

Essex Bus News

No. 674; June 2020



Essex Bus Enthusiasts Group

www.essexbus.org.uk



fb.me/essexbus

£4

where sold



top
As previously reported, the Scania X30 deckers went on loan to Basildon for a short period because they are under warranty and needed to accumulate mileage. Peter Best, an X10 driver at Basildon, took this nocturnal snap in early March at Stansted Airport.

Peter Best.



bottom
Temporarily transferred from Chelmsford to Hadleigh, First 67189 in Park & Ride black is seen in the afternoon sunshine crossing Southend Victoria Station's "shared space" on 27 May. One benefit of the (easing) lockdown is the near absence of pedestrians and cyclists to block the shot!

Richard Delahoy.

Front Cover Picture

Wright Commander bodied DAF SB220 bus F20 DGE, previously YJ03 PFF, was named 'Dr Graham Philpott' on 6 May. It also received lettering each side above the saloon windows - 'Thank you Broomfield Hospital & All NHS Staff'. The NHS logo and rainbow motif were also applied between the wheel arches on both sides. Also see picture on EBN674orc and Lodge notes on EBN674p22. Photo is copyright © **Robert Lodge** / JW Lodge & Sons Ltd.

EBN674ifc

June 2020

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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	Wayne Bell
Publications Co-ordinator	Paul Harvey

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

Welcome to new members

Fred McLean	Southend on Sea	1157
Tony Freeman	Huntingdon	1158
Andrew Miller	Maldon	1159
Richard Bareham	Haverhill	1160

We are sorry to have to report the death of **Ian Hardie**,
member 597, of Braintree and offer our condolences to his
family and friends.

A calendar year subscription is £22. New members may join
from any month, but subscriptions will always run to
December, from whichever month the member chooses.
Those joining from February to December inclusive will pay a
pro-rata subscription calculated at £2.00 per month. For
example, a member joining in March would pay 10 x £2.00, i.e.
£20.00. Contact Richard Delahoy, address below.

Membership Secretary & Data Protection

A statement of our compliance with the GDPR is available on
our website or by post. For any membership or data
protection issues, please contact:
Richard Delahoy, 272 Shoebury Road,
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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 to the Editor or the relevant Sub Editor.
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. We will review the sense and practicalities of resuming meetings in 2021 during the Autumn of 2020. We will need to look at the prevalence of Covid-19, social spacing, travelling to and from, especially for those using public transport and so on. Members views will be sought before we do so.

***** All our Chelmsford meetings are now CANCELLED until at very least January 2021 *****

NORTH ESSEX MEETINGS by Dave Arnold.

The July meeting is now cancelled.

Scheduled dates for 2020: 14 August, 11 September, 9 October, 13 November, 11 December.

But do assume these are likely also be cancelled so check our website.

A Blast From The Past

Paul Harvey.



Southend Transport 393 Daimler Fleetline JTD 393P seen at the June 1978 Epsom Derby Horse Racing event.

Paul Harvey.

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

EVENTS

In addition to those shown in EBN673, the following have been notified as being **cancelled**:

13 September	Eastern Transport Collection Open Day
19 September.	Kingsbridge Running Day
19 September.	North Norfolk Railway 40's 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.

Memories of Braintree Bus Park.



During 1984, in addition to Eastern National/Grey-Green commuter services, there was a two-hourly coach service to London. On Saturdays the midday from Victoria was often worked by a coach on layover from overnight Paris or Amsterdam services and Leyland Tiger/Duple Goldliner OHM 831Y (which had a 245bhp engine to meet German regulations) was photographed by its driver in the Bus Park for the afternoon return to London on 083 service in July that year.

Owen Woodliffe.

Unexpected Return of the Engineering Circular!

Fortunately not in respect of your Editor!

Wayne Bell, the Group's Tours Organiser and a driver at First Essex Colchester depot was taken into hospital as a result of a stroke recently. Fortunately, he is now home with no lasting damage but needs to rest for a considerable time. His PCV licence has been rescinded for a year but he intends to get back to work as soon as it is safe and medically approved. He is also planning to organise some group tours when circumstances permit. We wish Wayne well.

EBN674p3

Superstitions!

Alan Tebbit, BEM "Tebzy".

A welcome return from sick leave of a well-known former Chelmsford busman.

When Peter Offord went out on the 11.05 service 32A from Chelmsford to Ongar, we knew that he was asking for trouble. It was Friday 13th, he was on duty OMO 13, and he had been allocated Bristol MW5G saloon 1313 (208 MHK). If you were at all superstitious, then the odds were stacked against him. All went well until he turned into Duke Street. A very kind lady in a Humber car had let him out, and he flashed his headlights in response. One of the problems with those early MWs was that the light panel was mounted horizontally on the dash, and to access it, you had to put your hand through the steering wheel. As he let the lock off, the spokes jammed his hand, or his hand jammed the spokes. Either way, the bus continued on full lock, until it stopped with its front wheel against the kerb, and its offside corner against the bus station wall. No damage there, but he had hit the back of the Humber. Peter argued that if the stupid woman had pulled away when the road was clear, she wouldn't have been hit. (First rule of bus driving: always shift the blame).

So why were we superstitious of dual purpose MW5G 1408 (1256 EV)? Well, it was a question of arithmetic. $1+4+0+8$ equals 13. There was nothing wrong with the bus, it was lovely to drive, but it always seemed to be in the wrong place at the wrong time, nothing ever serious, but annoying. I had three run-ins with it myself. I was driving along Chelmsford High Street one morning. The beginning of the street was four lanes wide, two each way, but it narrowed to just over sixteen feet wide at its junction with New London Road. As I neared the junction, one of our deckers came out, and slightly crossed the centre of the road. We missed each other, but I came close to the pavement, narrow at this point. My nearside indicator, about shoulder height, hit the arm of an off-duty policeman. Luckily, he had on a thick coat and long-sleeved pullover, so wasn't hurt, but a bit miffed. On another occasion I was coming back from Romford with 1408, it was dark and snowing. Just before climbing Three Mile Hill at Widford, a giant tree fell across the road. I stopped safely, just in time, but the road was blocked. Fortunately, the ground was quite frozen, so I drove across the grass, and carried on.

The only time that I had to sign my record card over 1408, was when I came in to finish my shift one evening and was in a hurry to go out on a date. I pulled up in the queue for the fuel pump, behind one of the Duple bodied RE coaches. The MW had never been designed for one-man operation, so there was no room to store a Setright box in the cab. Retrieving my box from the saloon luggage rack, I felt the bus lurch, and heard something go bump. The front of unlucky 1408 was embedded in the rear of the coach. The solidly built ECW bodied was unscathed, but the flimsy Duple locker door was not going to be operational for a day or two, and an alternative coach would be heading for Scotland the next day! I signed my bus off as defective. By pushing down on the brake pedal, and hauling on the ratchet handbrake, I showed the duty fitter that I could achieve 11 notches on the handbrake. Anything above 5 was a defect, so obviously the handbrake had not held, causing the bus to roll forward, and partially exonerating me (see rule 1 above). Some years later I was attending the retirement party for one of our long service employees. Always a time for reminiscences, he suddenly said to me, "Do you remember the time that I failed to put that coach in gear, and it rolled back into your bus?" Another example of Rule 1.

By this time several drivers were reluctant to use 1408, so it became a popular dock replacement, going out to various depots. At one time she was on loan to Bishops Stortford and was involved in one of the most horrendous incidents that I can recall. She was being driven by a lovely man, Fred (I never knew his surname). Always jolly, his cap at a jaunty angle, a very good and experienced driver. In a very narrow street, he met a car transporter. They were slowly negotiating each other, when tragedy struck. Neither vehicle was damaged, but Fred received injuries, too graphic to describe here, and died instantly. Naturally the Stortford drivers wanted 1408 replaced immediately, they could not bring themselves to drive it. A substitute was sent out, and 1408 returned home. But we wouldn't drive it either, we had had enough, and she was parked in the naughty corner. After a period of stalemate, one evening, a Basildon driver turned up with their 1418 (804 WVV), an almost identical dp, and took 1408 away. I don't know if BN drivers were ever aware why the change had been made, but we were pleased to see the back of the jinxed bus.

As the years passed, the Bristol MWs went to pastures new, and the 14xx numbers appeared on a new breed of bus, the Leyland Lynx. Chelmsford were due to receive quite a few of them, and it was soon speculated whether anyone at head office remembered the 1408 saga, or even cared. Obviously not, as F408 LTW, aka 1408 was among our allocation, and it turned out to be the worst of the bunch. There were rumblings of discontent in the canteen.

Then, of course, it happened. Frank Passfield had it for a run to Ongar. Between High Ongar and Four Wantz, the route turned off of the A414, to serve the Old Chelmsford Road. Frank waited patiently for a gap in the oncoming traffic, and a small gaggle of cars pulled up behind him. When he got the chance to turn, a young motorcyclist was overtaking the held-up vehicles, ploughed into the side of the bus, and was fatally injured.

Unlucky 13 ($1+4+0+8$) had struck again!



Picture above Dual purpose MW5G 1408 is seen after transfer to Basildon depot, waiting at Billericay Station for another trip on the local former City route 7 to the Outwood Common Estate. Most unusually for ENOC (unlike neighbouring Eastern Counties) the destination blind is set to 'Service'. [Notes on the back of the print names the Bishops Stortford driver as F. Bridges and dates the photograph as 1968].

EBEG collection.

Caption **Chris Stewart.**

First 674 for EBN674

Robert Appleton.

First Essex Buses 674 (YR52 VEY) Scania L94UB with Wright Solar body was new in 2002, acquired by First Essex Buses from Scania in 2003. Renumbered 65684 in 2004. In 2006 65684 received gloss black livery for the new Sandon Park & Ride service in Chelmsford, seen at Sandon on 18 July 2006.

Robert Appleton.



EBN674p5

The Swastika Service.

Peter Clark and John Taylor.

Peter Clark of the Omnibus Society has kindly written "I see on EBN673p13, there are two photos of Clacton coaches with a request for information. I have the following which EBN is welcome to publish."

SWASTIKA.

BRYAN'S MOTOR COACH

Equipped with

GIANT PNEUMATIC TYRES

TO LONDON (Finsbury Circus),
DEPART CLACTON FRIDAYS 2.30 P.M.; SATURDAYS AND SUNDAYS 4 P.M.

FROM LONDON (Finsbury Circus),
SATURDAYS, SUNDAYS AND MONDAYS 8.30 A.M.

Single Fare 12/6 :: Return 25/-
Book Early,

Tuesdays, Wednesdays & Thursdays:
DEDHAM, DOVERCOURT & HARWICH, FRINTON & WALTON,
BRIGHTLINGSEA, ETC. SEE BOARDS AT GARAGE—

Phone 28. **OLD ROAD, CLACTON-ON-SEA.**
ST. OSYTH RD JUNCTION NW Clacton

"Lawrence Chester Bryan was an automobile engineer at the Old Road/St Osyth Road junction in Clacton specialising in Overland cars. He traded as Bryan's Motor Coach and, as was common in those days, gave his coach a name - 'Swastika'. I am only aware he was a coach operator between about 1921 & 1923, but it may have been for longer. I attach his advertisement which appeared in the East Coast Illustrated News and Clacton Graphic on 9 July 1921 [pictured above].

Progress was an early trading name of Charles Frederick Barnes who commenced in 1924. The business continued for many years as C. F. Barnes & Son. Their premises at 88-92 Pier Avenue are still called Barnes House. Earlier premises were at 6 Key Road and there was also a yard in Oxford Road. For many years a Sunday stage services was operated between Clacton, 92 Pier Avenue & Tendring Hospital. 92 Pier Avenue was also the starting point for excursions."

John Taylor has also written: "I did some research and think that I have identified the other vehicle which was Barnes.

It is probably XE 4148, Minerva, Barnes Ch14.

Continued next page/

Minerva was a Belgian manufacturer of cars and commercial vehicles and a small number were imported in the 1920s. There are a number registered in Essex to other operators. XE was a London mark first issued in 9/1920 to cars and vans. The vehicle does look as if it had been a large open saloon which had been rebuilt by Barnes into a 14-seat char-à-banc.

This vehicle carried the name "Progress" which is what appears to be on the side except that the phone number appears to be 1xx. Barnes first appears in the phone book in 1924 and was allocated the number Clacton 301 which the business retained until Clacton was converted to automatic working when it became 25301. Barnes did buy a Ford T and a Chevrolet at this time, but this is a more substantial chassis. The 1911 census shows Charles Frederick Barnes and his wife Ethel (recently married) as living in Deanery Road, Stratford E, occupation salesman for under clothing warehouse, he obviously found haulage and coaches more interesting.

6 Key Road is an end terrace Edwardian House. The business later moved to a more substantial house at 92 Pier Avenue, the address later being enlarged to 88-92. Street View shows that 88-90 seem to have been redeveloped although 92 remains.

While I was researching this, I came across a 1920 entry for National at "Old Winter Gardens". I looked at the OS 6" map 1921 revision which shows Wash Lane Garage and forecourt. I then turned to the 1898 revision of the same map which showed the site in Wash Lane occupied by Riggs' Retreat. I found out more about this in a note by the Clacton Historic Society which showed an advert for Riggs' Retreat and Winter Gardens with seating for 1000 diners (proprietor George Badger). National obviously purchased the derelict buildings and redeveloped the site.

The 1901 census shows George Badger residing at Riggs' Retreat and describing himself as "Professor of Music", perhaps he entertained the diners?

My late father often talked about being taken as a child with his brothers and sister on Sunday School outings to Riggs Retreat at Abridge on the edge of Epping Forest. I wondered if there was a connection. Further investigation showed that Riggs' Retreat, Abridge, was owned by Thomas Riggs of Theydon Bois. George Badger's daughter was married to his brother (although she was a widow by 1901), George Badger died in 1905. Not a lot of people know that!

You mentioned the swastikas on County Hall, I had seen them and wondered how they got there, there are both left and right-handed versions. Apparently, the building was designed in 1926 long before Hitler came to power.

On 23/3/1921 Leslie Charles Bryan of Old Road, Clacton registered NO 1385, a Garford lorry, it was fitted with a char-à-banc body later that year and was a lorry again by 1922. It probably served as a "char-à-banc" in the summer and a lorry in winter.

He traded a Bryan's Motor Coach and Swastika.

As you suggest the swastika (or broken cross) was originally a religious or good luck symbol. Bryan used the left-handed or anti-clockwise version which was adopted by the Nazi party as their logo or emblem in the early 1930s until 1945. There is also a right-handed or clockwise version. I doubt if anyone would consider either version today!

The other photograph proved difficult. I tried to read the name and telephone number on the side without success. The last part of the name appears to be "Cross". I looked through the 1921/22 and 23 Clacton phonebook, but couldn't find any name to fit. There were only about 5 pages in the Clacton section of the phone book."

Paul Smith has added "The picture of Bryan from Old Road is interesting as when I lived in Clacton they were the Austin Rover dealer in Old Road and about two minutes-walk away and today I think it's Vauxhall or Renault. The other picture is I think Chas Barnes from Key Road which also is a two-minute walk away and was my route to school, but I couldn't think where it was garaged as it's all terrace housing. I assume that Chas Barnes became what was Barnes Coaches when I first moved to Clacton and the office/yard was in Pier Avenue and is now the finance office for Tendring District Council."



Nigel Turner has sent some additional information which will be published next month.

Service Revisions

by Paul Harvey.

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

This month's report again has two sections, the usual bus changes and a report of current service situation re the "Virus arrangements".

27 March 2020

G Great Dunmow to Bishop Stortford High School (Sch)
New schoolday service operating in the mornings only.
K Thaxted to Bishop Stortford St Mary's RC School (Sch)
New Schoolday service.

Acme Bus Co

Acme Bus Co

1 April 2020

720 Stansted Airport to London Liverpool Street Station (D)
New coach service operating via Stratford City. New introduction date was quoted as 4 May 2020, but this has been deferred until further notice. (updated information).

Arriva Kent Thameside

1 May 2020

Essex County Council (Ugobus) registered the following services which we understand are leisure services to RSPB or similar sites though they never commenced operations.

HB01 South Woodham Ferris Station to New Wallasey Island RSPB Reservoir
HB02 Rochford Station to Paglesham East End
HB03 Maldon Promenade to Southminster Station
HB04 Maldon Jersey Road to Layer Breton
HB05 West Mersea Melrose Road to East Mersea Broman's Lane
HB06 Layer Breton to Rowhedge Shipyard Corner.

23 July 2020

X15 Harwich to Colchester Norman Way (M-F)
Service withdrawn.

Panther Travel

X15 commenced 4 Sept 2017 using two low floor double-deckers. Over time, the allocation changed to one low floor double-decker on peak journeys, 07.10 Harwich - Colchester Norman Way Schools, and 15.50 Colchester Norman Way Schools - Harwich, and low floor single-deckers on most off-peak trips.

Earlier this year, before schools were closed due to coronavirus, BIG 7748, W758 DWX, Volvo B7TL/Alexander ALX400 was the usual low floor double-decker, and the low floor single-deckers any of Panther's Travel's Alexander Dennis Enviro 200 buses.

Photo Panther Travel DC52 PAN, PN52 XBH, DAF DB250/East Lancs Lowlander (ex-Arriva Midlands) at Elmstead Market on 12 Sept 2017 working 07.15 Harwich - Colchester Norman Way Schools X15 (then the departure time).

Picture and caption by
Robert Appleton.

EBN674p8



COVID-19 (Updated Bus Operator Information)

Due to the Covid-19 (also known as Coronavirus) almost all school transport services are suspended and bus companies had introduced emergency timetables providing less journeys throughout the week due to low demand, although most operators have started to increase services from 1 June 2020 to cater for social distancing and return to work - check operator websites or social media accounts for latest details.

Ensignbus

16 May 2020

1 June 2020

new pick up point for service Z2 in Barking now at bus stand just after bus stop L Longbridge Road.

increased service on the following services: 22 every 30 mins Mon to Fri re-instatement of separate timetables for Sat & Sun, 33 additional peak hour journeys added, 44 additional journeys added Mon to Fri, re-instatement of separate timetables for Sat & Sun, 66 additional am journey & 73/A additional morning and evening journeys introduced Mon to Fri with re-instatement of service 73A.

8 June 2020

service 22 revised Mon to Fri timetable with late evening journeys from Aveley terminating at West Thurrock. Service 44 revised Mon to Fri timetable & Z4 timing changes to some journeys.

Stephensons of Essex

8 June 2020 increase in service provision, service 17 re-instated hourly service Mon to Fri off peak, 24 increase in frequency every 20 ins Mon to Sat, 38A hourly frequency Mon to Sat, 39 every 30 mins Mon to Sat, 59/590 improved timetable, 60 3 journeys each way Mon to Sat, 61 re-instated every 30 mins Mon to Fri between 09.22 & 15.01 and 90 hourly frequency Mon to Sat.

Go-Ahead Konectbus Heddingham

1 June 2020

additional Mon to Sat journeys introduced on Clacton area services as follows: 3 additional journeys both directions, 4/A Jaywick service every 30 mins & Great Clacton/Bocking Elm every hour, 5A improved hourly timetable, 6 improved hourly timetable, 74 improved hourly timetable, 97/98 improved combined half hourly timetable, 134 improved morning timetable every hour, 135 improved morning timetable every hour, 137 improved hourly timetable operating up to every 40 mins during peak times & X76 improved hourly timetable. Also, services 88 & 89 additional journeys introduced.

8 June 2020

service 15 am journey advanced by 5 mins to 05.40 to connect with the 06.13 train from Marks Tey Station.

Go-Ahead Konectbus Chambers

1 June 2020

additional journeys introduced on services 84 (re-instated), 753/4, 757/8 & 748.



As in EBN672p28, Scania Omnicity 460 (YN05 HFF) has received an overall advert for Dream 100. On 24 March 2020, 460 was in Kirby Cross working service 97 from Walton-on-the-Naze to Clacton. Electronic destination has not been reset to show Clacton. EBN674p9

Arriva Kent Thameside

- 1 June 2020 increase in services affecting most services in Harlow & Colchester areas Mon to Sat. No changes to the Southend area services. Service 11 (Colchester) re-instated. Service 86 (Harlow), Colchester Park & Ride, Braintree Freeport services and all school services remain suspended.
- 15 June 2020 Southend area timetable changes, service 1 Mon to Fri frequency every 20 mins no change to Sat or Sun timetable, 9 Mon to Fri frequency every 20 mins no change to Sat or Sun timetable & 29 Mon to Fri frequency every 30 mins no change to Sat or Sun timetables. No changes to services 4A, 6, 7 & 8.

First Essex

- 10 May 2020 service 42 additional journeys introduced on Sundays. On Mon to Sat minor timetable changes to late afternoon journeys from Broomfield Hospital. Service 56B 22.16 from Beaulieu extended to Broomfield Road Skerry Rise.
- 26 May 2020 service 42 additional daily morning journey from Chelmsford to Broomfield Hospital introduced for the 07.00 shift change. Service 54 additional Mon to Fri morning journey 06.32 North Melbourne to Broomfield Hospital. Service 71 additional Mon to Fri journey at 07.26 from Witham to Chelmsford introduced. Service 100 additional Mon to Fri journeys introduced at 06.40 Grays to Chelmsford, 10.27 & 12.27 Basildon to Chelmsford & 08.30, 11.30 & 13.30 Chelmsford to Basildon.
- 1 June 2020 increase in frequency of Mon to Fri services and some additional Saturday journeys introduced. Services 9A, 62A/C & school services remain suspended. Service 27X re-instated. Service X10 reduced Mon to Sat to 4 journeys each way plus 1 journey each way late evening. Service X30 Mon to Sat increase to operate every two hours and re-routed to serve Broomfield Hospital. For full details refer to the First Essex service update summary within this EBN.
- 7 June 20 2020 service 42 06.28 from Chelmsford on Sundays to Broomfield Hospital will start from Wood Street Roundabout at 06.19.
- 8 June2020 further changes to timetables in the Colchester area overcoming gaps in service affecting services 61 extra journeys on Mon to Fri, 62/B extra journeys on Mon to Fri with service 62B journeys suspended except for three journeys on Sats, 64/A revised to operate every 10 mins Mon to Fri, 65 extra journeys on Mon to Fri, 67/B revised service 67 timetable Mon to Fri, 75 revised timetable Mon to Fri operating every 35 minutes & 103/104 revised to operate to previous Mon to Fri emergency timetable.



First Essex 67160, YV66 OZV in X10 livery on 25 at The Chase on 8 June.

Ian Dann.

NIBS

4 May 2020

8 June 2020

service 21 (Basildon) normal timetable introduced. The First Data Shuttle & 31 (First Data) services suspended. increase in service on Brentwood Town Services 21 to hourly, 31 to every 20 mins (was suspended) & 81 to half hourly Mon to Fri & hourly on Saturdays.



NIBS Buses 458, SN55 DVR at Rail Station, Brentwood 6 November 2019, 2005 Dennis Dart SLF/Alexander B35F ex-National Car Parks NCP23. This was an unusual working with an older and long Dart on Brentwood locals, as all services are normally covered by the ex-Abbelio Dart/Enviro 200's.

Robert Downton. We are since advised that this is quite a common working, not unusual.

Trustybus

6 April 2020

14 April 2020

1 June 2020

revised emergency timetable on service 386 Stevenage to Bishop Stortford.

corrected entry for service 410 Harlow to Cheshunt service re-instated Mon to Sat operating 5/6 journeys.

new timetables introduced on services 410 hourly, 420/A hourly to Ongar & half hourly to North Weald on Sundays every two hours & 418/B 6/7 journeys Mon to Sats & two hourly on Sundays.

National Express

Restricted timetables currently scheduled to resume from Mon 15 June 2020 replacing previous date of 1 June 2020, subject to government advice now rescheduled for 1 July 2020, a core coach network linking large and medium towns and cities will be introduced.

Airport Bus Express

All services (A21/A22) suspended from 29 March 2020. It is understood that this operator's depot has been vacated and the coaches have been moved.

Ipswich Buses

31 May 2020

special Mon to Sat timetables continue to be operated on services 92 (6/7 Journeys) & 93 (8 journeys).

Acquired Vehicles

32547	SF54 OSK	YV3S2J4295A102453	H693	H45/29F	11/04	First Glasgow (Number 1)
32551	SF54 OSO	YV3S2J4295A102484	H697	H45/29F	12/04	First Glasgow (Number 1)
37004	WX55 VHN	YV3S2G6296A109162	J180	H45/29F	12/05	First Bristol
37005	WX55 VHO	YV3S2G6296A109243	J181	H45/29F	12/05	First Bristol
37006	WX55 VHP	YV3S2G6266A109281	J182	H45/29F	12/05	First Bristol

Volvo B7TL / Wrightbus Eclipse Gemini. Acquired from First West of England. 32547, 37005/6 collected by Colchester drivers from Bristol weekend of 9-10 May, using a Colchester Enviro 300 as a ferry bus to maintain social distancing. 37004 was also due to be collected at the same time but it had a fault. Instead it arrived on 21 May. 32551 was picked up by a Colchester driver on 29 May but was delivered to Chelmsford. All in Urban livery. 32547/51 are the first vehicles First Essex have owned in the 325xx series. 32547 entered service on route 65 on 2 June, 37004 on 61 on 27 May, 37006 on 2A on 2 June. As at 3 June, 37005 was in the workshop at Quayside with its back axle removed.

Further to EBN672, 42955 has now been sold (see below); as it did not return to First Eastern Counties, it is confirmed as an acquisition rather than a loan. Similarly, 67638, 67640 and 67641 have also been sold without returning to First Potteries and so are now considered as acquisitions rather than loans (see EBN668).

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

Note vehicles temporarily taken out of use due to the Coronavirus service reductions are not listed, see SORNeD Vehicles in EBN 673 and Amended Timetables & Vehicles Returning to Service below for details of these. However, vehicles which were taken out of use with the 29 March reductions and have not returned to service since then are listed as additions to Period 1.

Period 12 2019/20 (23 February - 28 March). Additional to EBN672

62409 CR (oos)-Disposal

Period 1 2020/21 (29 March - 25 April)

Additional to EBNs 672 & 673, see note above

32068 CR-CR (oos), 33080 CR-CR(oos), 33087 CR-CR(oos), 33088 CR-CR(oos), 33178 CR-CR(oos), 33424 BN-BN (oos), 33425 BN-BN (oos), 33507 BN-BN (oos), 33555 BN-BN (oos), 33567 BN-BN (oos), 33572 BN-BN (oos), 37053 CR-CR (oos), 37135 CR-CR (oos), 42556 CF-HH (oos), 42561 CF-HH (oos), 42900 CF-HH (oos), 42955 CR-CR (oos), 42968 CR-CR (oos), 43845 BN-BN (oos), 43847 CF-CF (oos), 62407 CR-CR (oos), 66813 BN-BN (oos), 66819 BN-BN (oos), 66846 BN-BN (oos), 66863 BN-BN (oos), 67638 CR-CR (oos), 67640 CR-CR (oos). See Amended Timetables & Vehicles Returning to Service below for a note about 33178.

Period 2 2020/21 (26 April - 23 May)

32547 FG-CR (oos), 33078 CR (oos)-Disposal, 33188 BN (oos)-Disposal, 33196 CR (oos)-Disposal, 36837 CF-BN, 36839 BN-CF, 36842 BN-CF, 36843 CF-BN, 37004 FG-CR (oos), 37005 FG-CR (oos), 37006 FG-CR (oos), 42918 CF (oos)-Disposal, 42928 CF (oos)-Disposal, 42955 CR (oos)-Disposal, 62407 CR (oos)-Disposal, 66807 CR (oos)-Disposal, 67161 BN-BN (oos), 67192 CF-HH, 67195 CF-HH, 67638 CR (oos)-Disposal, 67640 CR (oos)-Disposal, 67641 CR (oos)-Disposal
67641 was never used in service by First Essex. 67192 & 67195 had been in storage at Hadleigh before entering service there, see Amended Timetables & Vehicles Returning to Service below for more detail.

Disposals

62409 to Alpha Recovery by end of March 2020.

33078, 33188 (6th), 33196 (by 13th), 42918, 42928 (by 13th), 42955 (w/e 30th), 62407 (22nd), 66807 (22nd), 67638 (22nd), 67640 (22nd), 67641 (w/e 30th) all to Ensignbus May 2020. 62407 and 66807 left Quayside together, the former being driven, the latter towed. 33188, 33196, 42918 and 42928 then on to Shelton Motors for scrap later in the month.

Further to EBN673, 62410 was collected from Quayside by Dan's Coach Travel (near Stowmarket) on 2 June.

Repaint

The paint shop at Westway has now re-opened. First to be repainted was 67169, from X30 livery to Urban livery, first day back in service after being repainted was 9 June on route 36.

Blind Displays / NHS Thank You

On fundraiser extraordinaire Captain Sir Tom Moore's 100th birthday on 30 April, the LED blinds of Thamesway liveried 69520 wished him "Happy Birthday". Various vehicles have had their LED blinds programmed with advice / NHS / key worker messages, those seen have been "Stay Home-Save Lives", "Thank You NHS and Other Key Workers", "Thank You NHS" and "Clap For Our Key Workers". There were also special blind displays for the 75th Anniversary of VE Day on 8 May. A new display is "Bus Full", details below. Some buses have received blue heart shaped "Supporting the NHS Thank You" stickers. At Hadleigh these have been seen on the front dash nearside, at Chelmsford they have been seen below the first window on the nearside.

Area News and Workings

Observations continue to be reduced at the current time, but the following is what was noted / reported in the period 7-18 May, plus a few extra observations from 3-6 May which were received too late for EBN673. (Note, this is not all vehicles in service during this period, just those seen.) Bustimes continued to only show vehicles on route 25 up to 16 May. From 17th, there was a limited reintroduction of a few other services then on 19th most remaining routes were added. Hence, these listings cease after 18th, as there are far too many to report. Anyone requiring detailed information after this date can obtain this from the Bustimes website.

Colchester.

(All vehicles listed below allocated to CR)

Vehicles noted in use: 37007 on 65 (4th, 5th, 6th & 12th); 37034 on 65 (3rd, 4th, 11th, 12th & 14th), 64 (13th & 17th); 37035 on 65 (5th); 37037 on 65 (6th, 7th & 15th), 64 (12th), 1A (15th), 88A (17th); 37042 on 65 (6th, 14th & 16th), 64 (11th); 37062 on 65 (3rd), 70 (13th), 64 (14th); 37133 on 61 (14th, 16th, 17th & 18th); 37134 on 61 (7th & 11th); 37136 on 61 (3rd, 4th, 9th & 12th), 65 (11th); 37138 on 65 (9th & 17th); 37139 on 65 (5th & 10th), 61 (14th, 16th & 17th); 37140 on 64 (4th & 13th), 65 (5th, 9th, 12th & 16th), 1A (16th); 63331 on 62 (12th); 63332 on 75 (8th VE 75 Bank Holiday), 64 (17th); 63336 on 75 (12th); 63340 on 62 (5th), driver shuttles (7th); 63342 on driver shuttles (3rd), 66 (9th), 64 (10th), 88 (11th); 63343 on driver shuttles (10th); 67736 on 1A (3rd & 17th), 74B (14th), 88 (16th); 67737 on 67 (9th), 88 (14th); 67738 on 1A (10th), 75 (12th), 88 (13th), 88A (15th), 76 (17th); 67739 on 88A (4th), 75 (5th), 76 (10th), 2A (17th); 67741 on 62 (7th), 88A (8th VE), 102 (11th); 67742 on 88 (9th); 67750 on 70 (5th & 7th), 88 (12th), 104 (18th); 67755 on 1A (8th VE), 174 (9th); 67756 on 1A (3rd & 8th VE), 75 (10th & 13th), 88 (18th); 67779 on 70 (5th), 75 (9th), 2A (17th); 67805 on 70 (9th), 75 (12th).

Chelmsford.

(All vehicles listed below allocated to CF)

44900 has been fitted with a driver assault screen, exact date not known, but reported circa January this year (pre-pandemic). 69532 and 69533 returned to service on 26 May, so these must also now have had screens fitted (primarily to protect the driver from the virus, rather than potential assault).

Partial correction to EBN672, only six of the nine Park & Ride Enviro 200 MMCs were moved to Hadleigh for storage (seen there on 3 April), 67190, 67191 and 67196 remained at Westway.

Further to EBN673, NIBS route 31, which parallels and competes with First Essex route 37 between Brentwood Station and Bishop's Hall Estate, recommenced on 8 June on a 20 minutes Monday to Saturday headway but over a shorter period (last bus from Brentwood station now at 17.50).

Vehicles noted in use: 42936 on 71 (7th), 42B (8th VE 75 Bank Holiday), 42A (10th), 71A (12th), 45 (13th), 46 & 565 (14th); 44001 on 37 (7th), 565 (11th), 54 (16th); 44002 on 71A (6th & 9th), 32 (15th); 44003 on 70 (7th), 42B (15th); 44004 on 45 (14th), 70 (16th); 44005 on 45 (16th), 351 (17th); 44006 on 565 (7th), 37 (11th), 45 (16th), 71A (17th); 44080 on 45 (15th), 31 (16th); 44081 on 71 (5th), 565 (16th), 37 & 351 (18th); 44539 on 37 (7th & 14th), 351 (14th & 16th); 44540 on 37 & 351 (14th & 16th), 70 (18th); 44544 on 565 (14th), 42B (17th); 44545 on 565 (18th); 44546 on 71 (5th), 42B (8th VE); 44547 on 70 & 71A (14th); 44548 on 71A (14th); 44549 on 71A (13th); 44550 on 45 (8th VE); 44596 parked in Chelmsford Bus Station (8th VE), 45 (13th), 42B (16th); 44599 on 70 (6th), 565 (16th); 44661 on 57 (15th); 44900 on 13A (7th); 44913 on 13A (15th); 44914 on 565 (7th), parked in Chelmsford Bus Station (8th VE and again on 16th); 13A (9th & 11th), 36 (14th); 66818 on driver shuttles (15th); 67166 on 36 (15th), 71A (18th); 67170 on 42B (8th VE); 67171 on 42B (17th); 69421 on 70 (5th, 10th, 14th & 15th), 71A (9th), 42A (18th); 69431 on 71A (12th); 69432 on 70 (14th), 71A (16th & 17th), 42B (18th); 69433 on 70 (5th & 12th), 71 (10th).

Basildon & Hadleigh.

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

Further to EBN660, a new development of flats called Prospects has been built on the site of the old Prittlewell depot & works.

Route 25 had been extended from Basildon Bus Station to Basildon Hospital (exact date not known but related to changes since 29 March), this ceased with the new timetables from 1 June on Mondays to Fridays but continues at weekends.

HH42487 has received the e-leather seats from CF42900 (which has been in store at Hadleigh).

Vehicles noted in use: 36837 on X10 (8th VE 75 Bank Holiday & 15th); 36843 on X10 (7th, 9th, 11th & 15th); HH37985 on 26 (6th); 47528 on 9 (11th & 16th); 47529 on 9 (14th), 25 (15th); 47530 on 25 (9th); 47650 on 10 (7th & 15th), 94 (11th); 47652 on 10 (11th), 9 (14th); 47654 on 94 (15th); 47655 on 94 (7th), 251 (17th); 47656 on 9 (14th & 16th), 16 (15th); 47657 on 16 (7th & 11th), 10 (9th); 47658 on 9 (7th & 11th), 16 (9th); 67160 on X10 (9th & 11th); 67162 on 25 (12th), 94 (15th); /cont. EBN674p13

67163 on X10 (7th); 67164 on 16 (7th); 69515 on 25 (7th & 9th); 69516 on 100 (10th); 69518 on 94 (9th), 100 (13th); 69520 on 8A (7th), 25 (11th), 100 (13th).

Other vehicles reported on route 25 between 7 and 18 May on Bustimes (additional to the actual sightings above): 47650, 47651, 47652, 47653, 47654, 47655, 47657, 47658, 67160, 67164, 69516, 69517, 69518, 69519, 69904, 69905, 69906, 69911, 69919.

Capacity Changes

It was widely reported in the news on 20 May that from Monday 25th passengers on First buses nationwide would be directed to only use seats that are an appropriate distance from each other with seats not in use clearly marked. Passenger counting functionality has been added to Ticketer machines. The machines will automatically count passengers boarding (through the issuing / swiping of tickets) and drivers will manually record passengers alighting. The machines will then advise the driver what capacity remains available. When no more useable seats are free, the destination display will be changed by the driver to show "Bus Full". In the week of 1 June, the First Bus App was updated to show the number of seats available on each bus. The update shows customers a bus icon on a map depicting the live location and available capacity of each vehicle in the vicinity. These changes are in response to the initial limited lifting of lockdown with more people returning to work. Prior to this, so few passengers were travelling that seat restriction wasn't required and only seats near the driver were taped out of use. How this has been implemented in practice is that only one window seat per row of four seats is in use, others have had vinyls applied with wording "Please practice social distancing and leave this seat clear". For example, the one seat in use would be by the nearside window in the front row, the offside window in the second row and so on. No standing is allowed. For First Essex, examples seen of the reduced capacity are (normal seating capacity in brackets): MPDs 7 (29); standard length Darts 9 (37); mini Enviro 200s 7 (28 or 29); Enviro 200 MMCs which were new for X10/X30 9 (36); P&R Enviro 200 MMCs 9 (41); standard length StreetLites 9 (37); long StreetLites 10 (41); B7RLE / WrightBus Eclipse Urban 10 (43 or 44); B7TL / Eclipse Gemini 17 (74). Stickers have been applied to the front nearside window advising of the reduced capacities and showing illustrations of which seats are / are not in use.

Amended Timetables & Vehicles Returning to Service

The following is an update to the paragraph headed SORNeD Vehicles in EBN673. Following the introduction of the reduced capacities referred to above, more vehicles started to return to service from Tuesday 26 May (Monday 25th was a Bank Holiday). Then from 1 June there were major increases to services, resulting in further vehicles returning to service. Many routes returned to basically normal timetables on Mondays to Fridays with some additional journeys (to the reduced timetable) on Saturdays. These increases were supported by Government funding, although the message remains that public transport is for essential journeys only. Please see the table below for outline details of the revised timetables which can be compared to the similar table, dated 19 April, in EBN673 to see the basic changes. Some additional information on the Stansted Airport X routes. Route X10 was reduced from 10 journeys per day each way M-F to only five, with additional stops at Ford End school and North End, Onslow Green between Chelmsford and Stansted on the way to Stansted only. But to compensate between Chelmsford and Stansted, route X30 was increased from seven journeys a day daily (basically every four hours) to 12 Mondays to Saturdays (basically every two hours, although reduced by one on Mondays, plus one Stansted to Southend service starts at Chelmsford on Mondays), with seven through journeys on Sundays (plus an extra Stansted to Chelmsford only). On both pre and post 1 June timetables, some evening journeys serve Great Dunmow High Street. Most journeys on X30 are now diverted between Chelmsford and Stansted both ways to serve Broomfield Hospital.

In the list of vehicle types below, Phase 1 refers to the changes from 26 May (reduced capacities) and Phase 2 to those from 1 June (increased services). (Note, vehicles that returned to service in those weeks were not always on the first day.) When vehicles are referred to as being in service throughout the period since the 29 March reductions, they may, of course, have been out of use for short periods during that time for routine maintenance and minor repairs.

Tridents / President: 33047, 33078, 33188, 33195 and 33196 have been sold in the last two months. 33134 and 33191 returned to service at Phase 1. 33073, 33077, 33086, 33098, 33133, 33136, 33186, 33190 and 33232 returned to service at Phase 2. 33044 and 33095 were out of service before the 29 March reductions and remain so. 33080, 33087, 33088 and 33178 had remained in service until the 29 March reductions but are now in the scrap line at CR with their ticket machines removed. (Note, according to Bustimes, 33178 returned to service at Phase 1, but there have been no actual reported sightings of it in service and, as at 11 June, it is still showing as SORNeD on the Government website. It is possible that another vehicle is using its ticket machine.)

Tridents / ALX400: 33383 returned to service at Phase 1, with the other four returning at Phase 2.

Volvo B7TL / ALX400: 32087, 32476, 32478 and 32485 returned to service at Phase 1. 32477 returned to service at Phase 2. 32482 and 32483 have only been reported in service on one day since 29 March, both on route 70 on 2 June (Phase 2). However, they are both now shown as taxed again on the Government website. 32484 was out of service before 29 March and remains so. 32068 had been in use up until the 29 March reductions but is now out of service with brake defects.

Volvo B7TL / Eclipse Gemini in the 326xx series: 32629, 32631, 32640, 32669 and 32672 returned to service at Phase 1. 32641, 32642 and 32676 returned to service at Phase 2. 32673 remains in the scrap line at Quayside with some parts removed and has yet to enter service. 32628 was out of service before lockdown and remains so.

Volvo B7TL / Eclipse Gemini in the 370xx series: See above for details of acquired 37004, 37005 and 37006.

37007, 37034, 37035, 37037, 37042 and 37062 have remained taxed and in service throughout. Although 37053 was taxed as at 5 May (and remained so on 11 June), there are no reports of it being used since 29 March and, indeed, it was seen in the workshop at Quayside on 3 June being prepared for return to service. Similarly, 37054 was also taxed on 5 May, but has yet to enter service and was also in the workshop at Quayside on 3 June being prepared for service. As at 11 June it was now untaxed. The rest of the 370xx series were SORNed as at 5 May. Of these, 37015, 37016, 37017 and 37027 returned to service at Phase 1, and both 37020 and 37036 at Phase 2. 37009 and 37010 were both out of service before the 29 March reductions and remain so.

Volvo B9TL / Eclipse Gemini: These had all remained taxed and in use except for 37135 which was SORNed as at 5 May. 37135 remains in the scrap line at Quayside with continuing fuel pump / injector problems (seen there on 3 June) although on 11 June it was showing as being taxed again.

Volvo B9TL / Eclipse Gemini 2: These had all remained taxed and in use except for 36219 which was SORNed. However, 36219 returned to service at Phase 2.

Enviro 400s: 33544, which had remained in service until at least 3 April, and 33570, in service until at least 2 April, both returned to use at Phase 1. 33559 in service until at least 3 April, 33573 until at least 4 April and 33574 until at least 3 April all returned to use at Phase 2. 33549 & 33568 (both 21 May) and 33551 (22nd) returned to service pre-Phase 1. 33504, 33546, 33552, 33557, 33558, 33561, 33562 and 33563 returned to service at Phase 2. 33545 and 33553 returned to service on 8 June. According to Bustimes, 33548 has only made one return journey on route 25 (on 3 June) since 29 March, however this vehicle is now taxed. 33424, 33425, 33507, 33555, 33567 and 33572 remain out of service since the 29 March reductions.

Scania / Enviro 400 MMC: These all remained taxed and all have been noted in service since Bustimes became (almost) fully operational on 19 May.

Mini Pointer Darts: All four were taken out of service with the 29 March reductions. 43845 remains out of service at Basildon and 43847 likewise at Chelmsford, but both 43846 and 43848 returned to service at CF at Phase 2.

Mid Length Darts: 42555 and 42557 were already out of service before the 29 March reductions and remain so. 42556 and 42561 moved to Hadleigh for storage by 30 March and also remain out of use.

Standard Length Darts: 42918, 42928 and 42955 have been sold in the last month. 42487 remained in service at Hadleigh throughout, but on 8 June moved to Chelmsford and was on route 54 that afternoon (having been on Hadleigh's 27X and 26 earlier in the day). 42932 and 42936, although officially SORNed as at 5 May, had remained in service, although 42932 was not seen / reported in service after 28 April. It then returned to service at Phase 2.

42922, 42923 and 42945 returned to service at Phase 1. 42895, 42927, 42930, 42931, 42933, 42934, 42935, 42937, 42939, 42940, 42941 and 42944 returned to service at Phase 2. 42900 has remained in storage at Hadleigh since 27 March, and, indeed, as noted above, has lost its seats to 42487. 42968 had been in use up to 29 March but is now (as at 3 June) parked on the scrap line at Quayside with ticket machine removed ready for disposal.

Mini Enviro 200s: Chelmsford's 44900, 44913, 44914 and 44915 remained in service throughout, although it is probable that 44900, 44914 and 44915 were briefly taken out of service in the week between Phases 1 and 2 (during this period 44913 remained in service, mainly on route 13A but also one day on 565). Basildon's 44910, out of service since just before the 29 March reductions, returned to service at Phase 2.

Mid Length Enviro 200s: Having been a mainstay of the Chelmsford fleet since the 29 March reductions (after being transferred from Hadleigh) these were not used at CF after Phase 1 as their reduced capacity of 7 was too small. They all returned to Hadleigh and to service for Phase 2.

Standard Length Enviro 200s: All had remained taxed and in use except for 44537 which was SORN as at 5 May. However, 44537 was back in use by at least 19 May.

Standard Length Enviro 200 MMCs: 44659 had already been out of service before the 29 March reductions but returned to service at Phase 1. The other three remained in use throughout.

Enviro 200 MMCs originally purchased for X10 & X30: All had been taxed and in use except 67167, 67168 and 67169 which were SORNed as at 5 May and had not been in use since 29 March. However, after 29 March, 67162 was not seen in service until 12 May and 67161 has not been seen / reported in use since 22 April. 67167, 67168 and 67169 returned to service at Phase 2, although 67169 not until 9 June after being repainted.

Park & Ride E20D / Enviro 200 MMC: All these were SORNed as at 5 May, six in storage at Hadleigh and three remaining at Westway. On 20 May, 67192 was used in normal service at Hadleigh on routes 27, 28 and 22 (the 22 & 28 are normally interworked, at the time the 27 and 20 were also interworked with them). The next day 67195 also entered normal service, operating all four of these routes. Then at Phase 1, the other four at Hadleigh joined them in service, 67189, 67193 and 67194 on 26 May and 67197 on 28th. 67196 was seen in use as a driver shuttle at Chelmsford on 26, 27, 29 and 31 May, plus 6 & 7 June. On 29 May, 67190 and 67191 transferred from Westway to Quayside for use as driver shuttles at Colchester, 67190 was seen thus on 4 June and 67191 on 2nd & 4th. But 67191 then moved again, to Hadleigh, and joined the other six in use there, seen on route 20 on 8 June.

StreetLites: All remained taxed and most remained in service except 63165 is still at Wrightbus for repairs and 47649 was SORNed. The latter returned to service on 22 May. 63167 and 63328 did not show on Bustimes between 19 (when the system returned) and 25 May inclusive, so it is possible that although they were shown as taxed that they were out of use until Phase 1.

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63333 has not shown on Bustimes or been reported in service since being on route 175 on 19 May.

Scania L94UB / Solar: 62407 was last seen in use as a driver shuttle at Colchester on 21 April and has since been sold, as have 62409, 62410 and 65681, leaving just 62408 and 65679 in stock. Both are on the scrap line at Quayside. 62408 is awaiting disposal. As at 3 June, 65679 still had its ticket machine in place but was out of use with gearbox problems.

Volvo B7RLE / Eclipse Urban in the 66xxx series: These had all been SORNeD as at 5 May (although 66818 had been in use as a driver shuttle). 66807 has been sold. Pre-29 March off-road 66708, 66709, 66719, 66802, 66827, 66829 and 66861 remain so. 66823 was also out of use pre-29 March but returned to service at Basildon on 10 June. Driver trainer 66848 also remained SORNeD as at 11 June. 66796, 66797, 66799, 66808, 66812, 66814, 66815, 66818 (again seen on driver shuttles on 15 & 24 May) and 66837 returned to service at Phase 1. 66730, 66794, 66795, 66798, 66800, 66801, 66803, 66804, 66806, 66810, 66811, 66816, 66817, 66821, 66825, 66828, 66830 and 66860 returned to service at Phase 2. 66826 returned to service on 10 June. 66813, 66819, 66846 and 66863 have not returned to service, although of the four, on 11 June all were now taxed except 66846 which was still SORNeD. On 5 June, 66810 and 66828 moved from Colchester to Basildon and both were on route 25 that day (both have "A Greener Colchester" vinyls).

Volvo B7RLE / Eclipse Urban in the 694xx series: All had remained taxed and in use except 69429 and 69434 which were SORNeD. 69429 returned to service at Phase 1. 69434 had been in use up to 8 April (on 70 that day) but then was out of service until 8 June (on 31X), this was probably because of a fault rather than the service reductions. 69430 and 69433 moved from Chelmsford to Basildon at Phase 2 on 1 June, the former on route 8 that day and the latter on route 100. 69433 had returned to Chelmsford, on route 42B, by 8th (exact day of return not known, but between 4th & 8th) and 69430 returned on 10th (on route 36).

Volvo B7RLE / Eclipse Urban in the 695xx series: Both returned to service at Phase 1.

Volvo B7RLE / Eclipse Urban 2: All remained taxed and in service, although Thamesway liveried 69520 was not seen / reported in service after 13 May before being towed from Basildon to Westway on 2 June to have some electrical work undertaken. It returned to service on route 100 on 8 June.

Enviro 300 original style: All three have been sold in the past month.

E30D / Enviro 300: All remained taxed and in service throughout, except 67735 has not been seen / reported in use since 21 May.

Enviro 350H: All four returned to service at Phase 2.

Volvo 7900 Hybrid: 69901, 69903, 69904, 69905, 69906, 69908, 69909, 69911, 69913 and 69919 remained taxed as at 5 May and mainly in service throughout. However, 69903 was not seen / reported after 16 April until returning to service at Phase 2 on 1 June. 69902, 69907, 69910, 69912, 69914, 69915, 69916, 69917 and 69918 were SORNeD as at 5 May according to the Government website. However, 69915 was seen on route 25 on 19 & 20 April and 7 May but then not seen / reported again until Phase 2 on 1 June. 69916 was seen on route 25 on 19 April but not seen / reported again until Phase 2 on 6 June. 69902, 69907, 69910, 69914, 69917 and 69918 also returned to service at Phase 2. 69912 was out of service before the 29 March reductions and remains so.

Volvo B10BLE / Renown driver trainers: both remain SORNeD.

Unusual / Interesting Workings since 19 May

CR37062 (19 May) and CR37034 (23rd) were pre-Phase 1 double deckers on route 70. Some short workings on route 42 from Chelmsford Bus Station to Broomfield Hospital, thus not restricted by the Duke Street railway bridge, have been worked by double deckers: CF32672 on 31 May, Essex Airlink liveried CF36839 on 4 June, CF32640 on 7th and Essex Airlink liveried 36837 (back at CF) on 11th. CF32642 on X30 on 3 June. CR37036 visited Clacton two days in a row, on 74B on 6 June and 76 on Sunday 7th. Enviro 200 MMCs in different X10 liveries have started to appear on route 94/A: BN67163 on 3, 8, 9 & 11 June, BN67162 on 9th & 11th and BN67160 on 10th. Enviro 200 MMCs on route 32: CF67170 on 2 June, CF67165 on 8th, CF67167 on 9th. Long single deckers on 9: CR66810 (working from BN) & BN69901 both on 9 June, the latter (an evening journey) possibly the first working of a Volvo Hybrid on the route, BN66823, on its first journey back in service since March, on 10th.

Unfortunately, the wrong photo / caption combination was used in EBNp28. The caption for the photo used should have been: "Arrow's DK58 CYH on route 61 in Brentwood High Street on 23 April 2020, possibly promising intending passengers a more exotic journey than they will actually get on the way to Blackmore."

The photo for the caption used, "Arrow's DK58 CYH on route 61 in Ongar Road on 14 April 2020, just about to pass the former site of the City Coach Company works and garage on its left." is as shown on the right. It is by **Adam Kelleher**.



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First Essex Timetables effective from 31 May 2020

Service Number	Route	Approx. Frequencies Sunday and Public Holidays	Approx. Frequencies Monday to Friday Daytime	Approx. Frequencies M to F Late Evening	Approx. Frequencies Saturday Daytime	Approx. Frequencies Saturday Late Evening
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Southend & Basildon

5, 5A, 5B	Pitsea to Langdon Hills or Grays	Every 30 mins Pitsea to Basildon	Every 15 mins Pitsea to Basildon, half hourly to Langdon Hills or Grays	Every 30 mins Pitsea to Basildon	Every 30 mins Pitsea to Basildon, hourly to Langdon Hills or Grays	Every 30 mins Pitsea to Basildon
8, 8A	Pitsea to Laindon	Every 20 mins	Every 10 minutes	Every 30 minutes	Every 20 minutes	Every 30 minutes
9	Basildon to Brentwood	No Service	Every 30 mins	No Service	Every 75 mins	No Service
10	Shotgate to Basildon Hospital	No Service	Approximately every 2 hours	No Service	Approximately every 2 hours	No Service
16	Wickford Stn to Runwell St Luke's	Every 30 mins	Every 20 minutes morning peak, then 30 minutes all day	Every 30 minutes	Every 30 minutes	Every 30 minutes
20	Southend to Hullbridge	Every 60 mins	Every 15 minutes	Every 60 minutes	Every 30 minutes	Every 60 minutes
21, 21B	Southend to Canvey Newlands	Every 60 mins	Every 30 minutes	Every 60 minutes	Every 30 minutes	Every 60 minutes
21 (Bas)	Basildon to North Benfleet	No Service	No Service	No Service	Hourly	No Service
22	Canvey, Leigh Beck to Basildon	Every 60 mins	Every 15 minutes	No Service	Every 30 minutes	No Service
25	Southend to Basildon	Every 60 mins	Every 15 minutes	No Service	Every 60 minutes Southend to Basildon. Two buses per hour Wickford to Basildon.	No Service
26	Southchurch to Hadleigh	No Service	Every 15 to 30 minutes	No Service	Every 30 minutes	No Service
27, 27A, 27X	Southend to Canvey, Leigh Beck	Every 60 mins	Every 15 minutes	Every 60 minutes	Every 30 minutes	Every 60 minutes
28	Southend to Basildon	Every 60 mins	Every 15 minutes	No Service	Every 30 minutes	No Service
94, 94A	Basildon to South Woodham Ferrers	No Service	Every 60 minutes	No Service	Every two hours	No Service
100	Lakeside to Chelmsford via Basildon	Every 60 mins	Every 15 minutes	Every 60 minutes	Every 30 mins Lakeside to Basildon, every 30 to 60 minutes to Chelmsford	Every 60 minutes
251	Warley to Wickford	Sunday service	No Service	No Service	No Service	No Service
561, 561A	Basildon to Chelmsford Schools	No Service	Service Suspended	No Service	No Service	No Service
625	Chelmsford to Southend Schools	No Service	Service Suspended	No Service	No Service	No Service
725, 825	Basildon to Southend Schools	No Service	Service Suspended	No Service	No Service	No Service
820, 822, 827	Southend area school services	No Service	Service Suspended	No Service	No Service	No Service
X10	Basildon to Stansted Airport	Every two hours	4 journeys each way	1 journey each way	4 journeys each way	1 journey each way
						EBN674p17

Chelmsford & Mid Essex						
13, 13A, 14	Chelmsford to Wickford and The Wick	No Service	Every hour (13, 13A, 14 combined)	No Service	Approximately every two hours (as 13A)	No Service
31, 31B, 31C, 31D, 31X	Chelmsford to Burnham-on-Crouch	Every two hours	Every 30 minutes	Every 60 mins	Every 60 mins (31)	Every 60 mins
32	Chelmsford to Ongar	No Service	Approximately every 2 hours	No Service	Approximately every 2 hours	No Service
36, 36A, 36B	Chelmsford to South Woodham Ferrers	Every two hours	Every 30 minutes	Every 60 mins	Every two hours	Every 60 mins
37	Warley to Bishops Hall Estate	Every two hours	Every 15-20 mins	No Service	Every 40 mins	No Service
40	Channels (Chelmsford) to Boreham	No Service	Every 30 minutes	Every 30 mins Chelmsford to Channels	Every 30 mins Chelmsford to Springfield Sainsbury's, every 40 mins Chelmsford to Channels	Every 60 mins Chelmsford to Channels
42, 42A, 42B	Galleywood to Broomfield Hospital / Stansted Airport (42A) / Braintree (42B)	Every 30 minutes Galleywood to Broomfield and every two hours on to Bishops Stortford (42A) or Braintree (42B). Extra buses Chelmsford Bus Station to Broomfield operate at busiest times.	Every 10 mins Galleywood to Broomfield, hourly to Stansted (42A), half hourly to Braintree (42B). Extra buses Chelmsford Bus Station to Broomfield additionally operate at busiest times.	Every 30 mins Galleywood to Broomfield	Every 30 mins Galleywood to Broomfield, every 15 mins Chelmsford City Centre to Broomfield, hourly to Stansted or Braintree. Extra buses Chelmsford Bus Station to Broomfield operate at busiest times.	Every 30 mins Galleywood to Broomfield
45	Writtle to Moulsham Lodge	Every 60 mins	Every 12 mins morning peak, then every 15 minutes	Every 60 mins	Every 30 mins	Every 60 mins
46	Chelmsford to Ongar	No Service	Approximately every 2 hours	No Service	Approximately every 2 hours	No Service
47	Oaklands Park to Broomfield Hospital	No Service	Every 60mins	No Service	Every 60-120 mins	No Service
51	Chelmsford to Great Baddow	No Service	Every 60mins (off-peak only)	No Service	Every 60mins (off-peak only)	No Service
54,54/A, 54C, 56, 56A, 56B, 56C	Beaulieu Park to North Melbourne / Broomfield Hospital	Every 30 mins (54, 56 combined)	Every 10 mins (54, 56 combined)	Every 30 mins (54, 56 combined)	Every 30 mins (54, 56 combined)	Every 30 mins (54, 56 combined)
57, 57A, 57B, 57C	Beaulieu to Galleywood	Every 30 mins	Every 20 mins	Every 30 mins	Every 30 mins	Every 60 mins Chelmsford to Beaulieu, 30 mins to Galleywood
70	Chelmsford to Colchester via Braintree	Every two hours	Every 30 mins	No Service	Every 60 mins	No Service
71, 71B, 71A, 71B, 71D, 71X	Chelmsford to Colchester via Witham	Every two hours as 71A via Boreham village	Every 30 mins	Infrequent	Every 60 mins, as 71A during day via Boreham village	Infrequent
73, 73A	Chelmsford to Maldon and Heybridge	No Service	Approximately every 2 hours	No Service	Approximately every 2 hours	No Service
80A, 80C	Brentwood to Hutton Circular	Every two hours	No Service	No Service	No Service	No Service

351	Chelmsford to Brentwood	Every two hours	Every 30 mins	No Service	Every two hours	No Service
525	Chelmsford to Colchester Schools	No Service	Service Suspended	No Service	No Service	No Service
565	Brentwood to Herongate & Bulphan	No Service	Approximately every hour	No Service	Approximately every hour	No Service
570 620	Great Dunmow to Colchester Schools Epping to Anglo European School	No Service	Service Suspended	No Service	No Service	No Service
Chelmsford Park & Ride	Sandon-Chelmer Valley Park & Ride	No Service	Service Suspended	No Service	Service Suspended	No Service
X30	Southend to Stansted Airport	Six return trips	Every 2 hours	Every 2 hours	Every 2 hours	Every 2 hours

Colchester & North Essex

1A	Greenstead to Ambrose Avenue	Every 65 mins	Provided by Arriva	Every 30 mins	Provided by Arriva	Every 30 mins
2A	Highwoods to Horkesley Heath	Every 70 mins	Provided by Arriva	Every 60 mins	Provided by Arriva	Every 60 mins
17	West Bergholt to Stanway School	No Service	Service Suspended	No Service	No Service	No Service
61	Highwoods to Wivenhoe	Every 60 mins	Up to every 15 mins	Every 30 mins	Every 20 mins	Every 60 mins
62, 62B	Colchester North to Brightlingsea	Every 60 mins	Up to every 20 mins	Hourly	Every 30 mins (62)	Every 60 mins (62B)
64, 64A	Greenstead to Shrub End / St Michaels	Every 30 mins	Up to six buses per hour	Every 30 mins	Every 20 mins	Every 30 mins
65	Highwoods to Stanway Tollgate	Every 60 mins	Up to every 15 mins	Every 30 mins	Every 20 mins	Every 30 mins
66, 66B	West Bergholt to Rowhedge	Every 90 mins	Every 30 mins	Every 60 mins	Every 45 mins	Every 60 mins
67, 67B, 68	Colchester to West Mersea	Every two hours	Every 30 mins	Every 60 mins (68)	Every 45 mins	Every 60 mins (68)
74B	Colchester to Clacton	No Service	Provided by Hedingham (74)	Two-hourly	Provided by Hedingham (74)	Two-hourly
75, 75A	Colchester to Maldon	Every two hours	Up to every 30 mins	No Service	Two-hourly (all as 75)	No Service
76	Colchester to Clacton	Every two hours	Provided by Hedingham (X76)	No Service	Provided by Hedingham (X76)	No Service
88, 88A, 88B	Colchester to Halstead	Every two hours	Every 60 minutes	Two-hourly	Two-hourly	Two-hourly
102, 103, 104	Colchester to Harwich	Every two hours	Every 60-120 mins	2 journeys	Every 60-120 mins	4 journeys
174/175	Colchester to Fingringhoe	No Service	Infrequent	No Service	Infrequent	No Service

Sources:

own observations, and with thanks to R Appleton, S Austin, S Barham, D Bell, W Bell, J Benec, T Clark, J Collins, I Dann, R Delahoy, D Disbury, M Durrant, D Edwards, M Elsey, N Field, J Gill, R Hannah, D Lund-Conlon, W Morrison, J Podgorski, J Salmon, R West, First Essex, Bustimes, Bus Lists on the Web, Flickr, Facebook, Essex Buses Google group, Route One and Terminus.

Peter Mansbridge with thanks to Lee Burvill-Eckett, Richard Delahoy., Matthew Evans, Richard Lewis, Keith Sadler, Bustimes.org, Flickr and LOTS.

Management structure

Nationally, Arriva have reorganised their UK bus business into 3 Regions, North, South and London. South is then split into Midlands North, Midlands South and the erstwhile Southern Counties group. The only impact so far as our local operations are concerned is that Harlow depot moves from the old Southern Counties sub-group to Midlands South (with HQ at Luton). Given the continued absence of a national fleet numbering system at Arriva, this might lead in due course to a renumbering of some buses at Harlow and probably fewer fleet moves between Harlow and the Southern Counties depots. Locally, the engineering manager at Colchester has left and hence Colchester is managed by Southend's engineering manager and by the GM at Southend, Graham Wykes.

Service frequencies

Some services at Harlow and Colchester had increased frequencies from 1 June as bus companies began to cater for the expected increase in passenger numbers as lockdown restrictions are eased and as "social distancing" rules reduce the effective capacity of buses. However, there was no immediate increase at Southend, then from 15 June services 1 and 9 were increased on Mondays to Fridays to every 20 minutes (vice 30) and 29 to every 30 minutes (ex 40).

STOP PRESS - Late news!

as we went to press, Arriva Southend were preparing to reinstate most, if not all, of the vehicles currently stood down, in anticipation of the increased frequencies from 15 June and the possibility that journeys may need to be duplicated to provide sufficient capacity. Further details next month.

Vehicle capacities

Since the start of lockdown and the exhortations not to use public transport, passengers (making essential journeys only) have been encouraged to distance themselves within the bus but this has generally been in a somewhat informal way, although often with the seats nearest to the driver's cab taped off. With the easing of travel restrictions, concerns about maintaining social distancing have increased. At the time of writing, **Arriva Southend** had placed notices inside buses by the driver's cab stating that capacity is reduced but allowing drivers some discretion. The practical impact is a reduction in capacity to around 25% of the normal seated load or less, for example a long Versa normally seating 44 is limited to 11, an E400 decker seating 73 is limited to 20. The Ticker ticket machines have been modified to allow drivers to record passengers alighting and hence count the actual total number of people on the bus at any time. Destination displays have been modified to provide for a "Bus Full" display to explain why buses may drive past waiting passengers.



Arriva Southend Versa 4252 on service 9 is passing the start of the emergency services' response - ultimately this involved 2 police cars, 2 ambulances, 2 coastguard trucks, 1 fire engine, 1 fire brigade rescue vehicle and the RNLI hovercraft, the latter successfully bringing the man to safety.

There has been dramatically less traffic on the roads, but buses continue to meet unexpected obstructions. On 6 May **Richard Delahoy** was on his afternoon exercise walk when he stumbled upon a rescue mission for a distressed man who had walked out into the sea at Thorpe Bay.

EBN674p20

At Colchester,

services 1, 2 and 133 have increased frequency but the 8 remains at half-hourly and is instead converted to double deck to add capacity. As a result, Colchester buses 4323 (Streelite - which should have been included in the list of vehicles stood down in our April magazine) and 4459 (VDL/Wright DD) have been relicensed, and two E400 deckers borrowed from Southend, 6503/4. The pvr at Colchester rises to 15 in service plus 2 crew shuttles.

At Harlow, services

1, 2, 3, 4, 10, 59, 508/9/10 are enhanced and whilst we have received no information on fleet changes observations from Flickr and bustimes.org would suggest that E200 4077/9/80/6; Solos 1454/1507 and Versa 4231 were relicensed on or near to 1 June to assist in providing the enhanced frequencies. Additionally, Ware allocated Solo 2484 (YK07 BE0) was used from Harlow throughout May.

At Southend,

as noted above, E400s 6503/4 have been loaned to Colchester and 6511-3/5 to Gillingham. In return Northfleet have sent 4 Streelites to Southend for storage, 4328/31/7/8 (SK68TWZ, TXC/J/L). Also, at Southend, E400s 6501/2/9/10/29 have been returned to service.



Only 3 DAF/VDL buses are currently licenced in the Covid-shrunk Arriva Southend fleet. Here 3756, an SB200 with Wrights body, turns out of Station Road in Thorpe Bay on 14 May en-route to Shoeburyness, Renown on service 8 with a solitary passenger (who was about to alight). The 7/8 group are currently working as one x 7 every hour, Rayleigh to Landwick (works as an 8 in the opposite direction) and 1 x 8, Rayleigh to Shoebury (returns as a 7).

Richard Delahoy.

Publicity News.

Member Susy Scott has produced new timetables:

§ May 2020 - Two brand new books cover every bus in Hertfordshire — this time, no trains.

§ Greater London transport from 17 February 2020.

Ms Suzy Scott / ScotBus.com

2 Wolseley Street

Dundee DD3 7QD

Greater London Transport
Timetables - Book 2 Part C
includes all timetable changes since
Book 2 was published, up to
Monday 17th February 2020



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Ms Suzy Scott aka ScotBus.com
LondonBusRoutes.net

Hertfordshire

Bus & Coach Timetables

Book 1 - Introduction, Index To
Services, Maps, Timetables 1 to
350, Covid-19 Coronavirus Summary
from Monday 18th May 2020



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Hertfordshire

Bus & Coach Timetables

Book 2 - Timetables 351 to W30,
Tickets, Operator Contacts
from Monday 18th May 2020



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Corona-virus Precautions

Buses are currently being fitted with screens on the cab door to isolate the driver from the passengers.

Special "Thank You NHS" Livery

Wright Commander bodied DAF SB220 bus F20 DGE, previously Y103 PFF, was named 'Dr Graham Philpott' on 6 May. It also received lettering each side above the saloon windows - 'Thank you Broomfield Hospital & All NHS Staff'. The NHS logo and rainbow motif were also applied between the wheel arches on both sides.

Dr Philpott has been a resident of High Easter for 23 years and has been Consultant Anaesthetist at Broomfield Hospital for, 23 years. The bus was named after him as thanks for the work he is doing and has done along with all NHS Staff at Broomfield Hospital and across the UK during the Corona Virus Pandemic. See pictures, Outer Front Cover and Outer Rear Cover, this issue.

Acquired Vehicles

From Blackpool Transport Services (327, 328, 329, 330) May 2020, Dennis Trident / East Lancs (H47 / 30F)
PN04 XDL PF06 EZL PF06 EZM PF06 EZN

Four of the current fleet are due to be withdrawn and sold very soon. Three of these four new arrivals are part of the same batch as the two acquired in December 2019. A total of eight former Blackpool buses are now owned.

Another Anniversary! 100 years of Chambers.

Nigel Turner.

LD.	SPECTACLES IN EVERY VARIETY.	SPECIALITY. SACCHARINE 1/- PER 100, FULL STRENGTH.	D. Brown Bullock G. Skeen H. Ince R. Brown Bullock
N,	H. C. CHAMBERS & SON, BURES,		
, oted	HAVE a PUBLIC BUS from Bures to Bury Wednesdays ; Sudbury Thursdays ; Colchester and Sudbury, Saturdays. H.C.C. will be pleased to quote for Pleasure Parties and Seaside Excursions by Motor Bus.		On Saturdays Castle Hill and the
Y,	LAWSHALL. Presentation to a Constable.		Played Saturday, a 33 runs.

Another but less obvious anniversary is the centenary of Chambers' service to Bury St. Edmunds, the advert shown above first appeared in the Suffolk & Essex Free Press of 30 June 1920. **With thanks to Nigel Turner.**

The Caption Gremlin Strikes Again! Manningtree High School services.

Robert Appleton wrote:

"In EBN642irc you published my photos of Hedingham and Ward's buses/coaches working the Manningtree High School contracts. In EBN665p7 it was reported that the three school contracts operated by Hedingham since Sept 2017 passed to 24/7, and was operated by Panther Travel from Sept 2019. EBN666fc illustrated Panther Travel DC52PAN DAF DB250/East Lancs on School Bus route 1 to Manningtree High School." and he kindly provided a photographic update.

EBN673p12 included the wrong caption, it should have been:

"Panther Travel VB08 PAN (PN08 SWJ) Alexander Dennis Trident 2/East Lancs Olympus in Lawford on 11 March. Running to Manningtree High School to work School Bus route 1 to Mistley, Bradfield, Wrabness and Wix. **Robert Appleton.**"

The caption actually used was:

"Panther Travel AB53 PAN (LK53 KXB) Volvo B12B/Plaxton Panther at Ardeigh (Church) on 9 March, working School Bus route 2 from Langham, Dedham, and Ardeigh to Manningtree High School. **Robert Appleton.**", the correct picture for this is shown below.



Robert thanks to fellow EBEG member Stephen Barham for help.

Both the pictures and the captions are by Robert Appleton. The gremlin is the responsibility of your Editor.

EBN674p23

Richard Delahoy.

Fleet repainted: the last of the ex-Yourbus E200s, 469, SN66 WLL is now in fleet livery.

Operating centres/depots

As a result of the service reductions due to the Covid-19 pandemic, the Stephensons depots at Braintree and Maldon have been closed temporarily, with their residual services running from Boreham. At Braintree, all buses have been removed to store elsewhere and Maldon has been used for storage.

In the north east of the county, the operating centre in Telford Road, Clacton (close to the former First depot) has closed and buses are now based at the Talisman Coachlines depot at Harwich Road, Great Bromley instead.

Services

Some services were reinstated or had increased frequencies from 8 June as part of the Government-supported "Restart" funding scheme, comprising:

Stephensons 17, 61 and Breeze 2 all reinstated. 24, 38A, 39, 59/60/590, 90, Breeze 1 and 16 (Suffolk) all enhanced.

NIBS 31 reinstated, 21 (Brentwood) and 81 both enhanced.

Like most operators, Stephensons and NIBS are restricting capacity on their buses to 20%-25% of normal seated capacity, to allow for social distancing, but no seats (except immediately behind the driver) are being marked out of use, to allow flexibility when family groups travel together.



In the latest ECC tender changes at the end of March, Stephensons returned to operating mid/late evening buses on the otherwise Arriva operated 7, with Rayleigh to Hockley shorts and a trip through to Southend. Here E200 470 (ex-Yourbus) stands at Rayleigh Station on 4 June. It's just possible to see where a driver protection screen has been fitted due to Covid-19 precautions - Stephensons' buses had not previously had any screens.

Matthew Evans.

EBN674p24



Mark Lloyd with thanks to Ross Newman.

Ensignbus

Dealing Stock Movements – May 2020

Vehicles in

First Essex	SN05 EAG	Darts
	EU05 AUK	
	WX06 OMM	
	LT52 XAG / LN51 GNJ	Tridents
	MX05CCY	B7RLE
First South Yorkshire	YS03 ZKB	Scania
	VX54 MPZ / MRU / MRV	E300s
	YU52 VYL	Volvo B7TLs
	KP51 WBY / WBV	
	SN55 HSG / HW54 BTZ	Darts
Galleon Travel	YP58 ACF / ACJ / ACD	Scania's
London United	SN09 CFA/D / F/G/U/V	E400s
	SN09 CEV/Y/CDU	
	LK08 DXU	
	YX10 BFK / BGU / BFU	E200s
	YX60 BZO	

Vehicles Out

A2B Travel, Cambridge	YX11 CNY	E200
ASD Coaches, Strood, Kent	BF10 LTI / LTE	
	Volvo B9TL's	
First Group	LK58 CNN	E400
Galleon Travel, Roydon, Essex	YJ05 XOR / WX05 RRY	Solos

Greenslades Coaches, Exeter

	DK60 AHN	E200
Happy Al's, Liverpool	YP58 ACD / ACF / ACJ	Scania's
Peoplesbus, Liverpool	SN09 CEV/CEO/CEY/CDZ	E400s
	CFP/CEU/CEA/CFE/CFA	

Other Movements

Volvo B7TL

KP51 WCY

Mike Lawrenson, Preston.

The following all to **Shelton Motors for scrap**

Tridents

LT52 XAG / LT52 WVD / LX03 BYU / LX03 BYP

Volvo B7TL's

KP51 WBV / YJ51 RRU / LF55 CYZ

Darts

NA52 AWH / SN05 EAG / EU05 AUK.

A Blast From the Near Past!

Ensignbus BCI tri axle 402 on an Abellio Greater Anglia Newbury Park - Billericay rail replacement service in London Road, Billericay on 17 September 2016.

Russell Young.



Mark Lloyd with thanks to Jon Podgorski, Hedingham website & Essex-Buses yahoo group.

Fleet news. Scania Olympus deckers 870/1/4/5/6/7 have been branded in new "Boomerang" branding for the Colchester – Sudbury – Bury St Edmunds services. Also, Scania Omnidiekkas 800/11 have lost their Colchester – Sudbury every 30 minutes branding. 456 AN61 BUS has been loaned to SY from CN during late May to assist with route diversions not suited to deckers. 511/4/23 were spotted back in service by 27 May having previously been SORN registered.

Service news. From 1 June extra journeys are being provided on the Clacton core town routes and the 88/89 routes from Halstead.

EASTERN TRAFFIC AREA

G. E. W. DACK, Terrington St. Clement.

Application has been made for a new Saturday service between Terrington and King's Lynn.

EASTERN COUNTIES

A revised scale of fares has been drawn up and application granted to increase fares on all services except those co-ordinated with other operators in the area.

EASTERN NATIONAL

Applications for fare increases, less drastic than those of the other operators in the area, have been made together with Southend Corporation and Moore Bros. (Kelvedon) Ltd. The 2d. fare is to remain the same but those from 2½d. to 6d. are increased by ½d. and those from 7d. to 11d. by 1d. Return fares between 11d. and 1/8d. are increased by 1d.

Building has commenced on the new £70,000 garage at Basildon and it is hoped to have it completed next spring.

It has now been decided that new Bristol Lodekkas 1569 and 1570 (see August issue) are both to carry the following lettering on the side: **Services 11, 11a SOUTH-
END-CHELMSFORD.** Frequent daily service with connections for Ongar, Harlow, Bishops Stortford, Dunmow, Braintree, Halstead, etc. Two Setright ticket machines issuing tickets 9/16in. x 11/16 in. (single and return), each machine holding two rolls, one taking a copy of the ticket issued from the other, are in experimental use on these two services.

Twenty Bristol Lodekkas on order are to have fluorescent lighting.

GREAT YARMOUTH CORPORATION

Daimler CVG6.30 demonstrator VKV 99 was on hire for five weeks from June 2nd.

LOWESTOFT CORPORATION

From July 10th, a new daily extension (14) of the main service commenced from Pakefield (Tramway Hotel) via London Road to Grayson Avenue. No new buses have been bought since 1951 but the purchase of more new vehicles is currently under consideration.

D. R. MACGREGOR, Sible Hedingham

This new operator, trading as Hedingham and District Omnibuses, has applied for the services previously operated by A. E. Letch of the same village. Mr. MacGregor is a member of the Omnibus Society.

C. S. PEGG, Attleborough

Also a new operator, C. S. Pegg has applied for the services of D. Goff, Hingham, from Hingham to East Dereham and Hardingham to Norwich Speedway.

SOUTHEND CORPORATION

<<<. Left

Extract from the "Omnibus Magazine" of September 1960 showing how the new operator was recorded at the time.

Supplied by Nigel Turner.

A letter from the North West Essex Planning Committee to the Council noted that

"the site is being used without any planning permission. While there cannot be a very strong objection to the use of the land there for the accommodation of four or five buses, it would be quite unsuitable for the business to grow in."

Planning permission was given on 2 June 1947, subject to the building being painted green and the premises maintained in a tidy and orderly manner.

The garage still stands in 2020 and I'm sure that we would all agree that Mr. MacGregor did indeed keep the premises in a very tidy and orderly manner.

Nigel Turner.



Hedingham continue to run routes 97 and 98 following First Essex's withdrawal from the area. Hedingham Transbus Dart SLF 253, EU04 BVF travels along Walton Road towards Walton-on-the-Naze, 23 May 2020. **Alan Moore.**



Hedingham Bristol LH L111, UVX 4S. 17 April 1991 at Braintree Bus Park.

David Moth.

Hedingham Omnibuses — Celebration of 60 years of service.

Mark Lloyd.

Thursday 4 June 2020 marked the passing of 60 years since Donald MacGregor became the new owner of Letch of Sible Hedingham and started the growth into one of the most respected independent bus and coach operators in the United Kingdom.

Donald MacGregor, with the purchase, inherited an eight strong fleet, mainly lightweight single decks but with a couple of Crossley double deckers. He sought to improve reliability and introduce commonality and embarked on replacing the lightweights with Bristol/ECW combinations, initially L5 and L6 half cab variants originating from the late 40's to mid-50's.

The first company acquired was Blackwell's Coaches of Earls Colne which brought with it a share of the Halstead to Colchester route and now added Colchester to terminus points as well as Sudbury, Halstead and Braintree. Hedingham & District Omnibuses Ltd was formed and the name Hedingham & District was applied to vehicles. Fleet livery became the well-known cream and red as opposed to the blue and cream of the earlier years.

Following several years of expansion using underfloor Bristol/ECW variants, the Bus Grant and the additional mileage secured from the extra Blackwell's routes helped Hedingham purchase a constant stream of Bedford Y series chassis with various bus or coach bodies. Early deliveries were Willowbrook 001 or Marshall and then later were the more modern looking Duple Dominant. One noticeable addition in 1974 was a new Leyland Leopard L84 RGV 284N with Willowbrook BET style body with B55F configuration, following the tradition of having a high capacity saloon for the Colchester route. This vehicle became the favourite of Donald and was kept in great condition and in later life, when in the twilight of its years became the fleet show bus and attended many rallies near and far.

In 1982 the Little Tey coach company, Copeman & Raven (C&R Coaches) was acquired and the use of the small depot. C&R had a network of local school services and swimming contracts plus a private hire market which Hedingham used as a launch pad to get into coaching in a bigger scale. Most of the Hedingham coaches except a couple were moved to Little Tey and the depot became a coach outpost mainly, with one or two service vehicles for schools. C&R stock was quickly sold in favour of heavy weight chassis Leopard or Tiger and Plaxton bodywork. Coach stock tended to be UK built and not over extravagant. For a while a travel shop was situated in Colchester and ties with the travel agency AT Mayes saw L122, A122 PAR out-shopped in a special livery where slip boards covered the side fleet names when on their work.

The late eighties and early nineties saw Hedingham establish an identity within Essex and Suffolk by just using the name "Hedingham" and employing large fleet names and a very tidy, smart corporate image. New vehicles were regularly purchased including a Leyland Lynx and the company's first new double decker L160, H160 HJN, an Alexander RL bodied Olympian.

The nineties launched a growth larger than the previously seen organic growth. The five-vehicle acquisition of Jennings coaches in 1985 was eclipsed in the early nineties by purchase of Kemps Coaches of Clacton, Norfolks of Nayland, Wents of Boxted, Partridges of Hadleigh, Freemans of Gt Cornard and finally in 1997 Osbornes of Tollesbury. Norfolk's takeover included a 14 vehicle fleet which introduced the green and cream Norfolk's livery in house style for a while and with the larger Partridge takeover necessitated the purchase of a new Sudbury depot to house the combined fleets and service the stage and schools work from a more suitable base, eventually to become today's Chambers depot.

The purchase of the Osbornes business brought into the company a modern depot with covered maintenance facilities and good-sized yard plus stage services stretching south to Maldon, west to Witham and of course private hire and schools work.

Osbornes was the final company acquired and the period after this into the 2000's was a period of transition, updating fleet stock, taking the chance to remove non-standard and older step entrance models for more up to date and standardised product interspersed with ex demonstrator and new purchased low floor service vehicles. The coach fleet lost the lightweight chassis types and became standardised on Volvo B10M/Plaxton products and at the turning of the Millennium, Hedingham were the go to company for group coach hire to venues such as the Millennium Dome.

As vehicle emissions tightened, bus grant subsided, tender rewards tightened and the threat of low floor stage operation and coach operation loomed it became clear that investment was harder to sustain. L386, SN10 CCV the anniversary liveried E400 was delivered in time for the 50-year celebration party in June 2010 but did not see another vehicle added to the fleet until sale to the Go-Ahead Group in March 2012.

There will be no celebration party this year due partly to the onward sale to Go-Ahead meaning the company still exists but in a totally different form, part of one of the large UK operator groups but stripped of autonomy, now operating under the Konect company name and legal address, plus of course not forgetting Covid-19 restrictions.

EBN674p28

At the peak of operation, the red and cream vehicles, whether one of the oldest stage vehicles, second hand decker or front line coach were all superbly maintained, very smartly presented including trademark spotless red wheel rims. Drivers were generally kept to routes forming and building relationships with the customers, often going beyond duty to wait at stops if regulars were late, help loading trolleys, generally chatting and making rural journeys more than just a bus journey for many.

As an independent, through good and steady management, Hedingham organically grew a route pattern serving mid to north Essex and into Suffolk. Market day services and popular shopping runs were sandwiched in-between school runs. Most of the services operated were not five days a week, and as such you could never efficiently ride the old Hedingham network (if you could call it that) but the system worked and suited the market at the time and meant that a lot of the buses only went out for schools, had dedicated drivers, and drivers who were more experienced and careful with the older buses. Basically – the model worked.

In 1993 Donald MacGregor was awarded the MBE for his services to the bus industry, a fitting reward for his passion and business skills and the company standing. In the later years, Donald's son Robert took the reins of the company and in March 2012, it was sold to Go-Ahead complementing their Konect and Anglian businesses, and very quickly joined by Chambers too. Sadly, in October 2012 Donald passed away after a short illness, Robert continued to run the business under Go-Ahead for several months after takeover but decided to take a back seat and Go-Ahead moved in a new management team.

It is well documented that Go-Ahead initially found life difficult, trying to apply large group concepts to very rural operations. Sadly, the Tollesbury depot was closed in July 2016 and the staff either moved to different depots or were made redundant. The coach business was not invested in and the once numerous red and cream spotless coaches are no more. The Hedingham name still exists to survive the 60 years anniversary – but the company is run basically as an out-station of Konect. Whether the Hedingham brand disappears into a Go-East Anglia brand still remains to be seen, as the fleet currently is made up of a rainbow of fleet colours and is a sad reflection of the independent standards. The livery has changed, many have an opinion on that, but without question the group has expanded where it needed to, with group purchasing and policy benefits, good website, social media service information, ticketing apps, weekly, monthly travel options, new ticket machines, contactless payment, all low floor fleet and the recent taking over of the Clacton Town network and is now the major stage service provider in the Walton, Frinton, Clacton and Tendring areas, replacing First after their closure of Harwich and Clacton depots.

Hedingham Buses is a vastly different business now to the independent that would have celebrated 60 years this June. Hedingham still creates interest in the bus world in North Essex, I personally hope that the current business recovers from Covid-19 and continues in some form to achieve further anniversary celebrations. The past does seem rose tinted when looking back, but legislation, life and travel expectations were totally different all those years ago. Hedingham has gone through transition, painfully at times, but is still a name in the forefront of bus travel for many in North Essex when many similar companies have recently gone out of business.

EBEG pay tribute to Donald MacGregor for his superb management of the independent company, thank Robert MacGregor for providing the historical basis of this article to which I have embellished, and wish the present company and all employees the very best for continued service and development, in very difficult times. **Mark Lloyd.**



Hedingham L326, EJ02 KYY, Dennis Dart/Plaxton at Mistley in village link livery

Dave Arnold.

Letters

Doug Brown from Hutton [DB from BD]

What lovely pictures of the "Old Trams" in EBN673. I can confirm these were known as trams as I was there at the time. I confirm it was because of the single fog light. I had an accident with a tram at Doddington and there is a photograph of that incident in the group archives. The half cab single deck buses were indeed called conker boxes. We had lot of slang at Brentwood depot at the time! Gobble being overtime and a Drum was Council House.

Brentwood [BD depot code] had a LS with a Commer two-stroke engine, 476 BEV. This had a real throaty exhaust and was mostly used on route 261 to Hook End. The public liked it as anyone waiting for a bus in that area knew it was coming due to that exhaust. I drove it a few times and it had far more acceleration than the fuel cut-backs of the 5-cylinder Gardener engine. I think it was the only one in the fleet. Although these old buses were nice to look at, after driving one for three hours, you needed a mallet to straighten your kneecaps! Many thanks for an excellent magazine as always.

Trams and Conker Boxes

Terry Challis from Thornton Cleveleys

Thank you for EBN673, I enjoyed Ian Pritchard's item and photos about Norfolks of Nayland.

My only experience of Norfolks was one evening in 1964 (I think) when I waited for a bus to go into town at Colchester North Station. The first bus to come along was a pre-war Leyland TD of Norfolks of Nayland. I travelled the short distance to Colchester Town on it. I think it was an ex-Birmingham City Transport bus, but I could well be mistaken about that! I wonder whether anyone knows any more about or has photos of it? Keep up the good work!

Norfolks Recalled.

Eds note: Terry has sent a photocopy of the joint Norfolks/ENOC timetable from 1963 which we hope to publish when space permits. As well as the joint service 85, it includes gems such as the 80 to Tendring Heath Hospital, the 82 to Wormingford Aerodrome, the 83 to Great Tey and the 84 for fruit pickers only to Langham (Martin's Farm), all from Colchester. The timetable compilers must have had very convoluted minds to keep track of all the complicated schedules in those paper and pencil days!

Fred Lawrance from Colchester

As part of 'operation finding some space in my study', I have chosen to get rid of some books to make more space. I have a number of Buses Year Books - Mid 1970's to early 1990's that require re-homing. These books are in good order and free of charge. Collection from Colchester — Please contact Fred Lawrance by email on f.lawrance@live.co.uk.

Buses Year Books Need a Good Home.

Roger A. Smith from Braintree

One can only hope that, when the redevelopment of Braintree Bus Park is complete, adequate provision is made for buses and coaches, unlike Chelmsford where coaches seem to have been an afterthought and anyone going on a coach holiday or trip has to wait in Victoria Road with no shelter.

Back "in the day", my brother had a Saturday job at the Café in Braintree Bus Park. I recall that on one occasion, he was unable to attend so I volunteered to take his place. All that I can really remember is the proprietor showing me how to spread margarine on the bread as thinly as possible!

Shocking Spread-over in Braintree Bus Park!

Ray Boreham, Former ENOC Employee

I am not a bus enthusiast despite being employed by Eastern National Omnibus Company (ENOC) for 41 years from 1956 to 2001 but I suppose a degree of interest must rub off on oneself after all those years. I receive your magazine from Robin Wheatcroft, one of your resident Cornish members. I do find your articles of interest, particularly those with any mention of ENOC and also Alan Tebbitt's (a former Eastern National man who co-incidentally also lives in Cornwall) contributions. I enclose a press cutting from the East Anglian Daily Times which you may be able to use in a future magazine.

Eds note Ray's cutting relates to Hedingham's 60th anniversary and the fact that Robert McGregor is still driving buses eight years after selling the company to Go-Ahead. The EADT article (dated Saturday 6 June 2020) includes three pictures, one of company founder Donald McGregor driving his beloved L84 on route 4, "a red Hedingham Scania bus" (616), and a shot of a trayful of 60th anniversary cup-cakes. We think we have covered the Diamond anniversary quite well in Mark Lloyd's article but, nevertheless, thank Ray for submitting the cutting. Using press cuttings is very difficult because of copyright issues; most newspapers require us to seek permission and often make a charge. They are always very welcome and we will use them where we can get free permission to do so and where appropriate. Ray's name is very familiar to me. He says I don't know him although I worked at ENOC/First for a short overlapping period of time with him. After my recent chemo treatment, my brain works even slower than it used to; but the recollection will come back in due course!

Other Operators.

Roger A. Smith.

With thanks to the PSV Circle.

Blueline, Rochford

This Limited Company has been dissolved and its operator licence number PF2013698 has been surrendered. It is understood that all vehicles have gone from here.

Don, Great Dunmow

Recently arrived here is DK60 AHO, an Alexander Dennis Dart B40F, previously with Halton, Cheshire.

Middleton (Mark 1Travel), Billericay

YT60 OSO, an Irizar C55F bodied Scania K440EB6 is a recent arrival from City of Chichester, Colgate, West Sussex and has been re-registered as M19 TVL. Meanwhile, NIL 8649 (ex-J405 NJT), a Volvo B10M with Plaxton C49FT body and WSV 485 (ex-J736 JKO), a Berkhoff C49FT bodied Scania K113 CRB have both gone from here.

Peter Godward, Basildon

YN07 LKD, an Irizar C56FT bodied Scania K380 has gone from here to A&A Coach Travel, Tockwith, North Yorkshire.

News Item

Shearings

Britain's largest coach holiday company has entered into administration. Whilst their vehicles were not normally "stabled" here in Essex, they were frequently seen picking up and setting down at many places in the county and also using Thurrock Services whilst in transit.



Your Editor is not getting any current pictures of "Other Operators" at the moment so he has chosen this "Blast From The Past" which nicely illustrates an item about VALs that will appear soon.

West's Coaches, South Woodford BHK 519B, VAL/Duple at West's Garage, Roding Valley in January 1965. 1964 Bedford VAL14/Duple C52F.

Robert Downton.



A dull Maundy Thursday, 12 April 1990 — a couple of series 2 Bristol VRTs at Harwich Town. This was the day that Badgerline Holdings' take-over of Eastern National was completed.

David Moth.

Robert Downton sent a link to a Coach & Bus Week article in March which said that plans are underway to acquire the former First depot in Harwich, Essex, as a classic bus storage and restoration centre. The EN Bus Group, which is behind the venture, is negotiating to sign a five-year lease on the building, which has space for around 10 vehicles. He comments that apart from the bus interest aspect, it is nice to see the possibility of a traditional and iconic building being saved.

Andrew Colebourne came across this coach on Flickr by chance:

<https://www.flickr.com/search/?q=RNO919M>

It was new to **Supreme, Hadleigh** according to BLOTW [Bus Lists on The Web].

<http://www.buslistsontheweb.co.uk/index.htm?http://www.buslistsontheweb.co.uk/list.asp?listname=985&Type=Chassis>

RNO 919M Fd R1014 BC04MY53451 Pn 7410FC023

C45F

4/1974

Abridge, Hadleigh

According to the caption of the last Flickr picture dated 28 November 2015 it was in a scrapyard - so was it actually scrapped then? I've put the query in the comments on one of the pictures.

Target Dates for EBN675 (July 2020).

Before ...
Before ---
On or before

Saturday 4 July 2020
Friday 10 July 2020
Monday 20 July 2020

Reports to Sub-Editors.
Sub-Editor drafts to Editor.
Dispatch by Printers. *Dependent upon Lockdown.*



Heddingham's 60th Anniversary.

Top Photo

L40 FIN 163 Bristol L55G/ECW B43F - New to Westcliff, it passed to Heddingham from Eastern National in October 1965. Having found that blue was prone to fading, Mr. MacGregor changed the livery to red and cream.

The location is the Sible Heddingham depot and the shed behind it has an interesting history. In 1947, A.E. Letch applied to the Halstead Rural District Council for permission to replace a building which had been damaged in a gale and was being demolished. The new building would be used as a bus garage and, as far as possible, would reuse materials from the old building and would be built by Mr. Letch's employees.

Nigel Turner collection.

Centre photo

L22 KHW 641 Bristol L6B/ECW B35R - this was new to Bristol Tramways & Carriage Company and passed to Heddingham in November 1960. Initially Mr. MacGregor chose a livery based on Sheffield Corporation as seen in this photo taken at Market Hill, Sudbury.

The photo is copyright of the Omnibus Society.

Sourced by Nigel Turner.

Lower photo

Mark Lloyd had been asked by Heddingham to include his model collection within their anniversary project celebration - to celebrate 60 years. Some are kits he has hand-built and all but one has been either re-painted or amended to replicate the actual vehicles operated. He was asked to add a "sound bite" recorded message and has included the fact he writes the Heddingham column for Essex Bus News and that we are featuring the Heddingham celebration this month.

Here, we show an example photo of what was submitted to them, the span of vehicles from 1960s to date. Mark's "fleet" sits at nearly 50 vehicles, he has a diorama in build and plans to show them off next year or when we return to normal.

Mark Lloyd.



Upper picture
The excellent
'London Bus
Routes by Ian
Armstrong' website
alerted Owen to
another obscure
TfL cross-border
bus route into
Essex. This
records the history
of Route 347,
starting in 2004
operated by First
for just a year
before Blue
Triangle took over
until 2015 and then
passing to Arriva
Kent Thameside.
Operated from
Grays, now under
control of Arriva
London North, it
travels from
Romford to South
Ockendon via
Harold Hill,
Upminster and
Cranham with just
four return journeys
Mon to
Saturday. ENL3 is
at Ockendon
Station in June
2019.

Owen Woodliffe.



Lower picture
Wright Commander
bodied DAF SB220
bus F20 DGE,
previously YJ03
PFF, was named 'Dr
Graham Philpott' on
6 May.
Dr Philpott is seen
by F20 DGE in the
Meadow at the rear
of The Garage, High
Easter.
Photo copyright ©
Robert Lodge /
JW Lodge & Sons
Ltd.

Essex Bus News 674; June 2020.

www.essexbus.org.uk fb.me/essexbus 

EBN674 outer rear cover

Also see front cover
picture and Lodge
notes on
EBN674pZ.