County Council Ongoing Bus Service Consultations

Paul Harvey's suggestion that members may like to have details of proposals to change subsidised county contract services has been welcomed by several members so we intend to continue it for the time being. This information does appear on the ECC website but some readers do not have access to it and we do not wish to "disenfranchise" these friends. As mentioned last month, please do let Paul or the Editor know what you feel about us publishing this information; your comments are valuable to us (our details on p1 of each EBN. Your comments about the proposals and subsequent alterations would also be welcome, especially as we are well aware that what happens "on the ground" does sometimes vary from what has been authorised.

Ongoing consultations

Consultation - Service 59/60 Audley End Station - Haverhill

Operated by Stephenson's of Essex Consultation Period: 14 March 2018 – 25 April 2018

Background: Essex County Council has received a request to amend the journey times Mon - Fri to coincide with train arrivals from London.

Proposal The County Council propose that the 1127, 1127, 1327,1427 and 1533 bus departures from Audley End are adjusted to 1135, 1235, 1335, 1435 and 1541

Recent closed consultations

Consultation - Service 41 Evening Services (Chelmsford – Galleywood)

Operated by First Essex Buses Closed 28 February 2018

First Essex Buses are making changes to their day time commercial Service 41 and ECC would like to mirror these changes on our evening journeys (renumbered service 57). It is proposed that the service will no longer serve the whole of Baddow Road. Instead it will travel down Meadgate Avenue, Longmead Avenue and re-join the current route at Vineyards in Gt Baddow.

Outcome Currently being assessed.

Consultation - Service 441 Currently Old Harlow Post Office – Saffron Walden HS (M – F, schooldays only)

Operated by Stephenson's of Essex Closed 28 March 2018

As the ECC funded section of the route is not well used, it is proposed that the section will be removed & the commercial 441 service will revert back to previous timetable (i.e. Takeley to Saffron Walden High School)

Outcome Currently being assessed.

Consultation - Service 61 Mon - Sat (Blackmore – Brentwood)

Operated by Swallows Coaches Closed 13 March 2018

Proposal to divert service 61 to cover route lost by changes to First Essex Buses service 37.

Outcome Consultation not proceeded with as service 37 route to be reinstated from 8 May 2018.



Colchester's futuristic Park & Ride site will see an extended hours service from 6 May as reported by Paul. Hopefully, this will attract commuters from Colchester Station and result in an increase in patronage. But at an 0530 start what a long working day for some!

Picture courtesy **Essex County Council** website.

Bathtime for Regal.

John G. Lidstone.





On a day trip dash to Bath on 1 April, John just happened to capture anonymous-looking Optare Solo YJ60 KBX by the bus station just before leaving to get his train home. It is with the rather down-at-heel looking Rotala Wessex fleet with no fleet names or livery, just a dunking in all-over 'dealer stock' white paint. He was more than a little surprised to find, later, that it was the former Regal Busways 206 seen above in Chelmsford Bus Station!

Preservation Update Updated ONO 59.

Richard Delahoy.



In the event, the ex-Eastern National Bristol K, ONO 59, wasn't quite finished by the time of the Lincolnshire Vintage Vehicle Society's open day on Easter Sunday but she was on display and looking good, even if most of the bus is still in undercoat.

Richard Delahoy's pictures show the complete bus, the refitted Clacton intermediate blind supplied by Group member David Grimmett and the traditional sunken gangway upstairs, now flanked by superbly reupholstered seats. When the LVVS acquired ONO, she was largely seatless after the round the world tour, but Group member Robin Jenkinson very kindly supplied a full set of seats which remained in store for some decades awaiting this restoration.

It is hoped that when ONO is completed, the LVVS will bring her back to Essex this summer to visit the Elms pub in Leigh on Sea where she was converted in 1966/67 for the world tour.

Meanwhile, for the finishing touches, LVVS would like to borrow to copy some typical internal EN adverts or traffic notices for the era ONO will depict as a Clacton allocated bus in the late 1950s. If you have anything suitable, please contact Richard Delahoy (details on page 1).





First

by Adam Kelleher.

Acquired Vehicles

37009	WX55 VHU	YV3S2G6216A109284	J185	H45/29F	12/05	First Bristol
37010	WX55 VHV	YV3S2G6236A109285	J186	H45/29F	12/05	First Bristol
37015	WX55 VJC	YV3S2G6276A109645	J191	H45/29F	12/05	First Bristol
37016	WX55 VJD	YV3S2G62X6A109686	J192	H45/29F	12/05	First Bristol
37017	WX55 VJE	YV3S2G6256A109708	J193	H45/29F	12/05	First Bristol
37020	WX55 VJJ	YV3S2G6286A109749	J196	H45/29F	12/05	First Bristol

Volvo B7TL / WrightBus Eclipse Gemini. New with the same fleet numbers. Acquired from First West of England. Collected from Bristol and driven to Colchester on 11 March 2018. All in Urban livery. Small "First" with f symbol above the driver's cab. They did have small "First West of England" with f symbol above the doors but the "West of England" has been replaced by "Essex". Depot stickers both sides, but they do not have main fleet names. All have e-leather seating except 37016 which has moquette.

37010 was the first one reported in service, on school route 17 on 13 March and on 62A the next day. First reported sightings of the others: 37009 on routes 17 & 65 (14 March), 37015 also on 65 (also 14th), 37020 on 70 (19th), 37017 on 88 (20th) and 37016 on 61 (26th). Further to EBN647, 37985 & 37986 have been repainted into X30 livery (more details below). 37986 entered service on the X30 on 26 March and 37985 did so on 4 April.

Allocation Changes

BE-Braintree (outstation of Chelmsford), BN-Basildon; CF-Chelmsford; CN-Clacton; CR-Colchester; HH-Hadleigh; FG-to/from another First Group company

Period 12 (18 February - 31 March 2018)

Please note that Period 12 is a highly unusual six-week period in order to finish the year on 31 March. Because of this, the company's allocation sheet was not ready in time for EBN publication deadlines and the following is from observations.

32480 CF-CR, 32481 CF-CR, 37009 FG-CR, 37010 FG-CR, 37015 FG-CR, 37016 FG-CR, 37017 FG-CR, 37020 FG-CR, 41512 BN-CF, 41514 BN-CF, 42557 CN-CN (out of service), 44596 CN-CF, 53137 CF-BE (out of service), 62408 CR-CN, 62409 CR-CN, 62410 CR-CN, 65032 CF-CN, 65689 CR-CN

42557 has not been seen in service in 2018.



65689 (YS03 ZKJ) in Rosemary Road, Clacton, on 16 March, working service 8 to Walton-on-the-Naze.

Robert Appleton.

Repaints

Further to EBN647, CF66719 has a small "First Essex" with f symbol above the driver's cab and the doors, main "Essex" fleet names on cove panels both sides and depot stickers both sides.

CF37986 was seen at Mardens on 13 March being repainted into a double deck version of X30 livery of silver & bluey-green. It returned to Westway on 15th with 37985 then going to Mardens. 37985 was back, repainted, by 4 April. The livery on the two vehicles is very similar to that of the X30 single-deck Enviro 200 MMCs, with the main difference being that on the Enviros silver is the predominant colour on the front, with only bluey-green corner panels / bumpers, whereas on the Volvos, bluey-green is the main colour, with the only silver being a band beneath the windscreen. Like the Enviros, the Volvos carry "X30 From Pier to Air" branding and a list of places served, Southend, Chelmsford, Rayleigh and Stansted Airport (in the same order as the Enviros on the nearside but reverse order on the offside). They have small "First f Essex" fleet names on side lower panels towards the rear (the Enviros have "operated by First Essex").

CN65028, seen on route 76A on 12 March, and CN65030, seen on routes 7/8 on 16th, both to Urban livery with a small "First Essex" with f symbol above the driver's cab and the doors, main "Essex" fleet names on lower panels both sides and depot stickers both sides.

BN69904 to new Route 100 livery, returned from repaint on 19 March.



Picture In EBN647p14 you were able to use my photo of Scania Omnicity 65028 (YN06 TDO) transferred from Chelmsford to Clacton. 65028 has been repainted in to Urban livery, in Jackson Road, Clacton, on 16 March waiting to work 1155 service 76A to Colchester. Due to the bright sunshine, you can just read the destination display, note via A133. The 18 February service revisions introduced service 76A, which omits Little Clacton and Weeley, using the A133 instead, to give a faster journey between Clacton and Colchester. Passengers for Little Clacton and Weeley can use the competing Hedingham & District service X76, just visible behind 65028. **Robert Appleton.**

Other Vehicle News and Workings

Clacton

(All vehicles listed below allocated to CN.)

Older SN51 reg Scanias seen in service during the second half of March: 65667 on 7/8 (22nd), 65668 on 7/8 (20th, 22nd & 29th), 65671 on 7/8 (20th) and 65675 on 7/8 (21st, 24th & 31st). 65665, 65666, 65669, 65670 & 65676 of the Clacton allocation thus not seen during this period (65674 was already out of service).

16 March 65689 on 7/8 (a recent transfer from Colchester)

30 Good Friday. 65030 on 3 (and again on Easter Sunday, 1 April).

Other Vehicle News and Workings **Colchester** (All vehicles listed below allocated to CR.)

Double deckers seen operating on routes 103/4 during March: 32087 (9th), 32475 (16th & 27th), 32477 (15th), 32631 (6th & 27th), 32640 (13th), 33044 (24th, an unusual Saturday working), 33086 (7th), 33087 (12th & 27th), 33184 (29th), 33195 (8th), 33196 (23rd & 27th), 37016 (20th) and 37020 (21st). Also, one StreetLite, 63339 on 29th.

5 March	65673, 65684, 65750, 66803 all on 75
9	63329 on 75
10	63333 failed at Colchester Zoo on Tiptree bound 75A, replaced by 65686
13	66816 on 71
15	32628 on 68, 65678, 65682 & 65684 all on 75
16	65748 off road with back axle adrift from A frame
20	32631 on 65
21	33195 failed at Chelmsford Bus Station on 70, passengers transferred to 33078
22	63342 on 71
25	65673 on Sunday 66
28	Route 62/A branded 37138 on 17
30	Good Friday. 63330 on 65, 63333 on 64A, 65681 on 1A, 65750 on 65
4 April	32480 on 88 & 32481 on 61 (both recent transfers from CF)



Route76A commenced on 19 February, replacing route 76 on Monday to Saturday, providing a faster service between Colchester and Clacton omitting most of Weeley. This is highlighted on one of the via points, as shown here on 65690 at Colchester Bus Station, "via the A133". The 76 branding on the cove panels is now only relevant for the Sunday ECC service which remains unchanged. **Adam Kelleher.**

EBN648p16

Chelmsford (including Braintree Outstation)
(All vehicles listed below allocated to CF.)
Solo news
53134 on 73 on 5 March. 53113 on 351 on 12th. The next day, 53113 overheated in Ingatestone in the evening with Essex Fire Service attending. Panels were open and electrics were isolated but there was no visible damage. 53133 suffered front bumper damage in a minor collision with a 351 at Brentwood Station on 13th and was later towed away, so this may have been its last day in service. 53125 on 351 on 16th, on 37 on 17th, 19th, 20th & 22nd and on 54/56 on 23rd. 53121 at Brentwood station on 22nd, probably on driver shuttles. 53123 was on driver shuttles in Chelmsford on 23rd. The eight Solos reported in EBN647 as being out of service at Braintree were still there on 27th. It was reported that by this date all other 02 registered Solos had been taken out of service. Brief visits to Chelmsford on 29 March and 4 April seemed to support this.
Further to EBN647, Transit shuttle vehicle NA64 CDV was still in use on 4 April. Re the notes about service 37, Ensignbus registered a service 31 covering the previous route of the 37 which may have had some bearing on First's decision to reverse the changes to the 37 (from 8 May). Following First's decision to do this, Ensignbus withdrew the application for the 31.
41494 still had main "Potteries" fleet names on its cove panels when seen on 14 March but these had been removed by 29th. 42900 has had its advert for Haynes International Motor Museum (as illustrated on Page 19 of EBN645) removed, but the part that "broke out" over the side windows remains!
X30 branded Enviros seen on other routes: 67165 on 71 (29 March), 67166 on 32, first sighting on this route (23 March), on 31B (29th), on 71 (4 April); 67167 on 42 (6 April); 67170 on 45 (4 March), on 351 (31st); 67171 on 42A (23 March).

5 March	41514, 42931, 44900 all on 71		
9	42939 on 31B		
13	41522 & 42934 on 71, 44900 on 37		
19	65031 on 71	21	44659 on 70
23	44597 & 65031 on 42A		
24	32481, 32483, 32484, 32651 & 66814 at Braintree outstation		
26	41521 on 71, 53209 on 31B, 69533 on Park & Ride		
30	Good Friday. 44541 on 37/351, 66811 on 71C	4 April	53139 on 42



Good to take a close look at Basildon's 'Here to Air' Enviro200 MMC 67161 (YY66 OZW) at the Ideas in Motion open-air exhibition at Basildon High Street on 15 March. Well done to Basildon engineers for presenting the bus looking good as new. Well done, too, to Basildon's X10 drivers, who are invariably smart, and for the care with which they drive their buses. Not a mark on them after a year and that's praiseworthy. Good to see a nice friendly welcome on board too. **John G. Lidstone.** EBN648p17

Other Vehicle News & Workings

Basildon & Hadleigh

(All vehicles listed below allocated to BN except where stated.)
Further to EBN647, HH33098 was back in service by 6 March.

4 March	47655 on 251
13	Route 22/28 branded HH69518 on 25
19	Route 22/28 branded HH69519 on 25 (and again on 20th & 23rd)
20	41524 on 9
21	Route 22/28 branded HH69516 on 25
22	33548 & 33562 on 561, 47656 on 100, 47657 on 825
23	66826 on 100
24	69901 on X10
29	33545 & 33555 on 561, 41539 & 41544 on 9
4 April	41542 on 9, 66823 on 100
5	CR37010 on 20, this is on loan to Hadleigh to cover for vehicles off road. It had been seen in Colchester the previous day.
6	66806 & 66822 on 100



John had a huge surprise on 5 April when former First Bristol (Hengrove) Volvo B7TL / Wright Gemini 37010 (WX55 VHV) entered service at Hadleigh - which has never run a B7TL or Gemini before! It is to be on loan to Hadleigh for circa 3 weeks, owing to Wright StreetLite 63165 being away for accident damage repairs. Passing along Thames Drive in Leigh.-on-Sea. **John G. Lidstone.**

Sources own observations, and with thanks to B Andrews, R Appleton, M Austin, S Austin, S Barham, D Bell, W Bell, J Benee, N Clark, T Clark, L Cornwell, J Cush, D Edwards, D Flatman, D Latus, D Lund Conlon, J Mulley, J Norris, J Podgorski, D Pretty, J Salmon, K Smith, C Stewart, R Webb, R West, First Essex, Essex Buses Google group, Bus Lists on the Web, Flickr and Terminus.

A Cautionary Easter Tale

Adam Kelleher.

On Maundy Thursday, 29 March, I caught the 1505 351 from Brentwood to Chelmsford, due to arrive at 1555, in order to hopefully see 37986 on the 1610 X30 to Stansted and get some photos of it. Due to extremely heavy rain, school traffic, the Easter getaway and a couple of roadworks, roads were jammed and the bus didn't arrive until 1615. However, luckily for me, the X30 was also delayed and 10 minutes later 37986 duly arrived and I got my photos.

I didn't stay as long as planned in Chelmsford as whenever I left the Bus Station to take some more photos I was getting soaked. The 1635 351 back to Brentwood didn't turn up until 1710, but the 1705 left Chelmsford just a few minutes later, and the two buses, 69431 and 41494, ran in tandem until the first stop past Ingatestone, when the driver of 69431 asked his passengers to transfer to 41494. All the sensible people did as requested, but the bus enthusiast saw this as an unusual opportunity to get photos of two 351s together and so did this. However, whilst doing so, 41494 drove off and he was left stranded! (69431 returned dead to Chelmsford.) I then had a half hour wait for the next 351 (luckily I had a First Day ticket so didn't have to pay again) at a desolate stop by the A12, but unfortunately the earlier traffic congestion had caused further delays and the actual wait turned out to be an hour, and by then it was getting very cold.

And true to form, when the 351 did eventually turn up (69429) there was another one immediately behind (66797), although this time, both worked through to Brentwood. Anyway, the accompanying photo was the result of my hour's wait in the cold, note that since the photo of it in EBN646, 41494 has had its Potteries fleet names removed.



Adam Kelleher.

Britain's Most Scenic Bus Route.

Maurice Austin.

Browsing through the First website, I noticed that First Wessex were encouraging people to vote its Jurassic Coast service X53 Weymouth to Axminster via Bridport and Lyme Regis as Britain's Most Scenic Bus Route, with some justification in my opinion! Several other First companies have entered some of their routes but First Essex do not seem to have done so.

However! Arriva have nominated their 59 Chelmsford to Harlow via the Rodings and 9 Shoeburyness to Rayleigh via Southend Esplanade.

If you are able, have a look at the survey "on-line", the list of routes submitted would make an excellent "bucket-list" for the enthusiastic bus traveller.

Just type *Britain's Most Scenic Bus Route* into your browser. We wish all entrants the best of luck.

Arriva Southend / Harlow / Colchester.

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

Stevenage's VDL SB200 / Wright 3379 (KX09 KDU) stayed in Southend until around 25 March. On 22 March it was used on late evening rail replacement. It had been at Southend for about 6 months as a major rebuild project in the engineering workshops. It was first used by Southend in service on 6 March as illustrated last month and on this page.

Southend allocated E400 MMC double deckers 6501/4/15 were used on rail replacement between Hythe and North Station in Colchester from Saturday to Monday of the Easter weekend. **Colchester** allocated DAF SB120 / Wright 3529 (LF02 PNJ) and 3534 (LF02 PNU) were loaned to Southend in return.

Further to EBN645, it is reported that Optare Solo 2488 (YJ57 EJK) is a permanent allocation at **Harlow** rather than a loan. It may be a replacement for Solo 1518 (YJ07 VRC) which has not been seen in service by correspondents since last summer. Volvo B10BLE / Wright 3312 (PN02 HVL) has not been seen in service since mid-February so may also have been stood down from service.



Stevenage based Wright Pulsar 3779 (KX09 KDU) as it turned to start its first and only westbound trip, to Rayleigh Station on 6 March. **John G. Lidstone.**



Not wishing to be left out, locally-based twin 3760 (YX08 DZL) was also heading to Rayleigh, unusually on Versa V1170 route 9! Had the 1 sat on the departure stop a few minutes earlier they'd have made a nice pair together. **John G. Lidstone.**

Publicity News

Ian Ransom.

First Essex timetable leaflets for 5/8/8A dated 18.2.18; 16 dated 18.2.18; 25/B dated 182.18; 26/27/27A/27X dated 18.2.18; 31/B/C/X/33/36 dated 18.2.18; 32/46 dated 18.2.18; 40 dated 18.2.18; 42/A dated 18.2.18; 45/A/48A dated 18.2.18; 51 dated 18.2.18; 54/A/56/A dated 18.2.18; 57/A/B/C dated 18.2.18; 61/62/A dated 18.2.18; 65 dated 18.2.18; 17/66/A/174/175 dated 18.2.18; 67/B/C/68 dated 18.2.18; 70/352 dated 18.2.18; 71/A/B/C/X/73 dated 18.2.18; 100/200/201 dated 18.2.18

First Essex timetable booklets for Brentwood area dated 18.2.18 and Clacton area dated 18.2.18

Stephensons timetable leaflets for 16 (Bury – Newmarket) dated 6.11.17
313 dated 3.1.18
414 dated 5.9.17
438 dated 5.9.17
509 dated 4.9.17

Ensignbus timetable booklets for Thurrock dated 3.3.18
and Brentwood dated 26.3.18

Whippet 31 (Barley – Cambridge) timetable leaflet dated 15.1.18

National Express have made timetables available again, but most of these sadly are only available via the internet.

090	London – Southend	13.3.17	250	Ipswich – Heathrow	4.12.17
349	Stansted – Nottingham	20.11.17	350	Stansted – Liverpool	20.11.17
370	Clacton – Liverpool	24.7.17	481	London-Felixstowe	24.7.17
484	London – Clacton	24.7.17	727	Norwich – Gatwick	17.7.17
737	Stansted – Oxford	4.1.16	777	Stansted – Birmingham	12.9.16
A6	Stansted – Paddington	24.7.17	A7	Stansted – Victoria	6.11.17
A8	Stansted – Liverpool St	4.12.17	A9	Stansted – Stratford	4.9.17

Lodge's of High Easter

Owen Woodliffe with thanks to Andrew Mead and Chris Lodge.

Vehicles acquired

SV 6936	Ford Model T new 1920 from private owner for restoration as a PCV
YJ07 JFK	DAF/VH from Westbus (125) 12/17 re-registered to AL06 DGE
E14 BTS	Dennis Trident/East Lancs from Blackpool Transport 12/17 (new to Isle of Man Transport)
AL18 DGE	Mercedes due for delivery 4/18

Vehicles Sold

YN53 ENJ	Fd Ts/Optare 9/17
BN58 AJU	Setra to Southern Star, Harlow 12/17
AL06 DGE	Mercedes to Cyprus 8/17 (same owner as BG58 OLO)

Vehicle Re-registered

BF15 XOV	Mercedes to AL15 DGE 5/17

Panther

Ian Ransom.

Acquired from Turners, in mid-February, YN54 WWT a Volvo B12B/Plaxton
Acquired from Clintona, Brentwood, BX56 VTE a Mercedes Benz 616CDI/Koch low floor minibus.

Stephensons

Richard Delahoy.

Vehicles

The former Express Motors Scania/Enviro 400 deckers are numbered in the low-height series as 609 CY12 EMS and 610 CX14 EMS. There is no further news yet re the batch of ex-Abellio E200s reported last month.

Further second-hand acquisitions are a pair of ADL E200 B39F, SN66 WKF and WKG, from the other Stephensons – the now defunct Stephensons of Easingwold in Yorkshire. Fleet numbers to follow.

Services

New service 71C starts on 30 April as an enhancement to the existing 71/72, to provide commuter trips to Brentwood Station from the Costead Manor estate, with some trips extended to/from Pilgrims Hatch and Coxtie Green.



<<< Top picture
Thanks to those members who responded to my plea for pics of Stephensons buses; here we see 423, EU64 CVT, an Alexander Dennis Dart E20D – ADL Enviro 200, new in September 2014, caught on 16 April 2015 at Braintree Bus Park with Lodge's W204 TCY loading day trippers behind.
David Moth.



Lower picture
also from **David Moth**, we see Stephensons in an older guise
loading at The Blue Lion in Great Baddow on 12 March 1991.

Chelmsford Half-Cab Contrast.

Chris Stewart.

1949 Bristol L5G 4023 (ONO 44) - still with as-delivered black radiator grille, which will undoubtedly become silver on first repaint - waits at Chelmsford Bus Station on the lengthy through route from Clacton to Tilbury Ferry, while Grays-allocated 1937 JO5G/ECW 3679 (ENO 957) passes it on a short working back to its home town. 3679 was one of 34 JO5Gs delivered to ENOC that year as the Tilling influence took hold (19 JO5Gs had, the previous year, been the first Bristol saloons for the fleet). 3679 was also amongst six JOs transferred to London Transport with EN's Grays operations in 1951, being returned the following year and remaining in service until 1959. 4023 lasted another 5 years (as 305), being sold not long before the 1964 renumbering and seeing further service with Smaller of Barton-on-Humber. Sister ONO 49 (new 1950) happily survives in preservation at Canvey Transport Museum.



[Bristol Vintage Bus Group / www.bvbg.co.uk]

Look What Just Popped into Langford Museum of Power!



558 FBF, a 1962 Bedford SB3/Duple new to Happy Times of Wednesfield which was at once a traveller home, before being fully restored as a coach by Jonathan Brenson of Brentwood Coaches.
David Bateman.

hedingham and chambers

by Mark Lloyd

With thanks to Essex-buses yahoo group.

Vehicles Acquired/Transferred

552	AO57 HCD	Scania	Omnicity Decker ex Konect
9016	PJ02 REU	Volvo B7TL	Plaxton President ex Go Ahead London – Driver Training.

Vehicles Withdrawn/Disposal - Update

3	M655 KVU	Withdrawn	29/3
95	R279 LGH	To Alpha for scrap	20/3
569	W484 WGH	To CN – post accident	20/3 – see below

Allocations

262	EU58 JCJ	HD to KN	7/3
289	EJ02 KYY	HD to KN	13/3
262	EU58 JCJ	KN to HD	13/3
552	AO57 HCD	Konect to CN	
1512	YN55 PZR	CN to KN	23/3
1518	YN06 JYC	KN to CN	23/3



Hedingham Farewell To B10M; fleet number 10, S291 TVW in Stanwell Street Colchester on the 1110 X76 departure to Clacton on 30 March. See "Services", next page for details. **Mark Lloyd.**

Fleet News

517 works schools from Hedingham depot in dual door form. It is not known if the doors are fixed closed or if they are still operational, depending on school contract and county operating in.
552 has operated schools services from the Clacton depot in mid-March.
9016 PJ02 REU is ex PVL295 which was based at Go Ahead London Sutton and is H41/23D.

Services

Good Friday 30 March saw the operation of the X76 by two retiring Volvo B10M Plaxton Premiere Coaches. The service was operated free of charge service with the possibility to donate to forces SSAFA charity for the journey being undertaken. Advertised as using S290/1 TVW the actual vehicles used were 10 S291 TVW and 8 R453 FWT. S291 TVW was bought by Hedingham new in 1998 and R453 FWT joined the fleet in 2000 from Wallace Arnold and still carries the very attractive fleur-de-lis trim from its touring days. Both coaches sampled were in fine mechanical condition if a little tired on the outside. The volunteer drivers were very courteous and friendly with the service used by regular X76 users and enthusiasts alike. Following a slight route variation, not serving the Essex University, the route turnaround was about 50 minutes end to end. Buggies and shopping trolleys were placed in the lockers, offside as well as nearside and the chat between passengers and the driver was much increased due to the lack of bell pushes and bus stopping signs etc. Maybe not DDA compliant and not the best for elderly passengers but reminiscent of the original Hedingham independent days where coaches may have been pressed into service. Thanks to the drivers for giving their time. Congratulations to Hedingham for an enjoyable day for passengers, enthusiasts and all for a good cause. The Volvos are not immediately disappearing from service but will probably be gone by school year end. Gain pictures whilst you can – as the final few of the once numerous cream and red B10M/Plaxtons go about their final duties.



This shows the other vehicle, 8 R453FWT Volvo B10M Plaxton Premiere ex Wallace Arnold, on the 15.10 departure from Stanwell Street Colchester to Jackson Road Clacton on the X76. By this time extremely wet and difficult to photograph. **Mark Lloyd**

Other News

569 W484 WGH slid on an icy corner into a ditch whilst on the 92 service into Colchester on the morning of 19 March. Contributor to this magazine and long term Hedingham employee and instructor John Podgorski was at the wheel. The 15-20 children on board were not physically injured and the bus was quickly evacuated. Passing drivers offered their cars to help keep the children warm until another bus arrived to continue them on their journey. The accident could have been a lot worse and the driver was praised for his actions during the incident. The bus proved difficult to extract but was eventually removed to Clacton depot.

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

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

Acquired Vehicles

SN03 EBU, Mini Pointer Dart, B29F, new to Solent Blue Line (572) 04/03
HW54 BTZ, Mini Pointer Dart, B27F, new to Southern Vectis (305) 12/04
EBU from Go Ahead South Coast (Bluestar, fleet number 3303), BTZ from Go Ahead South Coast (Wilts & Dorset Salisbury Reds, fleet number 3318), both via Ensign, March 2018.
Further to EBN647, HW54 BUJ is also a Mini Pointer Dart. NK53 UNW has been repainted into fleet livery, first seen in service on 16 March.



Trustybus YN56 NNG at Epping Rail Station, 21/2/2018. 2007 Scania CN230/Scania Omnilink B41F ex Stagecoach Midland Red (originally owned by Warwickshire County Council).

Robert Downton.

EOS

route 87 has changed yet again! Although the frequency to Epping has reduced, there is an hourly extension to Debden by a convoluted route to replace the ECC routes 542/A. Enviro200/MCV ED19 is at the new terminus in Langston Road, Debden adjacent to the recently opened Epping Forest Shopping Park on the first day, 3 April. **Owen Woodliffe.**



All The Way From Canada!

Text and both pics by Paul A Bateson.

I spent 20 days in England and Scotland this month. My reason for the visit was to attend the Grey-Green reunion on the 3 March, where I met several former colleagues from my time with the company. It was also good to see Owen Woodliffe and John Card.

On my final day, Monday 19 March 2018, on the spur of the moment I rode the Central Line to Epping and I was pleasantly surprised at the number of buses serving the station.

The upper picture is of Arriva Kent Thameside 4076 (YX17 NGJ) at Epping Station on route 9 on 19 March 2018. I rather think that this is a strange visitor as the bus surely should be operating on routes 508/9/10. It rather makes nonsense of route branding but on the other hand how many passengers really notice? This picture is relevant to the comment on EBN647p21.





The lower picture is of EOS LX07 BYL that carried fleet number ED20 on the rear. It was operating on route 87 but to be honest I was not that impressed by the lack of destination displays and a crude "87" displayed in the windscreen. This was at Epping Station on 19 March.

EBN648p27



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Mark Lloyd with thanks to Ross Newman.

Ensignbus

Dealing Stock Movements March 2018.

Vehicles in

Abellio London	BX55 XML/XMU/XMW	Volvo B7TL's
	BX54 DJY	
	LF55 CZA/CYY	
Classic Routemaster Ltd	RML2676	
	RML2727	
Garelochhead Coaches	YJ13 HKX	Solo
Go-Ahead London	SN03 WMY	Darts
	SN51 UAF	
	LX06 FAM/FAK	
	Y983 TGH	
	W402 WGH	Volvo B7TLs
	LG02 KHZ	
	LX03 EXU	
	YN53 RZA / RZD	Scania's
	YN54 AJU/AJV	
	LX06 EZM	E400
	LX60 DXA/DXB	Volvo B9TL
Go-Ahead South Coast	HW54 BTZ	Darts
	SN03 EBU	
Metroline	BF60 UUA/UUB	Volvo B9TL's
RATP London	YN55 NKS	Scania
	LG02 FBY	Trident
RATP Yellow Buses	SN55 HTD/HTF/DVH	
Darts		
	Y417/418 CFX.	Volvo B7TL
Stephensons of Easingwold	YN03 UWB/UWD	
Scanias		
Tower Transit	SN12 AVT/AV /AVV/	E400s
	AVU/AVW/AVX	
Yorkshire Tiger	YN03 UWR/UWS/UWT	Scanias



Vehicles Out

Avondale Coaches, Glasgow		
	LX06 FAK/FAM	Darts
Bear Buses, Feltham, Middx		
	Y983 TGH	Dart
Dews Coaches, Somersham, Cambs		
	Y412 CFX	Volvo B7TL
Fowlers Coaches, Holbeach Drove, Lincs		
	W448/453 BCW	Volvo B7TL's
Galleon Travel, Roydon, Essex		
	SN03 EBU/HW54 BTZ	Darts
London City Tours	BF60 UUC/G/H /J.	Volvo B9TL's
Lothian Buses	BF60 UUA/UUB/UUK	Volvo B9TL's
Renown Coaches, Bexhill	YN53 RZA/RZB/RYX	Scania's
South Wales Transport, Cardiff		
	SN55 DVK	Dart
Sullivan Buses, South Mimms		
	SN12 AVU/V/W/X	E400's
Travelmasters, Sheerness	YX15 OVN/YX16 NWN	Volvo B11R's
Tyrers Coaches, Adlington, Lancs		
	MX07 BUW/BVF	Volvo B9TL's
AC Williams, Ancaster, Lincs.	PG04 WHJ	Volvo B7TL
York Pullman	W451/452/457 BCW	Volvo B7TL's
	PJ02 RDO/RDX	

Other Movements

Volvo B7TL PJ02 RCV
Transmillenium Ltd, Edinburgh.

Darts SN51 UAY/UAY SN03 WMY
Volvo B7TL PJ02 RCY
Hardwicks, Barnsley

Solo YJ56 WVG
Mike Lawrenson, Preston.

Volvo B7TL's W402 WGH/LG02 KHZ/
PJ02
RCO/Y183/187/ 207 NLK /
BX54 DJU/LF52 THG/Y745 TGH
Dart AE56 OUK
Tridents Y235 HWF LX03 BXR LX03 OSA
All to Shelton Motors for scrap.

<<<Picture left 126 (PO58 KPT) Volvo B9TL with Optare body at Thorpe-le-Soken station on 18 March covering emergency rail replacement duties. **Robert Appleton.**



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Ensignbus

Ensign Fleet – March 2018

Mark Lloyd with thanks to Ross Newman.

Reinstated	650	DK09 OBH	E200		
Acquired	719	SK15 HBB	Alexander Dennis/Enviro 200	B39F	Ex Stephensons of Easingwold. New to Stephensons 4/15.



The weekend of 17/18 March was not a good one for Greater Anglia. The Ipswich - Felixstowe line was blocked after a container train hit a car on a level crossing at Levington. Then a landslip at Alresford closed the Colchester - Thorpe-le-Soken line. And the weather was bitterly cold, strong east wind, dull and overcast with snow flurries!

Rail replacement services operated on both the above-mentioned railway lines. Colchester - Thorpe-le-Soken rail replacement buses and coaches connected with Thorpe-le-Soken - Clacton trains. There were supposed to be Thorpe-le-Soken - Walton-on-the-Naze trains as well, but I did not see any, instead rail replacement buses and coaches worked this route as well.

129 (LX15 GOU) Volvo B9TL with Wright body at Thorpe-le-Soken station on 17 March. Text and pic **Robert Appleton.**

Due to layout logistics (!), more of Robert's rail replacement pics are shown on EBN648p28 and inner rear cover – Ed.

Other Operators.

Roger A. Smith. With thanks to the PSV Circle.

Davison (De Vere), Sible Hedingham

This operator has recently acquired K735 ODL, a Leyland Olympian with Northern Counties H47/29F body, previously with Turner, Little Maplestead.

Kelly's, Nazeing

Setra S415HD has been re-registered as IJZ 1447 from BX06 UMV.

Regal, Great Wakering

It would appear that most of this operator's vehicles have been disposed of with Wright H63D bodied Volvo B7TL reg. LF52 ZSD and similar LF52 ZTL having gone to Flagfinders, Braintree. [also see p12 this issue].

Talisman, Great Bromley

J343 BSH, an Alexander bodied Leyland Olympian is now with Slater & Bowden, Torquay, Devon.

Turners of Essex, Little Maplestead

It would seem as though the vehicles of this operator and the previous Goldings operations have either gone from this site or are in the process of being removed.



Picture Photographed at the Medway Festival of Steam and Transport, which took place on 2 April at Chatham Historic Dockyard, is MJB 481 a Bedford SBG with Duple C37F bodywork of Lodge's heritage fleet. This vehicle dates from 1956 and was Lodge's first heritage vehicle, having been acquired from Traject, Halifax. **Roger A. Smith.** Is that Adam Kelleher examining the near side? **Ed**.

Roger A. Smith also submitted an interesting article from the Wetherspoons Spring 2018 magazine which tells the tale of ONO 59 (see p13 of this issue) and has two pics which I cannot use (copyright issues) and one would reproduce poorly. The restoration is being supported by The Elms pub in Leigh-on-Sea, where it set off on a 120,000 mile world tour in 1966.

Letters

Nigel Turner from Panfield **JVW 430**

I was pleased to see the recent correspondence in EBN regarding the post war prototype Bristol K, JVW 430, as I played a small part in assisting the late A.J. (Tony) Langley when he was restoring it in the early 1980s; mostly I held bits of bus in the right place while Tony did something technical with them. At the time there were a lot of comments in jest about how it proved there was a commonality of parts between all Bristol / ECW vehicles because lots of useful bits came out of the skip at Braintree depot.

Mention of Robin Jenkinson's involvement with JVW 430 reminds me that back in October 1959, the late John Farmer (then PSV Circle sub editor for the ETA) wrote to the Vintage Passenger Vehicle Society (VPVS) saying that Robin had asked his advice regarding the possible purchase of a pre-war K5G FPU 519 (ENOC 1259). He received a very prompt reply from the VPVS saying that Robin had asked them to approach Eastern National on his behalf. However this was clearly one early preservation attempt that did not succeed.

Incidentally the VPVS letter listed the founder members including K.C. Blacker, a gentleman who almost 60 years later is a leading light at the East Anglia Transport museum and has of course written a number of books about buses in London.

Michael Allen by email **High Tide Services**

Re: EBN647p17 "Your Bus Delayed Due to the High Tide". I cannot offer a response to other tidal bus services but would advise (if no one else has) that routes 67/68 terminate at Peldon, The Rose and not Abberton as stated when there is a high tide. The same applies to the newly extended Hedingham route 63 to West Mersea.

Peldon village is nowadays only served by Hedingham 63 and First 68 (evenings) and First 67b (Sundays). The Rose P.H. is situated at junction of B1025 and the road up to Peldon village so when route 67 terminates at The Rose it still does not serve the village. There was a lot of misunderstanding in the Press about this, which is not surprising.!!

Eds note, thanks for the corrections. Paul Harvey and I thought it a bit odd, especially as Peldon residents made a big fuss on BBC Radio Essex about the absurd situation of having a service during high-tides only! Perhaps they were misled by the press reports as well! Have First shot themselves in the foot as a result of an edict to reduce PVR or was Peldon really a desert for intending passengers?

Terry Challis from Blackpool **West Leigh Coaches**

Thank you for EBN647 and also thank you to Alan Osborne for his information about West Leigh Coaches and Campbell' s.

Another connection springs to mind as the Campbell's Albion CX37 double-decker (PPU 187 : EN 1020) was fitted with a Weymann body off of a Westcliff AEC Regent. I am fairly sure that this was one of the bodies re-built by Beales after the war.

I went on an Omnibus Society visit to Campbell's on the last day of their operation of bus services in 1956. The visit was led by Derek Giles. My abiding memory of that visit was the journey on the Campbell's 'unfrozen' AEC Regent(FVO 322) to Coryton/Shellhaven on what was to become EN service 236. To see the Campbell's Regent side by side with a London Transport Country Area RT at the Coryton (or Shellhaven?) bus stand was, for me at the time, an amazing sight!

Suzy Scott from Welwyn Garden City **Generous Discount Offer from "Here to There"**

Trust this finds you well. Our copier is having a quick breather between churning out hard copy Essex part 1's (741A)…so it's time for a catch-up!

In the past, I know EBEG has offered a subscription service to those who wanted to purchase the Essex timetable books. We offered a discount previously, and I'd be happy for this to continue.

We are happy to offer a 15% discount, on any orders from EBEG members. They should quote EBEG2018 to get the discount when buying online, by telephone or by post.

This offer is valid for any books over the value of £40, and can be used for everything we sell. The only restriction is that this discount cannot be applied to books sold on our behalf by other shops (Ian Allan etc.). This code is valid until the end to July 2018.

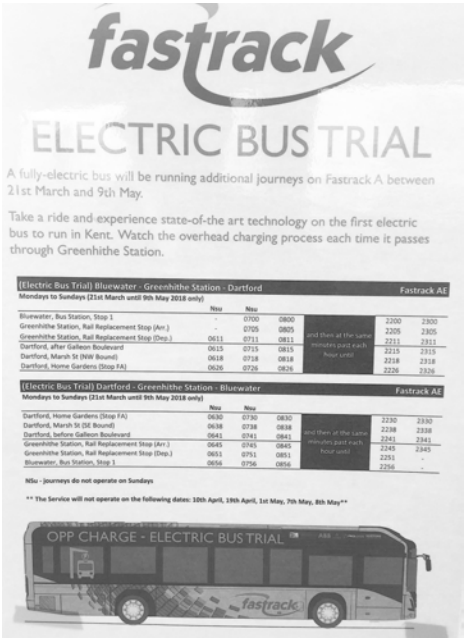
Robert Appleton from Thorpe-le-Soken **Thanks**

Just wanted to write and say thank you for EBN647. Great photos in the snow. Also agree with your comments on EBN647p32, a big thank you to all the people in the bus industry who kept services running during the snow, ice and wind.

Also I was very impressed with the photo on the cover of EBN647, please pass on my thanks to Ken Coldwell if you are able to. A great photo, good to include Mistley Towers.

Eds note the editorial in-tray has rather a lot of thank you letters last month, it is nice to "be stroked" so thanks to you all. I will try not to let it go to my head!

Over The Water!


fastrack

ELECTRIC BUS TRIAL

A fully-electric bus will be running additional journeys on Fastrack A between 21st March and 9th May.

Take a ride and experience state-of-the art technology on the first electric bus to run in Kent. Watch the overhead charging process each time it passes through Greenhithe Station.

(Electric Bus Trial) Bluewater - Greenhithe Station - Dartford — Fastrack AE

Mondays to Sundays (21st March until 9th May 2018 only)

	Nsu	Nsu				
Bluewater, Bus Station, Stop 1	-	0700	0800	and then at the same minutes past each hour until	2200	2300
Greenhithe Station, Rail Replacement Stop (Arr.)	-	0705	0805		2205	2305
Greenhithe Station, Rail Replacement Stop (Dep.)	0611	0711	0811		2211	2311
Dartford, after Galleon Boulevard	0615	0715	0815		2215	2315
Dartford, Marsh St (NW Bound)	0618	0718	0818		2218	2318
Dartford, Home Gardens (Stop FA)	0626	0726	0826		2226	2326

(Electric Bus Trial) Dartford - Greenhithe Station - Bluewater — Fastrack AE

Mondays to Sundays (21st March until 9th May 2018 only)

	Nsu	Nsu				
Dartford, Home Gardens (Stop FA)	0630	0730	0830	and then at the same minutes past each hour until	2230	2330
Dartford, Marsh St (SE Bound)	0638	0738	0838		2238	2338
Dartford, before Galleon Boulevard	0641	0741	0841		2241	2341
Greenhithe Station, Rail Replacement Stop (Arr.)	0645	0745	0845		2245	2345
Greenhithe Station, Rail Replacement Stop (Dep.)	0651	0751	0851		2251	-
Bluewater, Bus Station, Stop 1	0656	0756	0856		2256	-

NSu - journeys do not operate on Sundays

** The Service will not operate on the following dates: 10th April, 19th April, 1st May, 7th May, 8th May**

Robert Downton writes:

I have attached copy of timetable for an electric bus trial being run by Arriva Kent Dartford . They are giving it a lot of publicity.

Just thought it might of interest to other members as it runs from Bluewater to Dartford so, if anybody was interested, it conveniently links up with the Ensignbus network in Bluewater.

Haven't been able to photograph it so far, on the couple of times I have seen it, I'm normally travelling in the opposite direction and have not had time to wait!

Group Tour to Reading Buses Saturday 28 April 2017.

We will enjoy a fully guided depot tour of this award winning operator, hosted by CEO Martijn Gilbert. There will also be free time in both Reading town centre and in Slough, where Reading are now operating under the Thames Valley banner.
Travel by Panther Travel coach.

Pick-ups are

Colchester North Station 0715, Chelmsford Rail Station 0800, Shenfield Green Dragon 0825 (A1023, junction of Shenfield Rd and Hutton Rd, less than a 10 min walk from Shenfield Station), Brentwood High Street 0830 (Wilsons Corner, stop E).
Return depends on traffic, etc., we hope to be back at Brentwood around 1730 and Colchester 1830.
Fare just £20. High vis jacket or top required for the depot visit.
To book, either send a cheque payable to "EBEG" to:
EBEG Tours, 5 Pondtail Court, Kirby Cross, Frinton on Sea, CO13 0LJ (with a note of your pick-up point and an SAE for your confirmation); or send £20 by PayPal at admin@signal-training.com and state your pick-up point.

Essex bus books

The Group has recently been given a collection of hardback and softback books on buses and trams in Essex, including various Group publications, etc. They are available to members for very modest prices, ranging from 50p to £5, plus postage. We only have one copy of each so it's first come, first served! They will be available at the Chelmsford meetings on 26 April and 24 May or you can obtain a list by e-mailing richard.delahoy@blueyonder.co.uk or by sending an SAE (DL size or bigger) to Richard Delahoy, address on page 1.

Target Dates for EBN649 (May 2018).

By	Saturday	5 May 2018	Reports to Sub-Editors.
By	Saturday	12 May2018	Sub-Editor drafts to Editor.
By	Monday	21 May 2018	Dispatch by Printers.



More on Emergency Rail Replacement.

Robert Appleton describes the frenetic weekend experienced recently by Greater Anglia on EBN648p29. Train services returned to normal on Monday 19 March although another landslip occurred on the Clacton line a few days later!

Top picture
New Horizon Travel BX55 XLW Volvo B7TL/Wright, ex Abellio London, at Thorpe-le-Soken station on 18 March.



Centre picture
Panther Travel AB53 PAN (LK53 KXB) Volvo B12B/Plaxton at Thorpe-le-Soken station on 18 March.



Lower picture
Tendring Travel (based in Thorpe-le-Soken) VIL 8682 Volvo Olympian with Northern Counties Palatine II body at Thorpe-le-Soken station on 17 March. Originally registered N298 CKB, new to Merseyside Transport in 1996. Later became part of the Arriva Merseyside fleet. Tendring Travel obtained her from Decker Bus of Yaxley, near Peterborough.

All pictures **Robert Appleton**.

Top picture

RS648 for EBN648

Eastern Counties RS648 (KVF 648E) was new in April 1967 and allocated to Ipswich depot. One of fourteen Bristol RESL6G with ECW 46 seat bodywork, with Gardner 6HLX engines and five speed manual gearboxes. Seen here in August 1970 in Harwich Road, Mistley, working 1805 Mistley - Ipswich service 221.

Robert Appleton.

Centre picture

Stephensons 648 for EBN648

648, BV55 UCT, Scania N94UD - East Lancs in Braintree bus park on 26 January. Now based at Haverhill

Ian Ransom.

David Moth sent a very similar pic of the same bus in the same place but in February!

Lower picture

Langford Museum of Power's Transport Fest on Easter Sunday, 1 April coincided with the 79th anniversary of AJN 825's entry into service. Joining the well-known Westcliff-on-Sea Motor Services K5G were former Eastern National Atkinson recovery vehicle 0103 (built 1970 as an 8-wheel flat-bed lorry) and Essex-resident Bristol Omnibus Company MW5G 2636 (HHW 452D), which has only recently been put back on the road after a thorough and lengthy restoration by owner Nigel Furness.

Chris Stewart.





