

Essex Bus News

No. 661; MAY 2019



Essex Bus Enthusiasts Group

www.essexbus.org.uk



fb.me/essexbus

£4

where sold



Upper picture

This "everyday" picture is not all it seems! First Essex StreetLite 63328 is on route 65 and diverted along Maldon Road, Colchester - due to an RTC on Lexden Road - westbound, blocking its normal route. It was diverted via Maldon Road, Creffield Road and Beverley Road on 16/4/19 between approx. 1700 and 1845. The police roadblock to Lexden Road can be seen in the background.

John Podgorski.



Lower picture
Thurrock Council route 11 from Purfleet to Basildon has seen a change of operator recently with NBS taking over from 1 April. Former Abellio Enviro YX10 FFE, smartly repainted with new-style fleetname, is opposite the Parish Church of Saint Margaret Stanford-le-Hope with Mucking (as shown on Owen's marriage certificate) on 25 April.

Owen Woodliffe.

Front Cover Picture.

This year's South East Bus Festival at Detling was plagued with some appalling weather which disintegrated into damp, very cold mist. Here, we see S731 TWC, former First Essex Dart 437312 ready to leave the showground site at the end of an appalling day weather-wise but excellent in bus terms!

Paul Smith.

EBN661 inner front cover

Essex Bus News 661

Editor & Sub-Editors

Magazine Editor

Maurice Austin
Tindal Lodge
11 Valletta Close
CHELMSFORD CM1 2PT maurice.austin@phonecoop.coop

First in Essex/Trustybus

Adam Kelleher
74 Park Road
BRENTWOOD CM14 4TU adamxxx4@yahoo.co.uk

Ensignbus/Hedingham/Chambers

Mark Lloyd
448 Ipswich Road
COLCHESTER CO4 4EY Lloydhousehold448@gmail.com

Arriva including Network Colchester

Peter Mansbridge petemans_1@hotmail.com

Stephensons of Essex

Richard Delahoy, details opposite.

Panther Travel & Publicity

Ian Ransom ianandsallyr@googlemail.com

Smaller Operators

Roger A Smith
3 Station Mews, Station Road
WITHAM CM8 2FP

Service Changes

Paul Harvey
3 Orangewood Close, Gonerby Hill Foot
GRANTHAM NG31 8QW pw.harvey@ntlworld.com

Social Secretary; meetings, events, tours Distribution Officer; missing/defective EBN's Publication Sales; orders for publications

Owen Woodliffe
196 Sinclair Road
CHINGFORD E4 8PT
pat_woodliffe@hotmail.com

*Owen also stocks a wide range of colour photos;
Send SAE with your requirements*

Black & White Photo Sales

Robin Jenkinson, 23 Wheatfields, Rickinghall Superior,
DISS, IP22 1EN
Using the order form available on-line at:
<http://www.signal-training.com/ebeg/Photo%20order%20form.pdf>.

May 2019

**Welcome to new Member
Alan Skinner, Colchester – 1142**

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

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

Subscriptions

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.

*** In view of the increases in postal rates and other costs, the Committee decided recently to increase subscriptions to £22 pa. This increase, the first since 2013, applies immediately to new members and will come into effect for existing members on renewal at the end of this year. We are sorry to have to increase our price but hope that members will understand the costs pressures we and our printers face. ***

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
SOUTHEND-ON-SEA SS1 3TT
richard.delahoy@blueyonder.co.uk

Printed by Directcds Ltd

Unit 2, Gentlemans Field, Westmill Road, WARE, Herts SG12 0EF
01920 465023 www.directcds.co.uk

Reports and observations

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

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

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

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

MID-ESSEX MEETINGS by Maurice Austin.

Quaker Meeting House, corner of Parkway and Rainsford Road, Chelmsford, less than 10 minutes walk from the Bus and Rail stations; continue along Duke Street past Civic Centre and cross to far side of Parkway. Small car park on site, other public ones nearby. Tea and coffee making facilities. Members and guests welcome. £2.00 donation towards cost of room hire, please.

Thursday 23 May
Thursday 27 June

Robert Appleton Greater Manchester Part II 1994 to 2010.
Julian Elliott, Network Manager and Sheena Karim, Marketing Manager, First Essex,
First Essex Update [Review of operations and fleet].

Other 2019 dates: 25 July, 26 September, 24 October (Alan Osborne), 28 November (Richard Delahoy, Regal Remembered), 12 December (Richard Delahoy, 20 years ago).

NORTH ESSEX MEETINGS by Dave Arnold.

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

Friday 10 May **Andy Baker**, Lincolnshire.
Other 2019 dates: 14 June, 12 July, 9 August, 13 September, 11 October, 8 November, 13 December.

A Blast From The Past.

Paul Harvey.



Ex Southend Transport CJN 439C Leyland PD3 Massey seen at the 1978 Southend Bus Rally operating with Road Transport Industry Training Board of North Weald and used as a training vehicle.

Paul Harvey.
EBN661p2

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

EVENTS

Sunday 19 May

Sunday 19 May

Sat 25 & Sun 26 May

Monday 27 May

Saturday 8 June

Sunday 9 June

Sevenoaks Running Day.

www.countrybus.org

Fenland BusFest at Whittlesey Bus connection from Peterborough.

AEC Rally. Newark Showground.

Bus Rally. Buckinghamshire Railway Centre, Quainton.

Delaine Bus Museum, Bourne. Open Day 12 Noon (1200) to 1600 hrs

Country Bus Running Day, Hitchin & Welwyn Garden City.

Sunday 16 June

Canvey Transport & Heritage Trail, celebrating 40 years of the Museum.

The four museums on Canvey are holding a co-ordinated open day, linked by a free bus service provided by the Canvey Island Bus Museum which will be open. The others are the Bay Museum, Dutch Cottage Museum and the St Katherines Heritage Centre.

Further details will be on the Bus Museum's Facebook page and at <http://www.canveyisland.org>.

Sunday 23 June

Sunday 23 June

Sunday 7 July

Saturday 27 July

Sunday 8 Sept

Bromley Pageant of Motoring.

On the Buses. LT Museum, Brooklands.

Vintage Bus Rally, North Norfolk Railway at Holt Stn.

Essex Bus Rally, Barleylands, Billericay. *** **note changed date** ***

Lodges Bedford Coach Day linked to EOR's 'London's 60's Scene' event.

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

GROUP TRIP

Thursday 4 July

Evening visit to the home of VNO 859 [former Eastern National 1407, Bristol KSW], AIN 825 [Bristol K ex-Westcliff], preserved Crossleys and the John Jackson Military Vehicle collection on the Essex/Suffolk border. Trip by preserved bus from Colchester (North) Rail Station and return. **1900** from the station forecourt, return for **2100**. No charge for the ride or museum but light refreshments will be available at a reasonable price. No formal bookings necessary but an indication of interest to Maurice Austin on 01245 492328 or maurice.austin@phonecoop.coop would be appreciated.

This trip has been arranged by Ian Sharpe and Nigel Turner and facilitated by Tony Melia, John Jackson and Gary Sharpe. Our thanks to all.



A recent addition for Trustybus, believed to be on loan from Ensign. After a period without double deckers, one has appeared in the Trustybus fleet during April in the form of Scania Omnicity ex-London United SP146. Despite YP59 OEE showing Fulham Broadway as its destination, the scene is the terminus of 420A at The Talbot, North Weald.

Owen Woodliffe.

EBN661p3



and Cardiff. Our transport was almost always RE coach 1610 (GW 980H). The accompanying photo shows us in a pub car-park where we had stopped for liquid refreshment on our way to play Eastern Counties at Norwich in May 1979 (we lost – wonder why ?!). By the door are the writer together with team-captain Lloyd Allen, a driver from Chelmsford. Sadly, Lloyd, a great character, died of cancer in the late 1980s.



On the cricket trips I usually managed to get some bus photography in. The photo above shows Cardiff Corporation Guy Arabs at Cardiff Central bus-station on the above trip, and on the next page, Eastern Counties LFL 61 at Surrey Street bus-station, Norwich, in April 1978 on the first occasion we played there. The two FLFs behind are both ex-Eastern National, but as both were in shade, the photos I took of them aren't really good enough for reproduction here.

* For the younger readers, ENOC stands for Eastern National Omnibus Company and EN for Eastern National.

In the late 1970s EN fielded (pun intended!) a company cricket team, playing a mixture of friendlies and competitive games in the National P.S.V. Knockout Trophy. About a third of the team were from Head Office, another third from Chelmsford depot, and the remainder from other depots. The latter group included Bob Brace and myself from Bishops Stortford. We played all over the south of the country, including at far-away Plymouth

The trip to Cardiff for the Knockout Trophy semi-final in July 1977 was particularly memorable – we tied (both sides were bowled out for 80) but Cardiff were awarded the tie on a faster scoring-rate. In the evening we were entertained by Cardiff Corporation at their social club, where we foolishly accepted their challenge of a yard-of-ale drinking contest. I have only hazy memories (!) of it, remembering just that they drank us under the table!



I'll finish by remembering that when LT Chiswick works came to play us at Chelmsford, they came in a Routemaster, which the driver unfortunately tried to take under Duke Street railway bridge. After it got jammed there, sniggering E.N. fitters came out and freed the bus by deflating the tyres! I managed to photograph the bus at the match at Marconi's sports ground, with a badly dented roof at the front!

EBN661p5



Dragoman – Essex Hand Crafted Bus Bodies

Mark Lloyd.

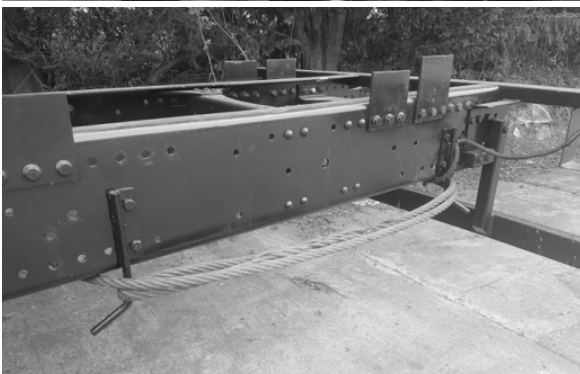
Last year, during August and October I submitted articles progressing the build of an off-road tour bus by ASGB Ltd for Dragoman of Suffolk which caused some interest. The feature focussed on the body work completion and pictures of the completed bus. The successful build lead to the order of two more bodies to be supplied later this year. I thought I would focus this time on the chassis under the bus bodies.



The picture upper left shows one of the pair of Mercedes Benz Axor 4x2 chassis at Frating awaiting the body to be mounted on the chassis runners. Chassis mounting guides and plates are already attached to the Mercedes chassis to guide and allow the body runners to be secured to the truck. The front pair of mounts will be sprung to allow flexibility near the cab, so that any shock through the truck chassis will not cause the bus body runners to stress the truck runners. The cab has been painted orange by Dragoman before delivery to ASGB. The chassis has been treated to a very thick coat of hard-wearing anti corrosion paint. The cab is left hand drive and registered 329 AFK 93.



The picture centre left shows the cut out rear cab bulkhead to allow access between cab and passenger area when travelling. The connection between the bus body and the cab is a flexible weatherproof canvas, of thin depth, to maintain security. On the cab door can be seen the rudimentary extra fittings for securing the cab door.



Not seen much nowadays, a chassis carrying two spare leaf springs either side of the prop-shaft. The springs are bolted via clips to the chassis on improvised cross members. Lower left can be seen the rear mounted wire cable to be used for hauling the truck out of sticky situations. The cable itself, the loop of the rope formed by manual weaving of the wire rope ends into the structure of the main rope – again quite rare by today's methods.



The seats have been delivered and are waiting installation once the bodies have been fitted to the chassis.



The bodies are nearing the point of assembly on the truck. They are being built on trestle stands and will be lifted by crane so that the chassis slides underneath, then lowered onto the chassis and fixed in position with chassis bolts. Not quite the scale of Plaxton or Optare in the UK but, entering the realms of mass production for ASGB in Frating!

The curved roof sections are separate and await fitting once the main body has been fitted.

The lower photo shows the front of the body, the body runners visible and the stowage lockers under floor adding to the step height of the vehicle. Measuring, the floor height of the bus body is

approximately 450mm from ground level, or 18 inches in old money. DDA requirements have not yet entered the world of off-road safari tour buses not operated in the UK, but ASGB are capable of fitting wheelchair lifts to vehicles (having used them for equipment lifts in outside broadcast trucks) so watch this space.



All pictures and text by
Mark Lloyd.

EBN661p7

Service Revisions

by Paul Harvey.

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

Highlights and Lowlights of the Period.

- \$ Interesting non-standard bus activity in Harlow [LCP and Epping Forest Community Transport] and Bishops Stortford [pre-bookable town service].
- \$ Return of Southend Open-top service.
- \$ Brightlingsea/Clacton summer services by Go-Ahead [also see EBN661p25].
- \$ Several once-a year services by Ensign.
- \$ Much "reliability" timetable changing – interference by the motor-car?

Mid March 2019

LCB1 Harlow to Maples, LCB2 Harlow to Church Langley & ZIP1 Harlow to Millwards operated by LCB Travel appeared to have ceased operating by Mid-March. A notice was posted in Harlow Bus Station around the 18 March. By 27 March it appears ZIP1 Harlow to Millwards was operating again. LCB2 Harlow to Church Langley resumed from 1 April.

15 April 2019

27 Socketts Heath to Hassenbrook Academy (Sch) Ensign Bus – revision to route and timetable to operate via Southend Road & Chadwell Road and extended beyond Hassenbrook Academy to Abbots Hall Chase (updated information).

25 April 2019

372 Lakeside to Hornchurch (D) Stagecoach London - revision to timetable.



In July 2008 Arriva (East Herts & Essex) withdrew their 500 between Romford and Ongar and TfL introduced their 375 as a replacement between Romford and Passingford Bridge, which is 2 miles into Essex and merely a place to turn the bus at a roundabout. Blue Triangle were awarded the tender first, but this has since been with Arriva and ENL90 from Grays Garage awaits its return on 7 March 2019.

Owen Woodliffe.

28 April 2019

- 9 Basildon to Warley (M-S) First Essex
revised Mon to Fri timetable to improve reliability. New journey introduced at 0630 from Warley.
The 1555 journey from Warley to Billericay extended to Basildon (updated information).
- 24 Southend to Southchurch (M-S) First Essex
revised timetable operating every 15, 20 or 30 minutes depending on time of day and every 30 minutes on Saturdays
(updated information).
- 26 Hadleigh to Southend (M-S) First Essex
service extended from Southend to Southchurch Newington Avenue replacing service 27. Revised timetable operating every
15, 20 or 30 minutes depending on the time of day and every 30 minutes on Saturdays (updated information).
- 27 Temple Sutton to Canvey (D) First Essex
section of route between Southend & Temple Sutton withdrawn during the daytime with revised timetable. Evening journeys
continue to operate to Temple Sutton (updated information).
- 31/A/B/C/X Chelmsford to Burnham (M-S) First Essex
minor Mon to Fri timetable changes to the evening timetable.
- 36 Chelmsford to South Woodham (D) First Essex
minor Mon to Fri timetable change to the morning peak timetable.
- 37 Brentwood to Bishop Hall Estate (D) First Essex
revised Mon to Sat timetable.
- 40 Broomfield Hospital to Boreham (M-S) First Essex
three additional Mon to Fri evening journeys introduced to Chelmer Valley.
- 42/A/B Galleywood to Broomfield Hospital/Stansted Airport/Braintree (D) First Essex
service 42 journeys serving Braintree will be renumbered 42B. Route revision in Braintree to serve Coggeshall Road on
Braintree bound journeys. Minor timetable revisions during Mon to Fri mornings to improve reliability.
- 51 Channels to Great Baddow (M-S) First Essex
revised route in Great Baddow to operate both directions in Vineyards with revised timetable to improve reliability.
- 57/A/B/C Galleywood to Beaulieu (D) First Essex
revised timetable to improve reliability with additional Mon to Fri peak journeys introduced.
- 62/A/B Colchester to Brightlingsea (D) First Essex
revised timetable to improve reliability and improved Sunday service (updated information).
- 71/A/C/X Colchester to Chelmsford (D) First Essex
revised Mon to Fri morning peak timetable to improve reliability. Additional journey introduced from Witham to Chelmsford at
1017 and 1710 Chelmsford to Witham Mon to Fri.
- 71B Chelmsford to Witham (M-F) First Essex
revised timetable to improve reliability. One morning peak journey to start at Witham.
- 75/A Colchester to Maldon (D) First Essex
revised timetable to improve reliability. Section of route between Colchester & University of Essex withdrawn. Service extended
in Maldon from the Leisure Centre to Milton Road & Morrisons (updated information).
- 97/A/98 Colchester to Walton via Clacton (M-S) First Essex
revised timetable to improve reliability, service 97A withdrawn with all 97A journeys operating as 97. Revised routing in
Clacton Town Centre operating via Jackson Road instead of Pier Avenue towards Colchester. Service will operate via Magdalen
Street/Hythe Hill in Colchester (updated information).
- 351 Chelmsford to Brentwood (D) First Essex
the 1900 journey from Brentwood Mon to Fri will depart at 1905.



First Essex Volvo B7RLE 66795 MX05 CBU on
service 31B passing through Maldon on 19
February 2019.

Alan Moore.

Service Revisions continued.

Paul Harvey.

29 April 2019

CSPR	Bishop Stortford to Thorley Park (M-F) new flexible pre-bookable commuter service.	Bishop Stortford Town Council
------	---	-------------------------------

3 May 2019

420/A	Harlow to Ongar (D) revised timetable with extended service to Epping.	Trustybus
-------	---	-----------

11 May 2019

2	Clacton to Mistley (M-S) revised timetable and route with introduction of service 2A serving Horsley Cross & Mistley Heath due to A120 Hare Green Junction Improvement by Highways England.	Panther Travel
14	Clacton to Harwich (M-S) revised timetable to improve reliability.	Panther Travel

13 May 2019

Hi Bus	Harlow to Harlow Hospital (M-F) new pre-bookable flexible service.	Epping Forest Community Transport
--------	---	-----------------------------------

25 May 2019

FS	Damyns Hall Aerodrome to Aveley & Chafford Hundred (SSu) new festival shuttle service on 25 & 26 May only then annually on festival days.	Ensign Bus
7	Brightlingsea to Clacton (M-F) revised route and timetable, with increase in service between St Osyth's Beach & Clacton on Mon to Fri school holidays and every Saturday until end of September. These additional journeys replace seasonal service 1 which won't be re-introduced.	Go Ahead KonnectBus (Hedingham)

1 June 2019

370	Lakeside to Romford (D) revision to timetable.	Arriva London North
-----	---	---------------------



The railway line between Harwich International and Harwich Town was closed for nine days in April whilst Network Rail installed sidings and track for a new Greater Anglia train maintenance facility to be built to the east of Harwich International. Panther Travel operated the rail replacement service between Harwich Town and Harwich International. Panther Travel DC52 PAN (PN52 XBH) DAF DB250/East Lancs Lowlander at Dovercourt railway station taken on 8 April.

Robert Appleton.

3 June 2019

481/484	Felixstowe/Clacton to London Victoria (D)	National Express – minor revision to route.
777	Stansted Airport to Birmingham (D)	National Express – revision to timetable to improve reliability.

16 June 2019

21	Brentwood to Ongar (M-S)	Ensign Bus – service withdrawn.
31	Brentwood to Bishop Hall Estate (M-S)	Ensign Bus – service withdrawn.
81	Brentwood to Hutton (M-S)	Ensign Bus – service withdrawn.
X90	Lakeside/Grays to Brentwood (M-S)	Ensign Bus – service withdrawn.

17 June 2019

21	Brentwood to Ongar (M-S)	NIBS – new service replacing Ensign Bus.
31	Brentwood to Bishop Hall Estate (M-S)	NIBS – new service replacing Ensign Bus.
81	Brentwood to Hutton (M-S)	NIBS – new service replacing Ensign Bus.

22 June 2019

CCRS	Chelmsford Station to Chelmsford City Racecourse (Sat)	Ensign Bus.
	new racecourse shuttle service on 22 June only then annually on each June Saturday Racing Day.	
67	Southend to Leigh Station (D)	Go Ahead London.
	re-introduction of summer open-top service along Southend Sea Front hourly frequency with uplift to half hourly during school summer holidays.	



Eastern National 2108 NVX 308 at Seafront, Southend-on-Sea. Taken 1964. This bus, 1952 Leyland PD1/Beadle O56R, was ex City LD11, then Eastern National 1128.

Robert Downton.

Essex County Council Ongoing Bus Service Consultations

Recently closed consultations

Chelmsford Park & Ride Consultation January 2019

Closed 22 March 2019

Essex County Council is reviewing the ticketing options and fares offered and days of opening for the Chelmsford Park and Ride Services.

OUTCOME The consultation is being assessed.

Consultation on proposals for a review of Essex County Council's supported Evening and Sunday local bus services - Consultation December 2018

Closed 22 March 2019

Essex County Council (ECC) is reviewing the way it supports local bus services which operate on evenings and Sundays and carried out a public consultation. The consultation also included proposals regarding delivering ECC services differently and devolving ECC funded local bus services to communities.

OUTCOME The consultation is being assessed.

Publicity News

Trustybus A5 three-page timetable in house style for 420/A (including 418) wef 4.5.19. **Owen Woodlife & Robert Downton.**

First Essex My in-box has been stuffed full of complaints about the surprise decision by First Essex to discontinue paper timetables from 29 April 2019. It's not my fault, it is nothing to do with me! **Ed.**



Notice in Colchester Travel Office, from 29 April 2019.

The excuse is that they want to go paperless! Notices in Travel Offices suggest other ways of obtaining timetable information such as looking at roadside panels (not at every stop, not always up to date, difficult to see in the dark or the rain), going electronic (not everyone has a smartphone and coverage is not universal) and so on.

Correspondents contrast this approach with the excellent comprehensive timetable books recently published by First Wessex recently, First Kernow, Buses of Somerset and even the well-presented leaflets of First Norfolk & Suffolk who share the same MD as First Essex!

Comments overheard in Chelmsford bus station at the time of the last timetable change include:

- * one driver to another – “they need to save all the paper they can to continue sending snooty notes to us about our driving”

- * a passenger leaving the travel office – “First seem determined to commit commercial hari-kari”

I would have thought that a well-presented leaflet would be a commercial asset to First Essex, the vast majority of people would have used the them for what they are intended – to stimulate and encourage bus trips – to Transform Travel in fact!



Moore on Viceroy!

Nigel Turner's article in EBN660p13 evoked mixed memories for Robin Jenkinson whose musings can be seen on p31 of this issue.

Upper picture
PVX 105, one of the two fine AEC Regal IIIs dating from 1950, with attractive post-war Watson C33F bodies on Market Day at Bury St. Edmunds on 17 June 1960.

Robin Jenkinson.



Centre picture
Robin could not photograph the Tilling-Stevens that he wanted as it was in a shed! This AEC Regal, CRT 152 has exactly the same style of exotic pre-war Watson C35F body and dates from 1947. Taken on 25 March 1962.

Robin Jenkinson.



Lower picture
OTW 427, Viceroy's Seddon Mk IV with a Watson C35F body, possibly a unique combination dating from 1949; this picture was taken at Viceroy's garage on 25 March 1962.

Robin Jenkinson.

Acquired Vehicles

42940	MX56 HXZ	SFD3CACR46GW88798	6211/2	B--F	01/07	First Devon & Cornwall
42941	WA56 OAO	SFD3CACR46GW88951	6224/2	B--F	01/07	First Devon & Cornwall
42944	WA56 OAU	SFD3CACR46GW88954	6224/5	B--F	01/07	First Devon & Cornwall
42945	WA56 OAV	SFD3CACR46GW88955	6224/6	B--F	01/07	First Devon & Cornwall

Alexander Dennis Dart / Alexander Dennis. Acquired from First Greater Manchester. In Urban livery. Seating capacity to be confirmed. Collected by Chelmsford drivers from Oldham depot on 4 May, three arrived at Westway around 1600 but 42940 was later as it broke down on the M1. As at 10 May none had entered service.

Note that all four were new in the same month to First Devon & Cornwall but that 42940 has a Manchester registration rather than a West of England one. This was an error, it was originally planned to re-register it, but this did not happen.

Allocation Changes

BN-Basildon; CF-Chelmsford; CR-Colchester; HH-Hadleigh; FG-First Group cascade (to / from another First company)

Period 1 2019/20 (31 March - 27 April)

33178 CR (out of service)-CR, 33195 CR-CR (out of service), 41512 BN-BN (out of service), 41513 BN-BN (out of service), 41539 BN-CF (out of service), 41544 BN-CF (out of service), 62409 CR-CR (out of service), 63328 CR-CR (out of service), 65029 CR-FG, 65685 CR-FG, 65692 CR-FG, 66796 CF-CF (out of service), 66816 CR-CR (out of service), 67901 CF-CF (out of service), 69919 BN-BN (out of service)

41539 was seen at the front of Westway on 8 April, parked next to 20514, its destination equipment had been removed and half its windscreen and most of its front bumper were missing. 41544 was towed to Westway on 17 April, it had been out of service since late March. Both were still at the front of Westway on 8 May. 63328 is out of service with a blown engine.

Disposals

65029 & 65692 to First Potteries 8 April 2019.

Further to EBN660, 65028 & 65030 moved from their temporary loan to First Eastern Counties to First Potteries on 20 April.

65685 to First Eastern Counties 14 April.

20514 to Panther Travel (at Weeley workshop) 30 April. It is to be repaired and returned to service by Panther.

Repaint

66823 from Barbie livery to Urban at Westway, arrived back at Basildon on 16 April.



First Essex
Scania L94UB
65685,
YR 52 VFO on
service 64
in High Street,
Colchester 4
April 2019
Alan Moore.

Other Vehicle News and Workings

Colchester

(All vehicles listed below allocated to CR)

Further to EBNs 647, 652 & 653, further route changes were made to the Walton-Clacton-Colchester services from 29 April. The 97 & 97A were combined into a revised route 97. The 97 previously by-passed the University of Essex and the 97A previously by-passed Weeley, the 97 now serves both. From Clacton to Colchester, the 97 now follows the same route as the ECC 76 and the pre-19 February 2018 commercial 76 with one exception, see below. It therefore no longer serves Clacton station on the way from Clacton to Colchester (it still does from Colchester to Clacton), which it and the 97A had done since the changes from 30 July 2018, and it therefore no longer has to make the convoluted four immediate right turns out of Jackson Road to get back to Rosemary Road as described in EBN652. The one exception referred to above is that both the 97 & 98 are now via Hythe and Magdalen Street on the return to Colchester, the same as the outward journey to Clacton, and not via East Hill, meaning passengers who require Colchester High Street now have a longer (uphill) walk (or change of bus at the Bus Station). The route from Walton to Clacton has also been slightly altered for both the 97 & 98, after Clacton Station they now serve Wellesley Road rather than Station Road and no longer stop at the bus stops in Pier Avenue, just the one in Jackson Road (they stop in Pier Avenue on the way to Walton). The timetables and electronic departure display on Pier Avenue stop C have been updated. The electronic departure display also has a scrolling message which states: "97 98 to Walton-on-the-Naze from Pier Ave, 97 98 to Colchester from Jackson Rd". (With thanks to Robert Appleton for help with this paragraph.)

The majority of the Volvo B7RLEs are having new engines fitted at various Volvo dealerships in Essex & Suffolk, one has recently been at MC Trucks. The Volvo B9TLs are having radiator and cooling fan modifications made for Euro 6 standard.

Route 62/A/B branded Volvos seen working on other routes during April: 37133 on 65 (22nd, Easter Monday), 75 (30th); 37134 on 174 (24th), 70 (27th); 37136 on 64 (9th) plus 70 on 3 May; 37139 on 65 (5th) plus 17 on 2 May.

Other double deckers seen operating on routes 103/4 during April: 32478 (5th), 33044 (23rd), 33178 (9th), 33195 (6th), 37017 (4th), 37037 (4th), plus 37015 on 3 May. Very few double-deckers were on 103/104 during the Easter school holidays, for example, on 11 April the six buses were 62408, 63334, 63339, 63341, 65677 & 65684.

Some sightings of Barbie liveried Scania L94UB / Wrightbus Solars during April: 65677 on 71 (6th, 24th & 29th), 103/4 (5th, 10th & as above, 11th), 65 (12th), 66 (13th), 64 (15th); 65679 on 61 (5th), 67B (7th), 71 (9th & 10th), 1A (14th & 19th, Good Friday), 97A (16th), 7 (28th); 65681 on 104 (12th), 65 (22nd, Easter Monday); 65682 on 88 (22nd, Easter Monday); 65684 on 66 (7th), plus 71 (1 & 3 May); 65685 on 103/4 (12th & 14th, its last day of service with First Essex).

- 3 April 67737 on 70 morning peak working into Colchester
- 5 32477 & 66810 on driver shuttles, 33196 on 62. Delays of over an hour led to 62407 running as a 71X rather than scheduled 71
- 6 32481 on 62B, 65692 on 71
- 7 32068 on 62, 65692 on 65 on its last full day of service with First Essex, 67735 on 64, 67779 on 65
- 11 32068 & 33184 on 65, 33178 & 63328 on 62
- 12 32476 & 33086 on 62
- 17 33196 on 70
- 19 A few sightings in Colchester on Good Friday: 37020 on 75, 37140 on 62, 63332 on 64, 63339 on 1A
- 21 Some sightings in Colchester on Easter Sunday: 32477 on 61, 37036 on 88A, 37037 & 63337 on 1A, 63342 on 64, 63344 & 67756 on 65, 67742 on 75
- 22 Some sightings in Colchester on Easter Monday: 32481 on 61, 32628 on 70, 63329 & 63339 on 1A, 63333 on 64, 63337 & 63338 on 65, 63341 on 64A, 67742 on 76
- 23 32068 on 62, 33080 on 67 on 0715 West Mersea-Colchester, usually a single decker and then on this service all day, 33088 on 67/C, 67737 on 71 on 0700 Colchester to Chelmsford, usually a Scania, 67779 on 70 morning peak into Colchester
- 25 33078, 33087 & 63337 on 62
- 26 32475 on 66, 33196 on 65, 37042 on 64
- 27 37010 & 37037 on 65 (recent observations suggest double deckers are becoming more regular on normal daytime service 65 journeys), 67741 on last day of 97A
- 30 32087 on 70 morning peak working into Colchester
- 1 May 69533 on loan from Chelmsford for this day only on 71
- 2 66803 returned from Basildon after working Basildon school route 511 in morning, on 64 in afternoon.

Other Vehicle News and Workings Chelmsford

(All vehicles listed below allocated to CF).

Chelmsford's ALX400s tend to be used on route 70 during the school holidays. As an example, 32482, 32483, 32484 & 32485 were all on the route on 17 April

- 4 April 42557 on 71
- 5 DS62139 on driver training at Tollgate West, Stanway
- 17 41494 on 71B
- 20 67165 on X30
- 23 43847 on 71
- 26 44596 on Park & Ride in morning
- 27 44538 on 42 to Braintree, displaying 42B, two days before the journeys to Braintree officially had the B added to the route number. Incidentally, the 42B display is unusual in having the word "via" on the top line rather than the bottom one.
- 29 32631 on Park & Ride
- 2 May 41521 getting out of Chelmsford on both 351 and 31X and then on 32 on 7th
- 3 44596 on 57, 67165 on 71
- 9 DS62242 on driver training at Brentwood Station
- 10 Chelmsford's three Caetano bodied Darts, which are due to be displaced by the acquired Plaxton bodied Darts, all still in service, 41494 on 54, 41521 on 73 and 41522 on 565.



First Essex 67904 AD E35H, SN13 CHY at Braintree Bus Park on 18 April on service 42 to Galleywood. Route now renumbered 42B as described above.

Ken Coldwell.

Other Vehicle News and Workings

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

Basildon & Hadleigh

Following the extension of route 26 from Southend Travel Centre to Southchurch with the 28 April service changes, this route is now all single deck operated and now interworks with route 24. The double deckers previously on the route are used on other services from Hadleigh depot.

A new registration for route 100 has been made, just between Basildon and Lakeside. From 26 May, the route is split in two, Chelmsford to Basildon Bus Station and Basildon Bus Station to Lakeside, although from a first look, there do not appear to be any timetable changes. It is not yet known if this split is just for registration purposes or whether buses will indeed turn round at Basildon with through passengers having to change. The latter does make sense as currently it is difficult to keep to time on this two-hour journey, especially with the traffic conditions at Lakeside. As an example, on Friday 10 May, three 100s for Chelmsford (47652, 69915 and 69906) arrived at Basildon Bus Station within five minutes of each other just after six pm on a timetabled 15-minute frequency service.

Basildon's 33568 was at Hadleigh for rail replacement work over the weekend of 13 -14 April, and in exchange HH69518 was at Basildon. It was on route 8 on 12 April, 100 on 13th, 25 on 14th and 100 again on morning of 15th before returning to Hadleigh. At the time of writing (10 May), HH33098 is at Basildon, it has been there since 7 May. It was on route 5 on both 9th & 10th.

20 April	HH33191 on 25, 47650 on X10	21	69905 & 69908 on X10
28	69906 & 69916 on 251	30	47651 on X10
3 May	47657 on 100		
9	33188 on 100X, 47652 on 100 (and again the next day), X10 liveried 67162 very unusual on 9		
10	X10 liveried 67164 on 100, 69918 on 8A.		



Synchronised buses! A remarkably well-spaced Trident trio, all from First Hadleigh, near Southend Victoria Station, led by TransBus Tridents 33373 (LK53 EYR) with 33384 (LK53 EZD) behind it and President-bodied 33186 (LT52 WVB) to complete the set. Taken on 4 January.

John G. Lidstone.

Former Depot

Work on the redevelopment of the Magdalen Street depot site started in the week commencing 7 April. The bus stop (The Sportsman stop westbound) and pavement outside have been closed. The stop has been temporarily moved to near Aldi.

Service Vehicles

Ford Transit Engineering van SN17 NWT now has fleet number 90649 on the front. SJ68 NWO is a new silver Vauxhall Touran driver shuttle car at Chelmsford.

Timetable Leaflets

First Group is discontinuing printing timetable leaflets. The following is from the First Essex website: "This initiative will not only help us save on waste (not just paper, but ink, plastics and power!), printing costs, but also help towards improving the environment! For customers that still want a paper timetable, we have reformatted a file to make it easier to print at home, one of our travel centres or at the library (it's so easy, just download from the website, select the page you need, and print). And don't worry, the Council will continue to post timetable information at bus stops and shelters."

Leyland National 1850

Further to the news in EBN660 about preserved Leyland National 1849 (YEV 307S) going for scrap in March, further bad news is that it has been reported that sister 1850 (YEV 308S) also went for scrap around the same time. It had been in Eastern National 1986 privatisation livery.

Sources own observations, and with thanks to B Almquest, R Appleton, D Arnold, S Austin, S Barham, D Bell, W Bell, J Bence, T Clark, L Cornwell, R Delahoy, D Edwards, J Gill, J Margan, B Marsh, W Morrison, J Norris, J Podgorski, D Pretty, S Taylor, R West, First Essex, Bus Lists on the Web, Flickr, Essex Buses Google group and Terminus.



Between July 2011 and January 2014 First Essex acquired five Volvo B10BLE / Wright Renowns in the 661xx number series from First Eastern Counties which had been new to First Provincial in March 2000, 66165/8/9/77/9. The last to arrive was 66168, originally on a month's loan, but then acquired. It returned to Eastern Counties in November 2015. Seen in Chelmsford Bus Station on route 70 just after acquisition on 22 January 2014, still with a Jarrold of Norwich advert.

Adam Kelleher.

EBN661p18



Above First Essex 63330 Wrightbus Streetlite DF, SK 65 PXM on Service 64A in High Street, Colchester. on 4 April. **Alan Moore.**
 Below First Essex 37042 Volvo B7TL/Wright Gemini, YJ06 XLH) climbing Market Hill, Maldon on 18 April on service 75 from Essex University, Colchester. **Ken Coldwell.**



Arriva Southend / Harlow / Colchester.

Alexander Dennis Trident/ADL Enviro 400 H47/34F 6458 (SN58 ENX) entered service at Southend on 9 April ex Maidstone depot. The vehicle interior is to the Sapphire specification, with high backed seats. The vehicle formerly carried Sapphire livery but is now in interurban livery. It also has a full rear destination display. The vehicle has been at **Southend** for some months under repair and entered service as a replacement for DAF DB250 / East Lancs Lowlander 6255 (FD02 UKK). Correcting EBN659, this was not withdrawn in February but continued in service at **Southend** until MOT expiry on 5th April.

Mercedes-Benz Sprinter 1017 (BF67 WGP) only stayed at **Southend** a short while and was transferred to Arriva Midlands at Telford depot by late-March. It was not used in public service whilst at Southend.

It is reported that **Southend** allocated VDL DB300 / Wright 'decker 4459 will shortly be returned to Maidstone (where the rest of the batch are based) and exchanged for an Optare Versa.

Arrivals at **Harlow** are VDL SB120 / Wright Cadet DP39F 2525/54 (DK55 FXL / YV) ex Arriva North West (Speke depot). 2554 carries latest Arriva livery and spent two weeks with Arriva Cymru at Bangor immediately prior to transfer to Harlow.

Ware allocated Optare Solo 2485 (YK07 BEU) was seen working from **Harlow** depot on 9 – 12 and 15 April.



Arriva was well represented at the Detling based South East Bus Rally on 30 April, both with operating and preserved buses. One local representative was Streetlite 4323, liveried up for its regular trip along the A120 between Stansted Airport and Braintree (with a few forays to Colchester). Pictured here by **Jonathan Cush** just as the mist started to roll in!



Above Arriva 4261 Wright StreetLite, GN64 DXR entering Braintree Bus Park on 18 April on service 900, the Freeport shuttle.

Ken Coldwell.

Below Arriva 3817 Volvo B7RLE, GN 07 AVD on service 8 in Head Street, Colchester on 4 April.

Alan Moore.





Mark Lloyd with thanks to Ross Newman.

Ensignbus

Dealing Stock Movements

April 2019

Vehicles in

Aintree Coaches	YN53 RYR	Scania
Arriva Southern Counties	Y494/495 UGC	DAF DB250s
	FE51 WSU/WSV	
	KL52 CXA	
	LJ51 DLD	
	GK53 AOT/AOZ	DAF SB120s
	GN04 UFW	
	Y385 HKE	Darts
	SN54 HWZ	
Flintshire CC	YK07 BFV	Solo
Go-Ahead London.	LX10 AUR/AUV	Scania
	YT59 DYA	
John's School of Motoring	RN52 ERU	Darts
	KM51 BEO	
Metroline	LK55 KLA	E400s
	LK55 KKO	
	LK06 FLA	
	LK07 AZA/C/F/I/AYZ	
Skills Coaches	V304 EAK	Scania's
	W301 MKY	
Stagecoach East	LY52 ZFC	Tridents
	LX03 BWA	
	LX51 FNC	
	KX04 RVL	
	AE06 GZO	
	AE51 RZU/RYO/RYT/RYW	MANs
	AE53 TZJ/TZK/TZM	
	YI10 EYC/EYD	Versa's
	YJ58 VCC	
	GX55 DXM / DXP	Solo's
	GX06 DYG	
	AE06 TWN	
	YJ07 EGE	
	KV53 EZF	Darts
	AE06 WXO/WXS	
Stagecoach London	LX56 DZW/DZY/DZZ	E200s
	LX55 EPC	Trident
	LX58 CFG	Scania's
	LX09AFK/O/U/V/AHC/D/FZW	
Tower Transit	RM1650, RM1627	
Transdev London	YP59 ODT/U/V/W/X	Scania's
	YP590 EA/C-O/R-Z	

Vehicles Out

Als Coaches, Liverpool	YT59 DYB/DYN	Scania's
Arriva Southern Counties	YJ10 EYC/EYD	Versa's
	YJ58 VCC	
	LK56 DZW/DZY/DZZ	E200s
Axe Valley, Seaton, Devon	SN04 AAU	Trident
Banga Buses, Wolverhampton		
	YX60 FUF	E200
Eazibus, Liverpool	LK07 AZT	E400
	YT59 DYJ/DYF/DYM	Scania's
Eco Travel, Manchester	GX55 DXM	Solo's
	YK07 BFV	
	GX06 DYG	
Go-Ahead EYMS	LF55 CYY	Volvo B7TL
	(converted to part open top)	
Golden Tours, London	LK07 AZA/AYZ	E400s
Premium Coaches, London W4	RML2556	
Red Route Buses, Northfleet, Kent		
	LK06 FLA	E400
Selwyns Travel, Runcorn	PN09 ENL/EMF/X	Scania's
	PN09 EKU/ENK/H	
	P059 KFX	
WKN Coaches, Yalding, Kent		
	LJ54 BEO	Volvo B7TL

Other Movements

Trident	LY02 OBM
UK Bus Dismantlers, Herefordshire.	
Darts	LK55 KMF/SN03 LDZ
WB Chambers Farms, Maidstone.	
Trident	Y526 NHK
ITH Ltd, London EC2.	
Volvo B7TL	LX03 EXZ
Lycaenum Music, London EC1.	
Scania	YN55 NKF
Drew Wilson Coach Sales, Carlisle.	
E400s	LK07 AZB/LK56 FHG
Malta City Sightseeing.	
Trident	T885 KLF
Wallops Wood Ltd, Droxford, Hants.	
Scania	V304 EAK
Mr Peter Langdown, Canterbury.	
E400	LK55 KKI
Cronins Coaches, Cork, Eire (converted to part open top)	
Volvo B7TL	LJ53 BDZ
South East Coachworks, Faversham, Kent.	
Continued next page	

To Hardwicks for scrap in April

Tridents	LY52 ZFC/LX03 BWA
DAF DB250s	Y494/495 UGC, FE51 WSU/WSV/KL52 CXA/LJ51 DLD
DAF SB120s	GK53 AOT/AOZ, GN04 UFW
Darts	Y385 HKE/SN54 HWZ/RN52 ERU.

To Shelton Motors for scrap in April

Tridents	LX51 FNC/KX04 RVL/AE06 GZO/W821 NNI
MANs	AE51 RZU/RYO/RYT/RYW, AE53 TZJ/TZK/TZM
Darts	KV53 EZF/AE06 WXO/WXS
E200s	PE56 UFN/UFZ
E400	LK56 FHP.

Ensignbus

Mark Lloyd with thanks to Ross Newman.

Ensign Fleet – April 2019

Open top Trident TSU 639 temporarily into fleet to cover for 392 (392 MBF) Volvo B7TL Wright which is on a long-term job for The Brexit Party. See picture on inner rear cover, this issue.



Coming from Go Goodwins, YX66 WLH is now 132 in the Ensignbus fleet and is seen at Thurrock Services after attending the South East Bus Show on 30 April.

Paul Smith.

EBN661p23

hedingham and chambers

Mark Lloyd

With thanks to Essex-buses yahoo group, J. Podgorski, Robert Appleton & Hedingham buses website.

Vehicles Withdrawn

576	W517 WGH	Volvo B7TL	President	Being cannibalised at CN	
702	T802 RFG	Trident		E Lancs	Withdrawn on expiry of MOT 1 May 19

Significant Allocations

520	KN to CN	5 April	523	KN to CN	12 April
568	SY to CN	2 May	571	SY to HD	early April
870/1/2/3/5/6/7	u to SY		23 to 28 April		

Fleet News

Scania Optare Olympus deckers have been entering service with Chambers during April. 870/7 were the first to arrive, closely followed by 872/3/5 with 871/6 accounted for at the end of the month, as of end of April, 874 was yet to arrive. Pictured below is 870 PN09 ELO on service 754 leaving Colchester Bus Station for Sudbury on 4 May. Nearside tree protection and Go-Ahead yellow mirror fitted. **Daniel Pretty.**



877 was the first reported on Service 84. 877/70 were the first to enter service, with 873/75 spotted at Mardens around 16 April. 872/873/875 were next to arrive and enter service followed by 871/6 arriving at the end of April. 876 was reported at HD on 27 April before arriving at SY. 871 arrived w/c 28 April. 874 as of report date has not yet been reported.

527 LX06 EAK has now had its single door conversion completed, leaving just 528 LX06 EAM to be completed.

Services

During 15 to 16 April the road at Great Tey was closed for roadworks, affecting services 81/82. Services utilised the A1124 route to Wakes Colne before splitting on their conventional routes. Great Tey was allegedly served by catching the 70 service by First – but that would leave a 2-mile walk home!

The Corbeau Seats Rally of Tendring held 26-28 April closed Marine Parade West in Clacton forcing diversions to routes 4/A and X76.

From 25 May, route 7 Brightlingsea to Clacton will have the seasonal service 1 (Clacton – St Osyth) timetable combined into its schedule. Route 7 will have an enhanced timetable on the section Clacton to St Osyth. Between 25 May and September, M-F pm services will be provided during school holidays and there will be Saturday journeys from the old service 1.

Other News

A planned strike by UNITE members on 29 April did not seem to cause any significant disruption. However, Chambers are experiencing driver shortages and services are regularly being cut from their commercial network including on 4 May, two whole diagrams on the 753 and 754 services.



Heddingham 293, AD 200 (EN59 AFJ) climbing North Hill, Colchester on 18 April Thursday only service 84B from Little Horkesley.

Ken Coldwell.

Man Wanted!

We are trying to trace **“I. Whitmarsh, 69 The Broadway, Southall, Middex.”**, who may have participated in Alan Osborne's Eastern National tour on Sunday 27 October 1963. He doesn't seem to be a member of EBEG but could be with the East Kent and Maidstone Group.

Nothing dramatic, he appears to be the copyright holder of two nice pictures of EN1041 later 2010, registration 2834 F, Guy Arab IV L31/32R ex Moore's that David Edwards purchased recently from Transport Museum at Wythall and which we would like to publish, if possible and free! We know that he was still active in 2008 when he co-authored some books on London (courtesy Richard Delahoy).

We think he may be the “Ian” who has some nice pics on the web. Info to The Editor, please.

Fleet

Further news of the batch of former Abellio ADL E200s:

446, YX10 FFC has been withdrawn following incident on Wallasea Island.

443, YX10 FEU has been added to NIBS fleet (and like 444/47/50/51 reported last month is in red & yellow).

This leaves four currently in plain white and for sale/unallocated (YX10 FEH/FFG/FFK/FFN). It is likely at least some of these will be added to fleet (see below).

Acquired

516, Scania N230UD/Optare Olympus PN09 EKT has been acquired ex Go-Ahead London (new 2009 to the Metrobus fleet) via Ensign, converted to single door, and will probably be allocated to Wickford after preparation and repaint.

The company has purchased XHK 234X, numerically the last Bristol VR purchased by Eastern National in 1981 where it was numbered 3129. Both NIBS and Stephensons operated large VR fleets. It is currently at NIBS' Wickford depot receiving mechanical and bodywork attention.

Operations

Haverhill depot (and Bury outstation) went live with contactless (EMV) card acceptance using new Ticketer ticket machines on Monday 29 April.

It has been announced that NIBS buses will acquire the Ensignbus Brentwood local bus network from Monday 17 June. This comprises local services 31 (Brentwood station to Bishops Hall Estate and Pilgrims Hatch) and 81 (Warley-Brentwood-Hutton), together with the 21 between Brentwood and Ongar. No staff will transfer, though four ADL E200 buses from the Ensign fleet will move to NIBS as part of the deal. The peak vehicle requirement is 6 and so it is likely that a further two of the ex Abellio E200s will enter the fleet to cover, directly or indirectly, the shortfall.



Stephensons may be "of Essex" but they have considerable operations in south Suffolk as well and indeed, Haverhill depot has the largest allocation of all the Stephensons' bases. One trunk operation is the hourly Haverhill to Bury St Edmunds 14/15, which calls for deckers for school and college movements, such as Scania N94/East Lancs Omnidekka 631, YN55 NHA, one of 19 former London deckers in the fleet. It is seen on 25 April backing off the stand at Bury Bus Station, having started this journey at 1710 at West Suffolk College. The LED destination blind was working but as so often happens, was not caught by the fast camera shutter speed.

Richard Delahoy.

EBN661p26



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

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

Vehicle on Loan

YP59 OEE, Scania N230UD / Scania, H41/22D, new to London United (SP146) 01/10

From Ensignbus, all red, roller blinds, it had been acquired by Ensignbus from Transdev London in April 2019. First noted in Harlow Bus Station on route 420A on 15 April, with route number in windscreen and number blind and destination blinds turned to black blank. It was seen at Barking on Underground replacement service to Canning Town on both Good Friday (19th) and Easter Sunday (21st). It was seen twice on route 420A on 30th, again with route number in windscreen and route number blind turned to blank, but once with the destination showing "Fulham Broadway" and the other time with it showing "Battersea Bridge South Side"! (This bus is pictured on p3 of this issue).

Other Vehicle News

Scania OmniCity YN04 GMV, the one in West Yorkshire NBC livery, has gained a super rear ad for 88 Vape.

LODGE'S

Andrew Mead with thanks to Andrew Lodge.

Vehicle Sold

K738 ODL. Leyland Olympian / Northern Counties. Sold April 2019 to Big Red Bus Company in L. A., USA
Will be painted red before its 5-week journey from Southampton Docks.



K738 ODL is seen at Lodges Coaches garage on 16 April, being prepared for its long journey "across The Pond".

Andrew Mead.



Between July 2011 and January 2014 First Essex acquired five Volvo B10BLE / Wright Renowns in the 661xx number series from First Eastern Counties which had been new to First Provincial in March 2000; 66165/8/9/77/9. The last numerically, 66179, remains in stock as a driver trainer and is seen here at Westway on 6 February this year. It was acquired in July 2011, converted to a trainer in May 2016 and received this livery in July 2017. The other trainer to its left is 62242.

Adam Kelleher.



Dart NA52 AMF still wears its green livery from its Western Greyhound days through subsequent operators First and Regal to A2B of Cambridge. Seen at Drummer Street on 18 April displaying destination as 'Toot Toot, here comes Tony!!'

Owen Woodliffe.



On rail replacement duty at Southend Victoria station on 20 April 2019 before departure to Shenfield are two SBC of Leigh Scania / Irizar's FA08 ENG and YP12 NRN with Ensign Volvo / East Lancs 122 (PL08 YMA). **Andrew Mead.**

Letters Overflow!

Alan Tebbit, our man in Cornwall!

I was interested in the article in EBN660, about F. C. Moores' Viceroy bus service. I recall that during 1969 Viceroy found themselves in a dilemma. The receipts from the service were falling well short of the running costs, and they were forced to surrender the service. As the local nationalised operator, Eastern National were obliged to provide immediate cover. Consequently, Chelmsford based OMO driver Joe Schacht was seconded to Dunmow outstation, the Dons' coach depot at Parsonage Downs. One of the dual-purpose MW5Gs, of the 125x EV batch was utilised. The Viceroy timetable was used, and, I believe, their faretables also. The regular Dunmow crews would change buses with Joe at the end of his duty, in order for the saloon to be refuelled at CF. Joe told me that in its last week of operation, Viceroy received about £19 takings over 6 days, whilst he collected £9 on his first day, which would suggest that the drivers were supplementing their wages, or regular passengers were travelling at "mates-rates".

As soon as possible the company applied for an extension to service 33 Chelmsford to Dunmow (Church End), to include the ex-Viceroy service, using CFs newest vehicles RELL6Gs 1515/6 (FWC 438/9H). This meant that the outstation crews, who had worked only services 33 and 52, Chelmsford and Pleshey, now found themselves working a couple of rounders of busy Chelmsford town service 43, Broomfield (Angel), and Oxney Green, on their early shift, although their late shift was unchanged, there being no late evening service between Dunmow and Saffron Walden. With the introduction of tendering services by Essex County Council, Viceroy regained their old route, and service 33 was diverted at Dunmow to Bishops Stortford via Stansted Airport.

Jonathan Cush from Braintree

I just wanted to send you a note and a few pics related to a trip I made to the Detling rally in Kent on Saturday 6 April. **Eds note**, regret insufficient space to publish more than a sample in this issue but the traveller's tale is great!

This was my first visit to the Detling rally; having become established for the past few years it was now on my 'to do' list rally-wise and I had opportunity to get along this year. I opted to let public transport take the strain courtesy of the train to Stratford then Southeastern's High-Speed service from Stratford International to Ebbsfleet International and an Arriva £7.50 'South East Day' ticket from there. This involved route 483 down the road into Bluewater, 700 to Chatham, 101 to Maidstone and 333 to the showground. I must admit I nearly didn't end up going as the day had started overcast (but at least dry) but turned progressively more damp - and cold - the closer I got, but I persevered. It was quite a brisk walk around the outdoor areas of the rally site though!

Anyway, although predominantly geared towards the local Kent area, the rally produced an impressive array of Arriva's Kent Thameside and Kent & Surrey fleets. This included one of the route 133 Streetlites (4323) which I've grown used to seeing around the local area here in Braintree but not on display in Kent! I saw one of the same batch (4331) now on Northfleet routes 480/490 for comparison. Arriva Southend E400MMC 6501 was also on display. I also took an image of now-preserved Dart S731 TWC which I must admit I hadn't seen before in its latest guise in Eastern National livery, but a check of the web tells me that this was done as long ago as 2017!

EBN661p29

Vice at Viceroy!

My Bus Ride to Detling.

Other Operators.

Roger A. Smith.

With thanks to the PSV Circle.

Acme Bus, Molehill Green

Plaxton C57F bodied Dennis Javelins, registrations F882 RFP and F883 RFP have gone from here.

Barker, Royden

T403 OWA, a Scania L941B with Iriza C49FT body, is here from Welham Travel, Welwyn Garden City, Hertfordshire. Also recently arrived here is V66 SUN (originally SF56 TXL), a CH67/20CT bodied Neoplan formerly with Collier, Earith, Cambs. Meanwhile, RHZ 4535 (ex. M134 UWY) has gone from here.

Kelley's Travel, Nazeing

XII 7902, a Setra S250 C48FT has gone from here after reverting to its original registration of T117 SOA.

Peter Godward, Basildon

AV02 SNN, a Van Hool bodied DAF SB4000, recently acquired from Jackson, Bicknacre (see last month's EBN) has been re-registered as T99 PGC.

New Horizon, Frating

Former Go-South Coast Wright B40F bodied Volvo B7RLE, registration HF54 HHD is now here whilst W864 AAY, a Volvo B10M with Jonkheere C51FT body has gone to Stainthorpe, Skelton, Cleveland.

Simmonds & Griffin, Abridge

BU15 ZAK, a Plaxton C49FT bodied Volvo B10M is now with Nicholls, Wickford.

Truck & Bus (Coachstop), Rettendon

Plaxton bodied Dennis Dart (B30D), registration RX51 FGM, formerly fleet number 8437 in the Abellio, London fleet, is now here.



An operator that rarely features in EBN is Cooks Coaches of Westcliff. They continue to offer a varied programme of day trips and holidays, with **Richard Delahoy** spotting SV08 HVG parked at Southwold Pier on the Suffolk coast on 23 April. The blue-liveried coach is a Bova Magiq that was new to Maynes Coaches of Buckie (northern Scotland) in 2008 as M17 YNE. It passed to Cooks in 2010 and was re-registered then to its current mark. Richard knows Maynes very well through their membership of the Guild of British Coach Operators (Richard has been the Guild's administrator for the past 17 years) but didn't realise the connection until he researched the coach's history a few days later!

EBN661p30

Letters

Pete Renaut from Poole

AJN 825

The picture of AJN 825 was taken in London Road at the stop before Tarpot's Corner. It is opposite the former Glanfield's shirt factory which is now blocks of flats. The bus stop was a request one.

I was born 69 years ago in Church Road that runs parallel to London Road behind the factory.

Eds note Pete suggests a look at the Benfleet History website at: <https://www.benfleethistory.org.uk/content/browse-articles/>

It is rather good and includes some interesting transport pictures.

Terry Chalis from Poulton-le-Fylde

More on AJN 825

Thank you for EBN 660 and the photos of AJN 825 especially the one on the back cover showing the rear of AJN 825.

This led me to wonder whether there are any photos of the AJN batch as they were originally? I believe that they were delivered with folding canvas roves. This is the reason why the AJN batch of pre-war K5Gs. had narrow upstairs rear windows compared to the JN, AHJ and BHJ batches of K5Gs. The canvas roves used to fold into 'cavity' above the rear upstairs window.

I cannot remember the rear destination boxes being used after the war and eventually they were removed and replaced with a plain panel. With regard to the photo on page 29, I think that the location is the last stop on the London Road before Tarpots coming from the Southend direction. The modern building on the left hand-hand side of the photo was (is?) a clothing factory called (I think) Glenfields.

The INVACAR factory was also nearby. I imagine AJN 825 was working a Market Day relief on the 2, 2A or 2B routes. If so, it would have been on a Wednesday or a Saturday, which were/are Market Days at Pitsea, which is the place of my birth!

Robin Jenkinson from Rickingham Superior

Recalling Viceroy

Thanks for putting my AJN story in EBN660. Every time I read the latest edition, some memories are stirred!

I was particularly interested to read Nigel Turner's story about Viceroy of Saffron Walden. I never knew of the farming connection. Alan Osborne has a fantastic collection of timetables. The one published does not say where the Dunmow terminus was, but I do remember photographing one of their vehicles waiting at the railway station in Dunmow.

Vehicle-wise, Viceroy had an absolutely fascinating fleet and when a vehicle was withdrawn, it was parked in a nearby field and you could almost write a fleet history by walking around there! Sadly, the older ones were beginning to rot away. I got to know Viceroy in the early '60s when they were still running a rare Seddon and two superb AEC Regal III, all three with even rarer Watson bodywork built at Lowestoft. They also ran a Tilling-Stevens with a Dufield body and a fine AEC Regal IV with a Trans United body, all of these bought new. In addition, they had a couple of pre-war Leyland double-deckers and a very rare pre-war AEC 1 ½ decker coach.

However, to my mind, their prize vehicle was a pre-war Tilling Stevens with an extremely luxurious 1930s stylised coach body. This has a Watson body and being 'special' was stored in a shed. It cried out to be preserved, there are very few surviving examples of 1930s coach design. Unfortunately, Mr Moore had been upset by someone pinching the badges off the buses in his field and he was not very keen on bus enthusiasts.

However, myself and a friend went to his garage one morning and nervously asked if we could have a word. He told us that he was busy and would have to wait, so we waited all day outside his garage and when he was about to go home at 6 o'clock he spotted us and said "Good gracious, are you still here?". He told us that he admired our tenacity and invited us in. We enthused about the Tilling Stevens and he told us that he had no plans to sell it but took my name and address and promised to let me have first refusal if he did decide to part with it. Unfortunately, I again had bad luck as I had when I tried to preserve AJN. Mr Moore died without telling anyone about his promise and, sadly, it went abroad to a Dutch bus museum.

Eds note, Robin has provided three evocative pictures of Viceroy to illustrate his memories. These are shown on p13 of this issue.

David Edwards from Colchester

Martin Weyell Queries.

In answer to the queries posed by Martin Weyell re the Vintage Roadscene magazine, I comment as follows:

LS DP VNO 870 is seen approaching Chelmsford on the old A12 at Three Mile Hill with Hylands Park in the background.

Bedford/Beadle NVX 526 is at Shenfield Green Dragon junction travelling towards Brentwood the photo was taken facing the opposite way to the picture above of KSW VNO 855 which is at the same place travelling towards Chelmsford.

Moore's Guy GYL 984 is pictured on the old A12 approaching what was Springfield White Hart, the lovely building on the right, which if I remember from my childhood had a green tiled roof, was demolished (as has been The White Hart now), to build a petrol station which is now where a BMW car dealership stands, the small road in the background on the right is Fordson Road, and to the left of the photo (out of shot) is where the large Sainsbury's store is now sited.

Note how in all the captions the EN fleet numbers are referred to the wrong way around, ie 164 was later 4012, should say previously.

Hope this is of interest to the group members.



"I continue to enjoy EBN and well done in producing an interesting magazine. I have just returned from six days in Las Vegas. I managed to re-discover 20 PVX, the ex-Moore via ENOC Massey-bodied Guy Arab. This bus has not been used for many years and is in the same area as when I saw it back in 2008."

Paul Bateson, Canada, Editor, British Buses Abroad.

Congratulations to "Cheeky" Charlie Brown.

Roger A. Smith.

Former bus engineer Charlie Brown has reached his milestone 100th birthday. Charlie was born on 4 April 1919 in Great Waltham. He enjoyed a long career as a bus engineer. Charlie puts down his longevity to having a lovely family and great company and being cheeky! He lives at Prince Edward, Duke of Kent Court, Stisted. Congratulations Charlie. Methinks members would like a bit more information! **Ed.**

Eastern National to Mill Green.

Dagenham based member Don Harrison asked whether we know anything about Eastern National service 48 (Chelmsford - Mill Green) which he recalled operated in the late '50s and 60s.

Alan Osborne kindly looked through his magnificent timetable collection and responded:

Do not have a specific date for the start of the 48 but it is in the September 1930 EN timetable with 6 journeys a day on WSSu, summer only. It was suspended during the war but reappeared in 1946 with 4 journeys WSSu summer.

The final timetable in 1960 shows 3 journeys WSu and 2 on S running from 6 July until 31 August which was the last day of operation. Seemed to be a school holidays only service which declined in popularity which necessitate withdrawal.

Your Editor recalls a surprisingly extensive service to Mill Beach operated by Osborne's of Tollesbury (no relation to Alan!) with a number of "shorts from Maldon to Mill Beach on a timetable that seemed to have remained unchanged for decades but now, sadly withdrawn.

Now, of course, if you have additional information ...!

Target Dates for EBN662 (June 2019).

Before ...	Saturday	1 June 2019	Reports to Sub-Editors.
Before ---	Friday	7 June 2019	Sub-Editor drafts to Editor.
On or before	Monday	17 June 2019	Dispatch by Printers.

EBN661p32



A Day In Clacton - With Paul Smith.

upper picture

On 24 April, the Brexit Party held a rally in Clacton, here is Ensignbus 392 MBF in the colours of the new party leaving Pier Gap.



Centre picture

Seen on Clacton Promenade, departing for Holland-On-Sea is E454 KDL, a Dotto Train which guessing by the registration came from the Isle Of Wight.



Lower picture

EN65 URO
Not an Essex bus but with an Essex number, this Mercedes Sprinter van was waiting to be exported to Northern Cyprus where it will be converted into a minibus.

All pictures by
Paul Smith.

A Busy Day in Harwich.

On 8 April the cruise ship "Costa Mediterranea" docked at Harwich International (Parkeston Quay) for twelve hours. The Harwich Society and other organisations opened various attractions in Harwich, such as the High Lighthouse, so that the cruise ship passengers could explore the maritime history of Harwich. Shuttle services between Harwich International and Harwich Town were provided by Kings Tours and New Horizon Travel.

Top picture

Kings Coaches KC14 ABC Van Hool TX16 Alicron had dropped cruise ship passengers off at the High Lighthouse in Harwich.

Centre Picture

New Horizon Travel BX55 XLW Volvo B7TL/Wright Eclipse Gemini leaving Harwich Town railway station.

Bottom Picture

Panther Travel operated a shuttle service from Harwich International to Dovercourt and Harwich Town for the crew of the cruise ship. Photo attached of DC02 PAN (VU02 TTZ) Dennis Dart SLF/Plaxton Pointer leaving Harwich Town railway station driven by EBEG member Stephen Barham.

Text and pictures by

Robert Appleton.

www.essexbus.org.uk



[**fb.me/essexbus**](https://fb.me/essexbus)

