

Essex Bus News

No. 643; NOVEMBER 2017



Essex Bus Enthusiasts Group

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<<< Upper picture

Volvo B7/East Lancs Vyking PJ02 PZF has returned south after its time with Go North East as its 3979. New to London General as its EVL48, EOS were using it in all-over red colour on their 86 route on 2 November.

Owen Woodliffe.



We don't often see the Stagecoach livery in these parts! Trustybus Harlow YN05 WKC at Two Brewers, Ongar 18/10/17 on route 420, still in Stagecoach livery, 2005 Scania L94UB/Wright Solar B43F ex Stagecoach Merseyside 28546 (originally First PMT 65734). As previously reported in EBN, there are to be seven of these vehicles to replace the Volvo/Wright Renowns.

Robert Downton.

Front Cover Picture.

For one week only! First Eastern Counties high-spec Alexander Dennis Enviro400 33808 (YX63 LJ0) seen at Chelmsford on its first morning on service X30, heading for Southend. The bus is in extremely good condition, looking inside and out like a new bus. The bus has high-backed seats in the upper saloon (like Stagecoach Gold) but the lower saloon is as per E200 MMCs on X30, i.e. bus seats with slightly higher backs and trimmed in leather (rather than e-Leather as standard). See First report on EBN643p14 for more information.

John G. Lidstone.

EBN643fc

Essex Bus News 643

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November 2017

Welcome to new members:

Jason Kenna	of Westcliff on Sea	1121
David Moth	of Braintree	1122
Sean Menzies	of Brentwood	1123

Essex Bus News is the "house magazine" of the

Essex Bus Enthusiasts Group.

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

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

Subscriptions held for another year

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

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

Data Protection Act

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

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Reports and observations

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

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

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

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

MID-ESSEX MEETINGS by Maurice Austin.

Quaker Meeting House, corner of Parkway and Rainsford Road, Chelmsford, less than 10 minutes walk from the Bus and Rail stations; continue along Duke Street past Civic Centre and cross to far side of Parkway. There is a small car park on site, other public ones nearby. Tea and coffee making facilities. For those who need other refreshment, there are plenty of excellent pubs and eating establishments nearby. Members and guests welcome. £2.00 donation towards cost of room hire, please. Doors open at 1915 for an informal chat and often impromptu slide show, with the main talk or show from 1945 to 2145.

Thursday 23 November David Harman Setright ticket machine, history and audience participation.

Thursday 21 December Richard Delahoy Slide show "Twenty Years Ago" and mince pies!

Thursday 25 January 2018 Martin Weyell Colour slides from the John Boylett collection.

Also 25 January, 22 February, 22 March, 26 April, 24 May, 28 June, 26 July, 27 September, 25 October, 22 November, 13 December.

NORTH ESSEX MEETINGS by Dave Arnold.

Downstairs room at the Friends Meeting House, Church Street, Colchester, just south of "Jumbo" (the water tower) and behind the Mercury Theatre. Town centre bus stops and parking are nearby. Doors open at 1915 for informal chat, and often an impromptu slide show, with the main talk or show from 1945 to 2145. £2.00* donation towards room hire, please. Slides/digital photos are preferred, but prints can also be shown. Members and guests welcome.

Friday 8 December Gary Sharpe The North East.

Friday 12 January 2018 Fred Lawrance Illustrated talk 'My time at Crossley Motors'.

Friday 9 February 2018 Tony Melia

Friday 9 March 2018 Alan Osborne

Friday 13 April 2018 Owen Woodliffe

) * The donation
) towards room hire
) will be £3
) from January.

Also for 2018: 11 May, 8 June, 13 July, 10 August, 14 September, 12 October, 9 November, 14 December.

A Blast From The Past Paul Harvey.



Former Eastern National 2931 Bristol FL6LX ECW AVX973G seen with Colemans of Levington during 1983. **Paul Harvey.**

EBN643p2

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

EVENTS

Saturday 18 November

Enfield Transport Bazaar. St Pauls Centre, Enfield.

Saturday 2 December

Ensignbus Vintage Bus Running Day.

Sunday 3 December

Christmas Cracker. Ipswich Transport Museum.

Saturday 30 December

20 years of Nu-Venture. Rochester Coach Park.

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.

Membership renewals – a reminder – Richard Delahoy.

Many thanks to all the members who responded so quickly to the renewal notice in last month's magazine! Around half the total membership have already renewed, but if you've not done so yet, it's not too late. You can still renew in one of four ways:

- 1) Return the slip enclosed in last month's EBN with your payment by cheque or postal order for £21 payable to EBEG (address on page 1);
- 2) Pay by direct bank transfer (BACS) to Santander a/c 09-06-66, 42118196, £21 – please quote your full name as a reference;
- 3) Pay £21.90 by PayPal (the extra 90p is to cover the fee that PayPal deducts) to admin@signal-training.com;
- 4) Pay in cash at one of our meetings.

To clarify option 2, payments direct to our bank account can only be done by on-line/mobile banking as a BACS payment, you cannot go into a Santander branch and pay over the counter or by machine in a branch. Apologies to the two members who were frustrated by this.

Back copies of news-sheets and magazines – Richard Delahoy.

From the collection of our late member Lyn Watson, we have a complete set of news-sheets/Essex Bus News from 1964 to the end of 2012, most issues from 2013, all of 2014 and some from 2015/16. These are mostly hole punched and stored in lever arch files. There is only one copy of each. They are available free to the first member who wants them, either as year sets or (preferably) as a run of years or indeed, the entire lot. Collection will need to be arranged from Southend on Sea or postage costs covered.

If you are interested, please contact Richard Delahoy either by e-mail to richard.delahoy@blueyonder.co.uk or by writing (with an SAE) to 272 Shoebury Road, Southend on Sea, SS1 3TT.

On The Circuit!



Seen at the Irizar idrive event held at Rockingham Motor Speedway Circuit in August is AC17 PGC, this i6 is the 300th Integral Irizar delivered to the UK. **Paul Smith.**

EBN643p3

Eastern National Fords - further recollections of a former Chelmsford Busman.

Alan Tebbit BEM including additional research by Chris Stewart.

The Eastern National company was never really associated with Ford buses and coaches. There were a few Model Ts taken over in the early National days, but the first purchased new were the 1976 R1014 Duple bodied 43-seat buses, 1000-4, allocated to Stortford depot (BS). Then in the 80s the Transits turned up; how can I bring myself to refer to them as buses? But how many of our readers know that Chelmsford depot operated two Thames Traders in 1969/70? The pair were Duple Yeoman bodied 37-seaters 533/5 CYU. They were owned by Timpsons of Catford, who had just come into the NBC fold. Timpson's was independent until 30 May 1945, when (after the death of Alexander Timpson) control passed to the BET Group (60%) and Tillings (40%). Hence in 1969 it came into the NBC fold.

Timpsons had a contract with the Ford Motor Company, providing transport from their research centre at Dunton, and the Head Office at Warley, to Stansted Airport. This was in connection with charter flights, operated by Gulfair, to Cologne, where Fordworke A.G. had a factory. There was a daily transfer of staff between England and Germany. We also carried internal mail. Naturally, the contract called for Ford vehicles. When Timpsons became part of NBC, the job was transferred to the nearest NBC operator to eliminate dead mileage. The obvious depot was Basildon, but it was experiencing severe staff shortages, so CF took it on. Initially, volunteers were called for, and Cyril Hornett, Les (Dicky) Bird, Derek Clements and myself got the job. We soon reduced the mileage a bit more. Timpsons had operated from Ongar, via North Weald, Old Harlow, the old A11 to Bishops Stortford, the A120 to Takeley, whereas our local knowledge took us via Fyfield, White Roding, through the lanes to Hatfield Broad Oak, joining the A120 at Takeley, Four Ashes. The entrance to the airport was via a country lane, and the terminal consisted of two ex RAF Nissan huts.

Both buses were required on Mondays to Thursdays, the first departure at 0415, the latest returning at midnight. On Fridays only one bus was required, and the spare became the regular performer on a crew operated Friday only operation. This was the 0915 service 50 to Terling returning as a 314 via Little Waltham. The Ford did the 1300 314, and back from Terling as a 50B. Quite a change for crews used to Bristol/ECW products.



Picture Timpsons of Catford, London SE1, 535 CYU, one of six 1961 Ford Thames Trader with Duple 'Yeoman' C41F coachwork, seen at Victoria Coach Station on Saturday 30 July 1966.

Alan Snatt, also thanks to David Lang of website sct61.

Derek and I were young bachelors, whilst the other two drivers were married men, nearing retirement, so when work was found for the Fords at weekends, the young lads found themselves on express work, usually through the single tunnel at Dartford, to Kent and Sussex resorts. The Traders were totally different to anything else at CF, very light to handle, and we soon discovered that they would do over 85mph. I recall breaking down with one, in Kings Road, Brentwood, when the throttle linkage broke. BD depot brought me out an MW coach, and I was delighted to hear a German Ford employee state that it was better than the usual rubbish! The engine was alongside the driver, with the gear-lever coming out from the rear, and bent to come within easy reach. On one occasion a gear lever snapped, and the black hand gang at CF welded a standard FLF gearstick to the stump. To change gear holding the top of the lever meant standing up when it was back, and leaning over the steering wheel when it was forward.

On one occasion I was on the 0415 shift. There was no sign of the coach, and the spare was buried behind several other buses. Output were reluctant to give me an MW dp, as they would be short of buses. Suddenly, we heard a Ford engine, and Derek came racing in. It transpired that he had only one passenger on the late run, a pretty Gulfair hostess. She invited him to her bedsit for "coffee", and by the time he left, the battery was flat. All her neighbours were awoken to help push start the bus.

It was fun while it lasted, but when the loadings dropped off, Ford did it themselves with Transit 12-seaters.



One of the buses Alan was rude about, Eastern National 1000 Ford R1014 Duple MAR 775P seen during 1980 operating service 317 at Bishop Stortford. **Paul Harvey.**

Timpson's by Chris Stewart.

Timpson's traced its origins back to 1896, growing rapidly with the development of both bus and coach operations to a maximum fleet of 250 vehicles in 1931. Sale of Grey Cars (Torquay) to Devon General in 1932 and bus operations in Hastings to East Kent and Maidstone & District in 1934 reduced the fleet but it still comprised 107 vehicles in 1967, mostly AEC Reliances with bodwork by Weymann, Harrington, Plaxton and Duple. The exceptions were 4 Commer TS3/Beadles, 1 Bedford J2SZ10 and 16 Ford Thames 570E/Duple (XLT 521-4, 525-30 BGW and 532-6 CYU). Of these, 535 CYU (one of the pair which feature in Alan's article and were operated by Eastern National) was by chance the subject of Alan Snatt's photograph shown on the previous page.

In 1967 Timpson's had garages in East Ham, Catford, Crayford, Croydon and Ramsgate. Since 1945, following the death of Alexander Timpson during World War II, the company had been owned 60% by the BET Group and 40% by Tillings. Following the acquisition of BET's bus interests by the state, Timpson's became part of the National Bus Company on 1 January 1969 and, with Samuelson's and Tillings, went on to form National Travel (South East) on 1 January 1974.

Other Timpson's photographs, including one or two in colour taken at Wash Lane, (Clacton) are to be found on the ever-expanding www.sct61.org.uk website.

Fordair - Chris Stewart.

Here is the Fordair coach/air timetable for 1998, which was copied down from one held a Ford employee. By then, if memory serves right, operated by Swallow Coaches of Rainham on behalf of Ford; the principal purpose was to enable visits by Essex-based Ford staff to the German plant near Cologne using Ford's own airline facilities on the perimeter of Stansted. Trafford House in Basildon no longer houses Ford and the vast Aveley (Radiator plant) has been demolished, but Dagenham hangs on - a shadow of its former self - and both Dunton and Warley are still important Ford locations. In earlier years a Ford R series coach was sometimes to be seen at Warley, probably operating the service 'in house' during the years that Fords built their own coach chassis - can anyone supply photographs or details?

Fordair	3.8.98 to	23.10.98			
			A		Feeders from Dagenham/Aveley arr. Warley 15.30
Trafford House	05.15	06.15	15.00		
Dunton	05.30	06.30	15.15		
Warley	05.50	06.50	15.35		
Stansted	06.30	07.30	16.15		
Flight departs	07.00	08.15	17.00		
Stansted	07.45	16.30	17.45	19.45	
Warley	08.25	17.10	18.25	20.25	
Dunton	08.45	17.30	18.45	20.45	
Trafford House	09.00	17.45	19.00	21.00	
	B				B – service to Aveley and Dagenham dep Warley 08.30



Not a Ford - First Essex TransBus Dart - 42484 (SN03 WLW), caught at Eastwood (from 338081) on 9 October.
John G. Lidstone.

SCT Memories - The 1967 Bus Strike: Part One, by Paul Bateson.

The "famous" Southend bus strike took place 50 years ago. This article, adapted from notes prepared by Derrick Giles, the Traffic Superintendent, recalls the events that resulted in the 40-day strike and how Southend Corporation Transport reacted.

In October 1967, following the breakdown of the National Joint Industrial Council for the Road Passenger Transport Industry, the Transport and General Workers' Union gave orders to municipal busmen:

- (a) To ban standing passengers
- (b) To ban voluntary overtime
- (c) Not to co-operate in the further implementation or extension of one-man operation.

Most Southend Corporation Transport (SCT) staff acted upon these instructions from Friday 3 November 1967. As the action was taken nearly three weeks after it was first recommended management was prepared.

Services 16 and 17, which usually required five vehicles throughout the day on Mondays to Saturdays, ceased to be operated by the Corporation. Super Coaches, Upminster took over operation of Service 17 (Temple Sutton – Eastwood, Woodcutters Arms) and operated the full timetabled service, which required three vehicles daily. On the first day, the service was worked by single-deck buses, two Leylands and a Ford. Later, coaches and ex-London Transport and Eastern National double-deckers were operated. SCT Setright speed machines were used to issue tickets from green Bell Punch stock rolls. Destination blinds were also ready.



Picture Super Coaches 441 (HUH 15) was a former Western Welsh Leyland Tiger Cub with Weymann bodywork. It was operating route 17 at the Cliffs Pavilion, Westcliff on 12 November 1967.

Paul Bateson

Coaches were hired for school contracts. On the first day, these were supplied by Channel Airways, Westcliff (1); Victoria, Leigh-on-Sea (2); Cook, Westcliff (1); and Reliance, Benfleet (1). This enabled full services to be maintained elsewhere and it was found possible to reinstate certain peak time journeys on Service 16.

The hire of vehicles for stage work did not meet the approval of the road staff and from Tuesday 7 November 1967 all but a very few came out on strike. Eastern National's Southend garage supported the action by the SCT crews and came out on strike as well, although Hadleigh and Canvey garages began in the morning by operating without entering the centre of Southend. The strike soon spread to these garages and others turned short at the co-ordination area boundary (Rettendon, Turnpike Corner; Rawreth, Carpenters Arms and Tarpots Corner.

The strike, which was later recognised as official by the Union, did not mean that Southend was without buses. SCT immediately began operating emergency timetables on services 1, 3, 4A, 4B, 7 (Southend – Rayleigh), 7A, 8 (Southend – Hockley), 18, 23 and 29.

The only front-entrance double-deckers in the fleet, ten Albion Lowlanders numbered 323 to 332, had a panel behind the driver's cab removed and were one-man operated by the few drivers working, Inspectors and Office Staff. The latter included me!

A poster reading:

PLEASE PAY DRIVER
WINDOW BEHIND CAB
THERE IS NOT TIME TO
GIVE CHANGE OR TICKETS

was displayed. Vehicles were immediately hired from independent bus and

coach operators. At first a Conductor was generally provided for these vehicles but later certain hired coaches were one-man operated.



Albion Lowlander 326 displayed the Please Pay Driver poster whilst on route 3 at Benfleet Station on 11 November 1967. **Paul Bateson.**
EBN643p8

Throughout the strike, which lasted for 40 days, services were increased as further vehicles became available. Limited services were operated on Sundays and evenings on Mondays to Saturdays throughout the strike on Services 3 (Southend – Canvey); 4B (extended to Great Wakering) and 7 (Southend – Ashingdon). Otherwise services operated generally between about 6:00 a.m. and 6:30 p.m. (0600 – 1830) on weekdays only. The X90 operated normally on Sundays.

Individual letters appeared in each window of the garage that spelt VOLUNTEER BUSMEN ACCEPTED and the Corporation took on many part-time staff and continued to engage full-time staff. This enabled more and more Corporation vehicles to be operated and by the end of the strike about 25 such vehicles operated at peak-times giving a total of about 50 vehicles running under Corporation control. Something like two-thirds of the normal takings were by then being paid in, amounting to well over £1,000 a day on weekdays.

One of my favourite memories of the strike was the comment from Peter Newman, at that time the owner of Super Coaches and now well known as Chairman of Ensign Bus. "There is nothing wrong in being called a "Scab", he told me. In response to my puzzled look, he quickly replied, "Scab stands for *Southend Corporation Auxiliary Busmen!*" This has stuck with me ever since!

Buses were eventually introduced on the following routes:

16 Nov 1967	6 (Southend, Central Station – Southchurch, Newington Avenue
20 Nov 1967	21, 22/22A, 23A (All M-F peak periods only)
22 Nov 1967	8 (Extended from Hockley to Rayleigh)
25 Nov 1967	6A (Southend, Victoria Circus – Eastwood) & 7 (Full route, Shoeburyness – Rayleigh)
30 Nov 1967	16A (Evening M-F peak only)
6 Dec 1967	25A (Evening peak only)

Duplication was also provided on Super's service (17) between Southend and Temple Sutton from 13 December 1967.

Duplicated timetables were displayed throughout the town and distributed to the public. Eleven Monday to Saturday and one Sunday edition were necessary as the timetables were increased in accordance with the availability of vehicles and staff. The emergency timetables generally worked well and relief buses were introduced where delays and overcrowding took place. Attempts to prevent the special services from operating were to no avail, although the firing of shots at Corporation buses, especially on Canvey Island (Service 3), provided an unusual hazard.



picture This Strachan-bodied Ford R192 was used by Super Coaches on Service 17. It was pictured at Temple Sutton on 12 November 1967.
Paul Bateson.

This story concludes in the next issue.

Service Revisions

by Paul Harvey.

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

Highlights/Lowlights of the Period:

**More cut backs at Regal; Stansted Citylink ceases Stansted Airport services
Ensign special running day and late night Christmas shopping journeys.**

12 October 17

- 24** Aveley to Palmers College (Coll) Ensign Bus – afternoon journey on this day only to depart at 1350.
26 Corbets Tey to Palmers College (Coll) Ensign Bus – afternoon journey on this day only to depart at 1350.

14 October 17

- 150** Becontree to Chigwell Row (D) Arriva London – revised timetable to include school journeys.

28 October 17

- 767** London Kings Cross/St Pancras to Stansted Airport (D) Stansted Citylink – service ceased operation.

29 October 17

- 575** Harlow to Romford (M-S) Go Ahead London – Saturday service withdrawn.

6 November 17

- 4** Stanway to The Hyde (M-F) Arriva Colchester – minor revision to route through Stanway.

8 November 17

- 21** Tilbury Amazon to Lakeside (D) Ensign Bus – revision to timetable.
24 Tilbury Amazon to Laindon (D) Ensign Bus – revision to timetable.



Temporary Ensignbus Volvo B7TL / Wright Gemini 920 (LB02 YXD) in Thames Drive, Leigh-on-sea on 8 July with engineer at the wheel, en-route to assisting a Trident with a fault at Chalkwell. Unusually, white 920/1 do not carry Ensignbus fleet names.

John G. Lidstone.

EBN643p10

13 November 17

Z5

Tilbury Amazon to Purfleet (D) Ensign Bus – new service.

381

Harlow to Coopersale (M-S) ECC Community Link –
first journey in each direction to operate 10 minutes earlier on Monday to Fridays.

19 November 17

X10

Basildon to Stansted Airport (D) First Essex –
the 1730 & 1830 journeys from Stansted Airport to operate at 1735 & 1835.

20 November 17

66/A

Lakeside to Chadwell St Mary (M-S) Ensign Bus –
journeys that serve Tilbury Amazon officially numbered 66A with the 1403 from Lakeside extended from Gateway
Academy to Chadwell St Mary and the 1452 from Gateway Academy to commence from Chadwell St Mary at 1445.

26 November 17

Chelmsford Park & Ride

Sandon to Chelmer Valley (M-S) First Essex –
introduction of Sunday service for Christmas shopping on 26 November, 3, 10 & 17 December only.
First journey from Sandon on Monday to Friday at 0640 to depart at 0641.

2 December 17

X21

Upminster to Ongar (First Sat in December) Ensign Bus – revised timetable for this vintage service.

X55

Upminster to Gravesend (First Sat in December) Ensign Bus – revised timetable for this vintage service.

X81H

Grays to Shenfield Station (First Sat in December) Ensign Bus –
revised timetable for this vintage service with journeys extended from Grays to Tilbury Ferry.



First Essex 67161 Alexander Denis Enviro 200 MMC, when almost brand new on a gloomy Monday 21 November 2016 at 1042 hours at Chelmsford Bus Station.

Maurice Austin.



Service Revisions by Paul Harvey, concluded.

11 December 17

- 9/9A** Harlow to Potter Street (M-S) Arriva Harlow – revised timetable with service extended to Epping.
22X Lakeside to Purfleet (M-F) Ensign Bus – additional journeys from Lakeside at 2335 & 0035 introduced for the Christmas period until 29 December 17.
73/A Lakeside to Tilbury (D) Ensign Bus – additional journey from Lakeside at 0045 introduced for the Christmas period on Monday to Fridays until 29 December 17.

24 December 17

- 3 group** Chelmsford to Southend (M-S) Regal Busways – service withdrawn.

26 December 17

- 1 group** Chelmsford to Canvey Island (M-F) Regal Busways – service withdrawn.
B2 Southchurch to Basildon (M-F) Regal Busways – service withdrawn.
71/72 Stondon Massey to Warley (M-S) Regal Busways – contract service withdrawn.
322 Old Harlow to Saffron Walden (Sch) Regal Busways – contract service withdrawn.

27 December 17

- 71/71C/72** Stondon Massey to Brentwood (M-S) Stephensons of Essex – new contract service replacing Regal Busways to slightly revised timetable.

2 January 18

- 418** Harlow to Loughton (M-S) Trustybus – daytime service between Harlow & Epping withdrawn, no change to evening contract service 418B.
419 Harlow to Epping (D) Trustybus – revised timetable.
420 Harlow to Ongar (M-S) Trustybus – revised timetable.
424 Harlow to Hertford (M-F) Trustybus – revised timetable.



Trustybus Harlow YN53 RXH at Two Brewers Ongar 18/10/17. 2003 Scania N94/B37D ex Go-Ahead Metrobus 516 with YN05 WKC behind. The two liveries made for an unusual picture. The last time a Stagecoach related bus operated through Ongar was in 1989 after Stagecoach had taken over East Midland who were running services in Brentwood/Ongar area as East Midland Frontrunner.

Robert Downton.

EBN643p12

ONO 59 — Preservation Progress

Richard Delahoy.

At the open day at the Lincolnshire Vintage Vehicle Society's Museum on 5 November we were able to see the considerable progress on the restoration of the former Eastern National Bristol K5G, ONO 59.

Withdrawn from EN service in 1966, it was converted to a mobile caravan for a world tour in 1967 and then passed to the LVVS, who initially rallied it as a support vehicle in a light blue/maroon livery as seen in this shot on Madeira Drive in Brighton for the HCVS run on 5 May 1974.

The painstaking work by the Museum will see ONO returned to mid/late 1950's condition as Clacton allocated 1327, with a launch planned for the next open day on 1 April 2018 (Easter Sunday), complete with original CN blind supplied by David Grimmett.



You don't often see a lowbridge decker looking like this!



Plenty of new timber evident as the front destination box is rebuilt.



The exterior is almost complete and partly repainted, but the group of four EBEG members on the right have their attention distracted by the buses behind.

All photos by **Richard Delahoy.**



Vehicle on Loan

33808, YX63 LJO, Alexander Dennis E40D / Enviro 400, was on loan for a week from First Eastern Counties at Kings Lynn, where it is used on route X1, Lowestoft-Norwich-Peterborough. It is in blue and gold Excel livery and branded for the route. It has high backed leather seats and luggage racks. It was used on route X30 to test a double decker on the route, since some journeys, especially the Monday to Friday 1645 and 1747 from Chelmsford to Southend, get very crowded. It was seen in Westway on 8 October, then used in service on Monday to Friday 9th-13th on the following services (SD=Southend, ST=Stansted Airport): 0542 CF-SD (transferred passengers from 0500 ex Stansted arriving at Chelmsford at 0535); 0650 SD-ST; 0900 ST-SD; 1100 SD-ST; 1300 ST-SD; 1500 SD-ST; 1700 ST-SD; 1900 SD-CF (transferred passengers to connecting journey to Stansted).
(Many thanks to Julian Elliot (at First Essex) and Dominic Lund-Conlon who provided details of the times so that enthusiasts could plan for a ride and to take photographs.)



picture We usually try not to put two pictures of the same bus in the same EBN but this is a special occasion! This was taken on 11 October at Southend Bus Station by **Phillip Huggett**.

Allocation Changes

BN-Basildon; CF-Chelmsford; CN-Clacton; CR-Colchester; HH-Hadleigh; CF(DS)-Driving School (based at Chelmsford)

Period 7 (24 September - 21 October 2017)

41735 CF(out of service)-Disposal, 65683 CR(out of service)-CR

By 8 October, 41735 was no longer parked at the front of Westway. Its disposal left 41730 as the last Marshall bodied vehicle in the fleet. This was seen on route 42 on 9 October, 51 on 10th and 54 on 16th. However, this too was reported to be withdrawn by the end of the month, further details will be in next month's EBN.

As reported in EBN637, 65683 was taken out of service in March with fuel problems and was being cannibalised at Colchester. However, it has now been repaired, repainted and returned to service. It was used by Clacton after its repaint for a short while, seen on route 76 on 12 October and route 7 on 20th, but was back at Colchester by 4 November.



picture 65683 (YR52 VEU) has been repainted in to Urban livery. Seen here in Pier Avenue, Clacton, on 20 October, when 65683 was on loan from Colchester depot to Clacton depot. **Robert Appleton.**

Disposals

To Alpha Recovery: 41735 (12 October 2017).

Further to EBN642, 65574 (S574 TPW) was sold by Connexions Buses for preservation at the beginning of November.

Repaints

Further to EBN642, CR32641 was back from Mardens repainted into Urban livery by 6 October, seen that day on route 88. It has a small "First" with f symbol above the driver's cab and small "First Essex" with f symbol above the doors and depot stickers both sides, but no main fleet names. It also does not have magenta lining. HH42484 has a small "First Essex" with f symbol above doors and driver's cab and depot stickers both sides. It has a main "Essex" fleet name on the offside lower panels, but has an advert on the nearside lower panels.

CR32642 arrived at Mardens by 18 October and was back in service after being repainted into Urban livery at Colchester by 29th. Details are the same as for 32641, except that this bus does have a magenta stripe.

CR37140 was seen on route 62B on 14 October repainted into Urban livery. Details are the same as for 32641, including no magenta stripe. This is the only B9TL in Urban livery, the other six are in Urban 2 livery with green fronts.

The above repaints leave CR32640 as the last double decker in the fleet still in Barbie livery.

As noted above, CR65683 was seen on route 76 on 12 October, repainted into Urban livery, with small "First Essex" with f symbol above the driver's cab and doors, main "Essex" fleet name on cove panels & Colchester depot stickers both sides. It has also gained side & rear LED blinds (the front remains dot matrix).

Other Vehicle News and Workings

Colchester and Clacton

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

Recently acquired 61230 entered service on 18 October. It has a small "First" with f symbol above driver's cab and small "First Essex" with f symbol above the doors but no depot stickers or main fleet names. Further to EBN641, the small "First Borders" fleet names above the drivers cab and doors on 65748 have been replaced by "First Essex" ones.

Double deckers seen operating on routes 103/4 during October: 32068 (18th), 32475 (4th), 32476 (16th & 18th plus 1 November), 32477 (2nd), 33080 (16th), 33086 (25th) plus 32640, the last double decker still in Barbie livery, on 6 November. Further to the report of many StreetLites on the routes during August (see EBN641), none were seen in October, although 63335 was on the 103 on 3 November.

2 October	CN44599 on 76, 65689 on 70
7	BN33552 on 120 Bruff Close to Colchester Community Stadium football shuttle (assumed just a loan for the day)
19	CN44597 on 3 (usually operated by a Dart). CN44599 on this service on 25th.
20	CN44597 on 5/A (usually operated by a Dart), CN44599 on 10 (usually operated by a mid-length Dart), 65681 on 70
31	63330 on 71, 74/76 branded CN65692 on 7/8 (with similar CN65691 on 7/8 the next day)
4 Nov	CN42918 on 12 (usually operated by a mid-length Dart)



First Essex 37134 (SN57 HDJ) Volvo B9TL/Wright Gemini climbing East Hill, Colchester on service 62 from Brightlingsea at the end of October.
Ken Coldwell.

Chelmsford (including Braintree Outstation)

(All vehicles listed below allocated to CF.)

X30 branded Enviro5 seen on other routes during October: 67165 on 42 (12th); 67170 on 57 (12th), on 42 (16th); 67171 on 42 (13th) plus 67170 on 71 on 2 November.

2 October 69434 on 70
6 65030 on 70
8 69533 at Braintree outstation
23 DS62195 on driver training in Brentwood
26 42922 on 565
28 66812 at Braintree outstation
30 42934 on 70



picture The trial of an Enviro400 on X30 could herald a change for the service in the coming months, perhaps making this view of 67167 (YY66 PBV) appropriate, en-route to Southend and not photographable by car, or E200 owing to the central reserve barrier, but here from the upper deck of 33808 without difficulty (except a closing speed of approximately 110mph!) **John G. Lidstone.**

Eds note: for me, deckers can't come soon enough! On Saturday 28 October, I noticed the 1640 X30 from Chelmsford to Southend leave with a full load and about 15 standing passengers and that is after the driver had politely declined to take another passenger who wanted to board with his bike! One journey is not quite enough to justify a major investment but a good starting point!

Basildon & Hadleigh

Further to EBN640, BN41512 has had its "Potteries" fleet names removed.

8 BN67161 at Labworth Park at the Canvey Bus Museum open day (blinded for route X10 and parked next to preserved Eastern National Bristol FLF 2614 which was blinded for a previous route X10)
26 BN41520 on 9. This recently acquired vehicle has small "First" with f symbol above driver's cab and doors, depot stickers both sides, but no main fleet names. BN47653 on 100.

Greater Anglia Rail Replacement

Note, these are not all the services operated during October, just those seen

Colchester to Witham (all vehicles allocated to CR except where stated)

7 October	32068, CF32482 (at Marks Tey on standby), 33044, 33087, 33195, BN33424 (also at Marks Tey on standby)
8	32477, 32628, 33044, 33078, CF65032
15	32087, 32476, 32631, 33195, 37135, CF69431

Shenfield to Wickford late night (all vehicles allocated to CF)

23 October	32651, 32654
24	32482, 32483
26	32652, 69421

Billerica-Newbury Park

29	BN33544, BN33546
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Sources: own observations, and with thanks to M Austin, S Austin, R Appleton, P Ashton, S Barham, D Bell, W Bell, T Clark, D Edwards, D Flatman, J Podgorski, First Essex, Essex Buses Google group, Bus Lists on the Web, Flickr and Terminus.



Optare Solo 53209 (CN07 KZM) from First Potteries outside Chelmsford Bus Station operating your Editor's local route. There is an element of jealousy here as he has not seen this vehicle on the route yet!

John G. Lidstone.



Top picture TransBus Dart/Caetano 41522 (LK03 UEZ) shows the new look for 41521/2 at HH, both now with black headlamp surrounds, altering the frontal appearance noticeably. On 9 October in Hadleigh.

John G. Lidstone

Lower picture EBN641p16 reported that CN43845 had been repainted into Urban livery. Attached photo of CN43845 (SN55 CXH) in Pier Avenue, Clacton, on 13 October.

Robert Appleton.



EBN643p19

Book Review: Essex Coast Express & East Anglian Express

A personal look at their history, 1967 to 1985, David Grimmett.

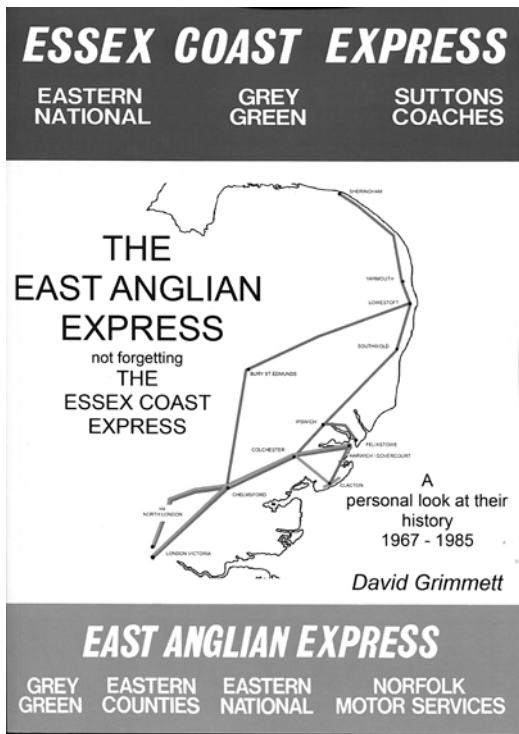
Reviewed by Richard Delahoy.

This new book does exactly what it says on the tin!

Group member David Grimmett describes how, in the face of declining traffic and a desire to improve operational efficiency, Eastern National, Grey Green and others decided to pool their previously rival express services to the north Essex coast (as ECX) and similarly the services into East Anglia (as EAX). He offers a useful historical context and then takes us through developments year by year from 1967, which seem to be characterised by frequent changes to routes and timetables. The story continues as National Travel took control of the services previously run by Eastern National and Eastern Counties, then comes the abrupt decision by Cowie's to terminate Grey Green's involvement at short notice in 1985, marking the end of the pooling arrangement and hence this story.

I must confess that I, possibly like many enthusiasts, took little interest in these express coach operations and this book has really opened my eyes to what I missed! If only we could be transported back to the era when tens of coaches called in to Duke of Wellington at Hatfield Peverel for a refreshment stop and to swap passengers if coaches were overloaded. Read page 51 ("Sometimes a bit of luck comes in handy") and you will get a flavour of what it could be like. I also particularly liked the explanation of how the passenger bookings were handled and the charting practicalities, all done in the pre-computerisation era.

This is a fascinating story told by someone who was there, directly involved in running the services. Well illustrated with photos (many in colour) and examples of leaflets and other publicity, it runs to 74 A4-sized pages with a card cover and is available direct from: David Grimmett, Fourways, Main Road, Carhampton, Somerset, TA24 6LZ. Price £13.50 plus £3 p&p, cheques payable to D Grimmett. The Group receives a commission on sales.



8 What coaches ran the pooled services?



Grey-Green's Harrington bodied Leyland Leopards were, in the early years of the pools, regular performers. JHV 496D has a place in history, being the last of its type to appear on EAX on 22 September 1974. photo Onibus Society

What coaches ran the pooled services? Well, its honesty nothing was surprising, anything could turn up on service. The summer peak demand was so high on services that very often large numbers of operators from both the London and commuter ends of the motor bus, "lured in". Add these to the variety of the pool members themselves and in a summer Saturday pooling would come as a surprise on the A12 through Essex, and yet some of the most interesting sightseeing were no quieter days. Grey Green always operated the bulk of the mileage on both pools and in the early days the standard vehicle on EAX was a Harrington bodied Leyland Leopard, the last working of this type being JHV 496D on 22nd September 1974. It was quite common for the lightweight Duple bodied Bedford VAM to turn up, particularly on the ECX, indeed when two vehicles were chosen to be converted to OMH (one man operation) for the Harwich service 80, the two decided upon were JUV 515D and 540D, both Bedford VAMs / Duple Belta Vantage 85 seats.

Soon after their arrival the Plaxton bodied Bristol LH coaches started appearing regularly on EAX work. In November 1973 two vehicles were delivered specifically for working EAX services. The reaction of many between Colchester and Great Yarmouth was concerned to a "Stage Carriage" service and, at the time, a government grant was available for the purchase of vehicles used on bus services. Grey Green took advantage of this and purchased LMD 611J and 611J, Leyland Leopards with Plaxton Panorama like bodies. It was a local bus. However, the travelling public they were "not another coach", but they had power operated entrance doors and low floor entrance and were able to be operated as OMH vehicles - or they qualified as buses.

The Dover Group Enthusiast Group (BGEFG) respectably recorded annual or near annual

Southend Coach Allocations 1984 from David Grimmett. Also see p31, letters

SOUTHEAST TRANSPORT

COACHES & DUAL-PURPOSE VEHICLES : 1 MAY 1984

<u>Fleet No.</u>	<u>Regn. No.</u>	<u>Chassis.</u>	<u>Chassis No.</u>	<u>Body</u>	<u>New</u>	<u>Note</u>
201	LEB 201P	Leyland Leopard PSU3C/4R	7601179	Plaxton Elite 11 C51F	1976	
202	LEB 202P	Leyland Leopard PSU3C/4R	7601180	Plaxton Elite 11 C51F	1976	
203	UTD 203T	Leyland Leopard PSU3E/4R	7802061	Duple Dominant 11 C51F	1978	
204	UTD 204T	Leyland Leopard PSU3E/4R	7802064	Duple Dominant 11 C51F	1978	
205	BTE 205V	Leyland Leopard PSU3E/4R	7904379	Duple Dominant 11 C51F	1980	
206	BTE 206V	Leyland Leopard PSU3E/4R	7904691	Duple Dominant 11 C51F	1980	
207	BTE 207V	Leyland Leopard PSU3E/4R	7904735	Duple Dominant 11 C51F	1980	
208	BTE 208V	Leyland Leopard PSU3E/4R	7904441	Duple Dominant 11 C51F	1980	
209	BHK 209X	Leyland Tiger TRCTL11/2R	8101420	Duple Dominant 11C51F	1982	
210	BHK 210X	Leyland Tiger TRCTL11/2R	8101434	Duple Dominant 11 C51F	1982	
211	YHA 406J	Leyland Leopard PSU3A/2R	7003125	Willowbrook DP49F	1971	*A
212	CHA 443K	Leyland Leopard PSU3A/2R	7100000	Willowbrook DP49F	1971	*A
213	LAK 303W	Leyland Leopard PSU3E/4R	7901425	Duple Dominant 11 C53F	1981	B
214	XGS 770X	Leyland Leopard PSU3E/4R	7902998	Duple Dominant 11 C53F	1981	C
215	A215 P8V	Leyland Tiger TRCTL11/2R	8102838	Duple Dominant 1V C53F	1983	
218	XGS 769X	Leyland Tiger TRCTL11/3R	8100711	Duple Dominant 1V C57F	1981	D
219	SPN 669X	Leyland Leopard PSU3E/4R	8030838	Duple Dominant 1V C53F	1982	E
220	KWG 130W	Leyland Leopard PSU3E/4R	8030680	Duple Dominant 111 C53F	1981	F
243	JEV 243Y	Van Hool TD824	12192	Van Hool Astromega CH57/27F	1983	
244	JEV 244Y	Van Hool TD824	12193	Van Hool Astromega CH57/27F	1983	
245	JEV 245Y	Van Hool TD824	12194	Van Hool Astromega CH57/27F	1983	
301	NLJ 828G	Bristol REIL6G	REIL3/524	E.C.W. DP50F	1968	*G
302	NLJ 829G	Bristol REIL6G	REIL3/525	E.C.W. DP50F	1968	*H
321	CMJ 447T	Leyland Leopard PSU3E/4R	7802331	Plaxton Supreme 111 C53F	1978	J
322	CMJ 450T	Leyland Leopard PSU3E/4R	7803056	Plaxton Supreme 111 C53F	1978	J
323	YHG 3N	Leyland Leopard PSU3E/4R	7404706	Duple Dominant 1 C49F	1974	K
325	MEH 532P	Leyland Leopard PSU3C/4R	7602615	Duple Dominant 1 C53F	1976	L
326	XHU 326	Leyland Leopard PSU3C/4R	7501083	Plaxton Elite 11 C53F	1975	M
327	HRN 97N	Leyland Leopard PSU3C/4R	7503096	Plaxton Elite 11 C53F	1975	N
328	OKY 83R	Leyland Leopard PSU3E/4R	7700625	Plaxton Supreme 111 C55F	1977	P
329	PDF 265T	Leyland Leopard PSU3C/4R	7901281	Plaxton Supreme 1V C57F	1979	R
330	BHO 440V	Leyland Leopard PSU3E/4R	7902648	Duple Dominant 11 C53F	1980	S
331	KMX 166S	Leyland Leopard PSU3E/4R	7801190	Duple Dominant 11 C53F	1978	T
332	KMX 189S	Leyland Leopard PSU3E/4R	7801174	Duple Dominant 11 C53F	1978	T
333	ATF 864T	Leyland Leopard PSU3E/4R		Duple Dominant 11 C53F	1979	U
334	YEB 20T	Leyland Leopard PSU3E/4R	7804195	Duple Dominant 11 C53F	1979	V

Delivery expected in May & June 1984

246	A246 SWV			
to	to	Leyland Tiger TRCTL12		Duple Caribbean C57F
251	A251 SWV			

Notes

- * Normally used on bus services, but may be used on coach services when necessary.
- A Ex-Midland Red South 6406 & 6443 in 1983
- B Ex-Globe, Barnsley in 1983
- C Ex-Golden Boy, Roydon in 1983
- D Ex-Ebdon, Sidcup in 1984
- E Ex-Fred Kirkham, Oswaldtwistle in 1984
- F Ex-Excelsior, Dinnington in 1984
- G Ex-Hampshire Bus 1613 in 1984
- H Ex-Provincial 77 in 1984
- J Ex-Rickards, Brentford in 1983
- K On hire from Burnley & Pendle Joint Transport (3) from 1984
- L Ex-Ebdon, Sidcup in 1984
- M Ex-Graham, Paisley in 1983. Originally registered HWU 72N.
- N On hire from Fylde Borough Transport (42) from 1984
- P Ex-Channel, Southend in 1984
- R Ex-Shamrock & Rambler 3044 in 1984
- S Ex-Marchwood Motorways, Southampton in 1984
- T Ex-Wallace Arnold, Leeds in 1984
- V Ex-Morris, Pencoed in 1984.
- U Ex-Limebourne, London in 1984.

Peter Mansbridge with thanks to John Card and harlowride.co.uk.

At **Harlow**, the loan vehicles reported in recent months have left except for 3312 (PN02 HVL) Volvo B10BLE / Wright which has become a permanent allocation, used mainly on service 10.

Optare Solo 1466 (KE55 KTD) was repainted out of Network Harlow blue into Arriva interurban livery in early October. Just one vehicle now remains in Network Harlow colours, Solo 1454 (YJ06 FXT).

It is reported that Harlow based Enviro 200 MMCs 4084/4085/4087 (YX17 NHB/C/E) have now received branding for services 508/509/510. These were the only members of the batch of 12 not branded when new in June.



Arriva Kent Thameside 3527 (LF02 PMY) a DAF/Wright new to Arriva London North in 2002 descending East Hill, Colchester on service 1 to Hamlet Drive.
Ken Coldwell.

Membership renewals – another reminder!

Richard Delahoy.

Many thanks to all the members who responded so quickly to the renewal notice in last month's magazine! Around half the total membership have already renewed, but if you've not done so yet, it's not too late. You can still renew in one of four ways:

- 1) Return the slip enclosed in last month's EBN with your payment by cheque or postal order for £21 payable to EBEG (address on page 1);
- 2) Pay by direct bank transfer (BACS) to Santander a/c 09-06-66, 42118196, £21 – please quote your full name as a reference;
- 3) Pay £21.90 by PayPal (the extra 90p is to cover the fee that PayPal deducts) to admin@signal-training.com;
- 4) Pay in cash at one of our meetings.

To clarify option 2, payments direct to our bank account can only be done by on-line/mobile banking as a BACS payment, you cannot go into a Santander branch and pay over the counter or by machine in a branch. Apologies to the two members who were frustrated by this.

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

Acquired Vehicle

PJ02 PZF, Volvo B7TL / East Lancs Vyking, H45/23D, new to London General (EVL 48) 08/02

Acquired from Go-Ahead North East. It retains dual doors and is in all over red livery with LED blinds. First reported in service on route 66 on 20 October 2017. (Pictured on the inner front cover of this issue).

Repaint & Re-Registration

Enviro 200 GX09 AGZ has been repainted from all white to fleet livery (orange lower half, black upper) with a new style lower case fleet name on rear and sides. It has also been re-registered to EOS 711 which was previously on a Toyota BB50R / Caetano (see EBN620). It is not known what the Toyota has been re-registered to, or even if it is still in the fleet.

Other Vehicle News

Trident / President PN03 ULY (which is numbered 104) was seen in service on 20 October, the first reported sighting of it in service since 24 January. Recently, EOS has introduced school route 133, which has loadings which require double deckers, hence the return of this to service plus the acquisition of PJ02 PZF. When not required for the 133, these are used on normal service (often on route 86). KX58 BGY has been the regular vehicle on route 61 during October and into November (seen on 7, 10, 25 October plus 1 November), although EOS 711 was noted on the route on 6 & 10 November.

With thanks to John Card, Chris Stewart, Owen Woodliffe, Bus List on the Web and Flickr.

On the Wirral With Woodliffe.



Volvo B7/Alexander W757 DWX was with First Essex as 30902 in between times at First Eastern Counties but has now escaped a one-way trip to breakers as it is with Avon Buses. It is parked up at Pacific Road, Birkenhead which was being used for the Wirral Bus and Tram Show on 1 October. **Owen Woodliffe.** Interestingly, standing alongside is VTU 76, former Stalybridge, Hyde, Mossley & Dukinfield Daimler CVG6DD, which has visited Southend Transport depot, according to Peter Cackett on the SCT61 website! Ed. EBN643p23



Mark Lloyd with thanks to Ross Newman.

Ensignbus Dealing Stock Movements October 2017.

Vehicles in

Arriva London	UJ03 MMX/MHF/MHA/MBF MRY/	
	MSX/MOF	Volvo B7TL's
	LF52 UPC	
	LG52 DAA	
	UJ04 YXB	
Brightbus	SA52 DVT/DVV/DVW/DVZ	
		Volvo B7L's
Go-Ahead London	LX05 FBI/EYM	Volvo B7TL's
	W486/492 WGH	
	LX03 EXZ	
	PI53 NLD/E/F/NKG	
	SN03 WMC/F/WLX/Z	Darts
	YX58 DXB/DXD	MANs
	AE09 DHM	
	R362/373 LGH	Olympians
	R755/757/758 GDL	
	W478 WGH	Volvo B7TL's
Go-Ahead South Coast	X577 EGK	
	NM02 DNU	Solo
	HW54 BUJ	Dart
	N976 UPR	Volvo B10M
	R214 NFX	DAF SB3000
	SN03 DZR/DZW/DZT	Tridents
	SN51 SZD/SYX	
	LG02 FBV	
	SK02 XHH	Dart
	PG04 WHJ	Volvo B7TL
RATP London	BG61 SXI-M/P/R	Volvo B9TL's
	BN61 MXJ/M/R/T/U/W-Y	
	BN61 MYA	
	BX12 CVP	
	YX12 AKN/AEW/AEY/AEO/AEP/AGY/	
Tower Transit	AZN/AIY/AXV/AEA/AED/AEF/AEU/AMK/ARZ/AXU	
		Enviro 200's
From private owner	RML2710	

Vehicles Out

Arriva London	BN61 MXM/MXR/MXJ/ MXT/MXU/	
	MXW/MXX/MXY/MYA	
Cardinal Buses, Addlestone, Surrey	BG61 SXX	Volvo B9TL's
	SN53 KHR	Trident
Faresaver, Chippenham, Wilts	BX12 CVK/CVM	Volvo B9TL's
	LX03 BXY	Trident
First Bus Stop, Gravesend	WH Fowlers, Holbeach Drove, Lincs	
	R362 LGH	Olympian
Galleon Travel, Roydon, Essex	SN54 GPV	Dart
	NT55 JKI	Solo
Henshaws Coaches, Moreton-in-Marsh, Gloucs	BG61 SXI/SXR	Volvo B9TL's
	BG61 SXN	Volvo B9TL's
Lothian Buses	BN61 MYB/MXS/P/O	
Lucketts Coaches, Fareham, Hants	LF52 ZTG	Volvo B7TL
	SK02 XHH	Darts
Mullaney's Coaches, Watford	SN51 UAZ	
	YX14 EFS	Cheetah
Nu-Venture, Maidstone	W492 WGH	Volvo B7TL
	YN53 YGY	Solo's
Peter Godward Coaches, Basildon, Essex	PM04 MKP	
	YN04 LWZ	
Ridleys Coaches, Kenilworth	YJ54 UWN	
	NT05 NMB	
Scarlet Band, West Cornforth, County Durham	HX51 ZRG/ZRK	Volvo B7TL's
	LX05 FCF	Volvo B7TL
Sleafordian, Sleaford, Lincs	YU52 XLV/XVM	Scania's
	LF52 TGU/TGY/THK/TJU	
Skills Coaches, Nottingham		
		Volvo B7TL's



Vehicles Out, cont.

Springfield Coaches, Warrington

LX03 BYA/OSB/BXS	Tridents
SN03 YBH	Dart

Swanbrook Coaches, Cheltenham, Gloucs

NK54 DFA	Solo
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UK Coachways, Bolton YN08 DHL Scania

Vale Travel, Aylesbury YX09 FLF Enviro 200

AC Williams, Ancaster, Lincs

HX51 ZRI / ZRD	Volvo B7TL's
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York Pullman PJ53 NLC Volvo B7TL

Other Movements

Olympian R758 GDL

Lyng Primary School, West Bromwich.

Volvo B7TL's LX05 FAF / FCC / EYO / FCE

Symphony Chauffeurs, Heathrow.

Olympian G338 CSG

Ben Stonehouse, Scarborough.

Olympian R387 LGH

Darts SN03 WMP / WMC

Trident SN03 DZR

Meritrule, Kingswood, Surrey.

Mercedes T35 RIL

Mr S Nduza, Harare, Zimbabwe.

Trident S802 BWC

Parole in Movimento, Italy.

Volvo B7TL LF52 ZPU

John Donne Primary School, London SE15.

Darts SN03 YBC/YBZ/WLX/WLZ/WMF

Hardwick, Barnsley for scrap.

The following all for scrap to Shelton Motors

Tridents X299 NNO, SN51 SZD

Volvo B7TL's
LK04 HYF, W478/82, WGH,
X577 EGK, PJ53 NLF, LJ04 YXB
LK03 GNN/GLY/GKF/GKY/GKX,

Solo YN53 SSZ

Olympians R755/757 GDL, R373 LGH

Ensignbus

ENSIGN FLEET – October 2017

Mark Lloyd *with thanks to Ross Newman*

Withdrawn

ALX400 Tridents 158 / 159 have been sold to Aintree Coaches.

158 was registered WLT 428 and is assumed to have reverted to its original registration on sale.

158 LK04 FXT & 159 LK04 FXU.



Temporary ex-Sales Stock Volvo B7TL/Wright Gemini 920 (LB02 YXD) makes an unusual sight - and unusually with no fleet names in Thames Drive, in Leigh on 29 June. Ex East Thames Buses / London General VWL6. Both pics **John G. Lidstone**.



Vehicles Acquired

	OU54 PGZ	Scania N94UD	East Lancs Omnidekka	H80F	Carousel Buses 24/10 no 911
294	OU57 FGZ	ADL Dart MPD	ADL Enviro 200		B29F Thames Travel 24/10 no 504
295	SN10 CCX	ADL Dart MPD	ADL Enviro 200		B29F Thames Travel 24/10 no 506
296	SN10 CCY	ADL Dart MPD	ADL Enviro 200		B29F Thames Travel 24/10 no 507
297	SN10 CCZ	ADL Dart MPD	ADL Enviro 200		B29F Thames Travel 24/10 no 508
510	LB02 YWX	Volvo B7TL	Wright Gemini	H72F	Konect Nov 17
294 to 297 initially to CN but final allocations unknown at present.					

Vehicles Withdrawn/Disposal

11	W649 FUM	CN to HD was an incorrect report – withdrawn and sold to preservationist.
67	P605 CAY	Collected from HD by Alpha Recovery 14/10
70	P612 CAY	Collected from HD by Alpha Recovery 14/10
72	R629 MNU	Collected from KN by Alpha Recovery 23/10
74	R702 DNH	Collected from HD by Alpha Recovery 14/10
75	S300 XHK	Preservation – exact details unknown at present.
83	M273 UKN	Collected from KN by Alpha Recovery 23/10
84	M276 UKN	Sold to preservationist 8/10



picture above As described on the next page we show ADL/E200s which came to Heddingham Omnibuses (at Clacton depot), from Thames Travel at Wallingford, Oxon. 508/7/6 respectively are shown at Clacton on 26/10/17, having just been driven - in around 2 and a half hours, from Wallingford. 504 (OU57 FGZ) also came over.

507 subsequently went to Sible Heddingham for repaint, but the ultimate allocation of the others was not known at the time of writing. They may not necessarily stay at Heddingham Omnibuses.

John Podgorski.

Allocations

5	N664 THO	HD
9	S290 TVW	CN
252	EU03 BZK	SY - Delicenced due to engine failure — no longer on fleetlists.
260	EU56 FLR	SY
296	SN10 CCY	CN to KN 31/10 then to HD 1/11 for repaint.
510	LB02 YWX	HD still in Konect livery with Hedingham fleetnames.
565	W425 WGH	SY to CN 7/10
1501	YN55 PZC	Anglian to SY

Fleet News

The end of October has seen five vehicles arrive from Go-Ahead's fleets. From the Carousel fleet has come a single Scania Omnidekka, in black livery promoting Amersham College Wycombe and has single door and high backed seating, fleet number 911 OU54 PGZ. The oldest Enviro 200, from the Thames Travel, fleet 504 OU57 FGZ is in all over wrap for a travel app with Thames Travel fleetnames, but similar but newer 506-8 SN10 CCX/Y/Z have full blue, green and white Thames Travel livery. The Enviro 200s have taken Hedingham fleetnumbers 294-7 respectively. The Omnidekka has also operated for Thames Travel and is yet to be renumbered by Hedingham. See picture previous page which came in to the Editor's in-box just as we were going to press! Thanks, John.

Carousel was formed in 2000 and Go-Ahead purchased the company in March 2012. Thames Travel was founded on 14 April 1998 by John Wright with four buses. He expanded his business by winning subsidised bus contracts awarded by Oxfordshire County Council and unitary councils in Berkshire, and by taking over work from operators who ceased trading such as Tillingbourne Bus Company in 2001 and Chiltern Queens of Woodcote in 2011. Thames Travel also benefited from operators including First Berkshire & The Thames Valley, Reading Buses and Stagecoach in Oxfordshire, giving up commercial work. In May 2011, the Go-Ahead Group bought Thames Travel.

It is very interesting that the Enviro 200s follow on registration-wise directly from Hedingham's native 616, SN10 CCV.

OU54 PGZ Scania N94UD was new to Thames Travel 01/2005 and was numbered 154 originally. Enviro 200 OU57 FGZ was new to Thames Travel in 11/2007 and was numbered 457. The batch of three 10 reg. Enviros were also new to Thames Travel in 2010 and were numbered 110, 210 & 310 respectively. The Thames Travel fleetnumbers were based on the number of vehicles ordered and the registration period.

OU54 PGZ	Scania N94UD	YS2N4X20001848515	East Lancs C52701
OU57 FGZ	ADL 200	SFD111AR17GY10357	ADL 6253/7
SN10 CCX	ADL 200	SFD1A1AR5AGY11605	ADL 9225/8
SN10 CCY	ADL 200	SFD1A1AR5AGY11606	ADL 9225/9
SN10 CCZ	ADL 200	SFD1A1AR5AGY11609	ADL 9225/10

Due to the influx of vehicles, the official Hedingham fleetlist has been updated early November. Movements which seem unaccounted in previous notes are included for completeness above in the allocations — but exact dates of transfer are not known. Most occurred when schools returned in September.

Services

Saturday 14 October was the last day of Arrows operation on the D1. Hedingham fully took over the service on Monday 16 October. 20/10 was the last day of sub-contracted operation by Flagfinders on school service HN3. Operation passed to HD depot.

Hedingham have placed their commercial Sunday 87 Colchester - Brightlingsea service up for consultation with users, in an attempt to revise the timetable and to save money. The new proposed timetable from January 2018 is on the news page of their website and invites comments. Basically, they are looking to remove one round trip during the day, moving the driver's break and ending the service an hour earlier than currently. The consultation document makes it clear the Sunday service is operated without any local authority subsidy and the proposed timetable will allow them to sustain the Sunday service for the future.

The competing First 62 only runs as an A and B on Sundays covering the Wivenhoe to Colchester section.

Other News 8035 EK56 MGE is a Ford Transit SWB van for use at HD.

With thanks to Essex-buses yahoo group, buslists on the web & John Podgorski.

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

Acquired Vehicles

To summarise the seven recently acquired ex Stagecoach, new to First, Scania L94UB / Wrightbus Solars. The seven acquired vehicles are YN04 GMG / GNU and YN05 WKC / G / H / J / K. Of these, WKJ has not yet been seen. Of the rest, all are in Trustybus livery except WKC which remains in Stagecoach livery. GMG, GNU & WKH have Stagecoach moquette whereas WKC / G / K retain their original First moquette.

GMG was first seen in service on 20 October, without blinds. WKC was first seen in service on 18 October (see picture EBN643ifc) and on 20 October with LED blinds. WKH was first seen in service on 25 October, with LED blinds. Further to EBN642, WKK has now been fitted with LED blinds.

Also, further to EBN642, MPD SN54 GPV was acquired via Ensignbus.

Other Vehicle News

Further to EBN629, Enviro 200 Dart / East Lancs Esteem PE56 UFH was back in service in October (first seen on 11th), normally in use on route 5. Prior to this, its last reported sighting in service was on 4 May 2016. OmniCity YN53 RXF has a super rear advert for Mr Luigi's Takeaway, Harlow.

With thanks to John Card, John Podgorski and Flickr.



Yutong ZK612, B43F demonstrator reg. YH66 VMO that had been on hire to Trustybus Harlow for a couple of weeks in May. This was taken when it arrived at Epping station. Robert had already seen this vehicle several times but was always on a bus going in the opposite direction! Went for his bus on Tuesday 30 May and it was his ride to Epping Station, driven by Mark, Trustybus Proprietor, who gave him a complete rundown on the vehicle. The white livery with black windows area is quite striking!

Robert Downton.

Traveline shows Trustybus as operating the following routes at the time of going to press:

5, 7, 7A, 14, 242, 306, 351, 410, 418, 418B, 419, 420, 505, mainly in the Harlow, Bishops Stortford areas but reaching Welwyn, Wicken Bonhunt and Waltham Cross.

MOTOR OMNIBUS SERVICES.

IPSWICH STATION AND SHOTLEY (Week Days only).

IPSWICH STATION	SHOTLEY PIER
dep. 7.30	arr. 8.15
arr. 8.15	dep. 8.30
dep. 8.30	arr. 9.15
arr. 9.15	dep. 9.30
dep. 9.30	arr. 10.15
arr. 10.15	dep. 10.30
dep. 10.30	arr. 11.15
arr. 11.15	dep. 11.30
dep. 11.30	arr. 12.15
arr. 12.15	dep. 12.30
dep. 12.30	arr. 1.15
arr. 1.15	dep. 1.30
dep. 1.30	arr. 2.15
arr. 2.15	dep. 2.30
dep. 2.30	arr. 3.15
arr. 3.15	dep. 3.30
dep. 3.30	arr. 4.15
arr. 4.15	dep. 4.30
dep. 4.30	arr. 5.15
arr. 5.15	dep. 5.30
dep. 5.30	arr. 6.15
arr. 6.15	dep. 6.30
dep. 6.30	arr. 7.15
arr. 7.15	dep. 7.30

FARES FOR THE SINGLE JOURNEY.

IPSWICH and	FREESTON and	WOOLVERSTONE and	CHELMONDISTON and	SHOTLEY STREET and
Adults	Adults	Adults	Adults	Adults
Children	Children	Children	Children	Children
Fares	Fares	Fares	Fares	Fares
1/2	1/2	1/2	1/2	1/2
1/3	1/3	1/3	1/3	1/3
1/4	1/4	1/4	1/4	1/4
1/5	1/5	1/5	1/5	1/5
1/6	1/6	1/6	1/6	1/6
1/7	1/7	1/7	1/7	1/7
1/8	1/8	1/8	1/8	1/8
1/9	1/9	1/9	1/9	1/9
1/10	1/10	1/10	1/10	1/10
1/11	1/11	1/11	1/11	1/11
1/12	1/12	1/12	1/12	1/12
1/13	1/13	1/13	1/13	1/13
1/14	1/14	1/14	1/14	1/14
1/15	1/15	1/15	1/15	1/15
1/16	1/16	1/16	1/16	1/16
1/17	1/17	1/17	1/17	1/17
1/18	1/18	1/18	1/18	1/18
1/19	1/19	1/19	1/19	1/19
1/20	1/20	1/20	1/20	1/20
1/21	1/21	1/21	1/21	1/21
1/22	1/22	1/22	1/22	1/22
1/23	1/23	1/23	1/23	1/23
1/24	1/24	1/24	1/24	1/24
1/25	1/25	1/25	1/25	1/25
1/26	1/26	1/26	1/26	1/26
1/27	1/27	1/27	1/27	1/27
1/28	1/28	1/28	1/28	1/28
1/29	1/29	1/29	1/29	1/29
1/30	1/30	1/30	1/30	1/30
1/31	1/31	1/31	1/31	1/31

* Children over 3 and under 12 years of age.

HARWICH AND UPPER DOVERCOURT.

WEEK-DAYS.

HARWICH PIER	UPPER DOVERCOURT (POUNDS FARM)
dep. 7.30	arr. 8.15
arr. 8.15	dep. 8.30
dep. 8.30	arr. 9.15
arr. 9.15	dep. 9.30
dep. 9.30	arr. 10.15
arr. 10.15	dep. 10.30
dep. 10.30	arr. 11.15
arr. 11.15	dep. 11.30
dep. 11.30	arr. 12.15
arr. 12.15	dep. 12.30
dep. 12.30	arr. 1.15
arr. 1.15	dep. 1.30
dep. 1.30	arr. 2.15
arr. 2.15	dep. 2.30
dep. 2.30	arr. 3.15
arr. 3.15	dep. 3.30
dep. 3.30	arr. 4.15
arr. 4.15	dep. 4.30
dep. 4.30	arr. 5.15
arr. 5.15	dep. 5.30
dep. 5.30	arr. 6.15
arr. 6.15	dep. 6.30
dep. 6.30	arr. 7.15
arr. 7.15	dep. 7.30

SUNDAYS.

HARWICH PIER	UPPER DOVERCOURT (POUNDS FARM)
dep. 7.30	arr. 8.15
arr. 8.15	dep. 8.30
dep. 8.30	arr. 9.15
arr. 9.15	dep. 9.30
dep. 9.30	arr. 10.15
arr. 10.15	dep. 10.30
dep. 10.30	arr. 11.15
arr. 11.15	dep. 11.30
dep. 11.30	arr. 12.15
arr. 12.15	dep. 12.30
dep. 12.30	arr. 1.15
arr. 1.15	dep. 1.30
dep. 1.30	arr. 2.15
arr. 2.15	dep. 2.30
dep. 2.30	arr. 3.15
arr. 3.15	dep. 3.30
dep. 3.30	arr. 4.15
arr. 4.15	dep. 4.30
dep. 4.30	arr. 5.15
arr. 5.15	dep. 5.30
dep. 5.30	arr. 6.15
arr. 6.15	dep. 6.30
dep. 6.30	arr. 7.15
arr. 7.15	dep. 7.30

Trips marked **A** run between Dovercourt Co-operative Stores and Upper Dovercourt via High Street.

Trips marked **B** run between Dovercourt Co-operative Stores and Upper Dovercourt via Cliff Road, Marine Parade, and Frocks Road.

C This Bus runs to Dovercourt Co-operative Stores only, returning from there at 7.45 a.m. to Harwich Pier.

FARES.	Harwich Pier and Co-operative Stores, Dovercourt	2d.
	" " and Upper Dovercourt (Pounds Farm)	4d.
	Co-operative Stores, Dovercourt and Upper Dovercourt (Pounds Farm)	2d.

GENERAL NOTICES.

At holiday periods, the Motor Omnibus services are liable to revision. For particulars see special announcements.

The Motor Omnibus Services are run subject to the condition of roads permitting, and the times are liable to alteration, but particulars of any alterations can be obtained from current handbills announcing the services.

The Company do not undertake that the omnibuses shall start or arrive at the times specified, nor will they be accountable for any loss, inconvenience, or injury which may arise from delay or detention.

Passengers' luggage and parcels and small packages, up to a maximum weight of 1 cwt. per package can be conveyed by some of the omnibuses. For particulars of fares, charges, etc., see small bills.

The Earliest Omnibus Timetable in Essex?

Courtesy
Alan Osborne.

In EBN640pp6-7, we featured extracts from Alan Osborne's 1922 timetable.

Your Editor only had photocopies to use which were not suitable for printing.

This is a scan of the timetable for the Harwich and Upper Dovercourt service which was the forerunner of the current Panther town service.

The original is in very small type-face and still does not reproduce as well as we would like but, as it is such a historic document, we are giving it our "best shot".

Other Operators.

Roger A. Smith.

With thanks to the PSV Circle.

Brailey, Canvey Island

Recently arrived here is SF56 TYT, a Neoplan CH59/20 CT, previously with Weaver, Newbury, Berkshire.

Flagfinders, Braintree

Wright bodied Volvo B7TL, reg. LB02 YXK, H43/??F is here from Ensign, Purfleet.

Klarnar, Colchester

Setra S315GT-HD C49FT, reverted to its original registration of LV51 ZHL (from T55 KCL) and is no longer here.

Lodge, High Easter

The following information was supplied by Owen Woodliffe who received it from Andrew Lodge via Andrew Mead (distantly related). Thanks to all concerned!

T272 BPR was stripped for spares and scrapped 6/17 (not operated).

Leyland Northern Counties PJZ 9463 (ex. K110 YNN), (the tree lopper) was sold 6/17 to Essex Arboriculture, South Woodham Ferrers.

YG52 CLY was withdrawn 7/17. Former East Yorkshire Leyland Olympian H47/31F was loaned to Wilkins Fruit Farm, Tiptree 4/17 then donated to a local school for use as a classroom.

Bedford Duple OB, CFV 851 entered service 18.8.17 and is named "Diana". This vehicle is the latest addition to the heritage fleet and appeared at the recent Canvey Island event.

Quality Asset, Wickford

Iriza bodied Scania K114EB4 (C49FT), reg. YN56 FGM was recently acquired ex. Worthing Coaches, Worthing, West Sussex and has been re-registered as E5 BST.

Roman Cars (Falconrise), Colchester

Brand new here is YN67 VDD, an Iriza i6 (seating capacity not known) whilst Scania L420 with Iriza C53FT has reverted to its original reg. of PB10 BUL from V23 ROM and gone to Iriza (Dealership), Worksop.



This Volvo/Jonckhere coach of Mott of Aylesbury (MT12 MTT) but liveried for Crusader Tours of Clacton-on-Sea was in the Coach Park at Gynn Square, Blackpool on the weekend of 27-29 October. Presumably it was here for the Illuminations.

Terry Challis.

EBN643p30

Letters

From Alan Tebbit BEM from Cornwall.

Eastern National Coaches

I hope that I can answer some of the questions posed by David Grimmett in the last EBN. Although he refers to the ENEG newsheet as September 1966, this is probably an earlier list, I would suggest 1964, as by my reckoning there are at most 7 FLF coaches mentioned. My information is based on my not infallible memory, but hopefully I can shed some light.

1) All depots, apart from WG and CY had quite a selection of coach work, mostly private hire and excursions. According to the list CF only had 2 coaches, but I can recall more than that. We did have a lot of tour drivers at CF, viz. Jock Cameron, Taffy Morris, Ernie Mills, Fred Jennings and Bill Allport, but they would have used CP coaches.

2) As above, most CP vehicles were allocated to extended tours, so would be overnight at the home depot of the tour, or feeder driver, although I believe Central Works or PL took care of them.

3) I believe that SD coaches were merely CO, whereas the column headed DD/DP probably refers to the FLF coaches, 3 at SD, 3 at BN, one at HH(?).

4) Halstead has a disproportionate stock of coaches, as it had a daily allocation of 3 to service B (X14), from Sudbury to London, EN expresses being worked by the nearest depot to the outer end. I don't think BD had any express working, so only needed coaches for private hire and excursions. At CF, we only had seasonal express work, X2 Saturdays to Yarmouth via Sudbury, and X34 Sundays to Ramsgate.

5) I cannot explain the DP point, the combined total of SD and OMO vehicles would seem to cover all the LWL/LS/MW saloons, and the total of coaches appears to cover the total coach fleet. I can only assume that the DP column was mistakenly not entered by whoever compiled the list, especially as there is that DD/DP column.

It took me back to my Head Office days, poring over lost mileage sheets!

From Rob Webb 227

More on EN Coaches

I would suggest the FLF coaches were the DD DP column (but there were 10 at the time). Also, concerning HD, I would suggest that 3 of their 5 coaches were 1432-4 which were intended for the X14 London to Sudbury, later Bury.

I suspect that other than the X routes, the private hire requirements were notional.

The spares per depot seem quite good going, though CF and SD would have been holding the works floats.

As a further thought, how many of 1400-34 were used on express work? BD for example worked the X11 from Edmonton, and I believe had a standby for the X10 (Chris Stewart might know more). They had 1413/17/22 for long periods, normally in use on stage work. Some of BN/SD's 'coaches' may also have been for the X10 and weekend coach work.

Incidentally, BD is showing 10 SD for 9 OMO, possibly a typo?

There were also 1600-7 - I don't think they did much 'bus' work. I know BD had 1602 at some point in the 60's, which I did go on once to Chelmsford but I don't remember seeing much of it. I suspect that was more for the X10. I note I did 3 trips on 1606 in 1972 but that's another era!

Richard Delahoy from Shoebury

Yet More!

Writing in EBN642 (October), David Grimmett asks about coach allocations for summer 1966, as per the list we published back then. I can't answer all his questions fully but can shed some light, based on the company's official allocation sheet. Incidentally, the Group archive contains every allocation sheet/card from 1964 to 1988 and some from the 1990s but they are not in our digital archive (yet) as they are difficult to copy – the early ones being a double foolscap sheet (slightly bigger than A3) and the later ones a long and thin card.

The following comments are based on the August 1966 allocations, to show the summer high peak and vary very slightly from the table reproduced with David's letter which was a month later.

The allocation to "Central Pool" (9) were all coaches used on extended tour work, as were 2 at Brentwood, 4 at Halstead, 3 at Clacton and 5 at Southend, some 23 in total. This helps to explain why a small depot like Halstead had so many coaches; only 1 allocated there was for non-tour work.

The ten double-deck (FLF) coaches were mostly allocated as such, the split being 7 as coaches (at SD, HH & BN for the X10), 2 at Basildon for contract work and one with Tillings Transport.

The 16xx series Bristol RELH dual-purpose vehicles were all allocated as coaches (5 – 1600/1/4-6); earlier, the other 3 (1602/3/7) had been transferred to Tillings so were no longer part of the EN fleet (although they later returned).

The single deck coach fleet included 5 of the 14xx series of Bristol MW dual-purpose saloons (1403/4/17/22/5) and 2 had previously being transferred to Tillings (1415/8, as Tillings T1480/1, later returning to EN).

Ian Ransom from Chelmsford

A Plea!

Richard's letter indicates we may not have EN allocation records for 1989 and 1990. If any member does have these, we would very much appreciate having a copy so we can, in due course, add these to our digital record. With thanks in anticipation.

Not Quite a Bus!



Seen on Clacton seafront during the 2017 airshow is P056 JFY an outside broadcast unit for the BBC based on an East Lancs Myllennium body. **Paul Smith.**

Sackcloth & Ashes section.

The Caption gremlins were active again in EBN642! Thanks to Robert Appleton advising so nicely; as it happens, I do spot most as soon as I read the hardcopy but I really don't mind being told so long as it is done in a gentle manner !!!
p14 the photo is of 65746 (SN55 JVL) in Colchester High Street on 21 Sept, not 65743 (SN55 JVH) in Colchester Osborne St. on 21 Sept.
p15, the photo of two Optare Solos in Chelmsford bus station was by **Adam Kelleher.**
P30, the photo of Klarners luxury mini-coach was by **Roger A. Smith.**
Apologies for these omissions, especially to the photographers.

Target Dates for EBN644 (December 2017).

By	Saturday	2 December 2017	Reports to Sub-Editors.
By	Saturday	9 December 2017	Sub-Editor drafts to Editor.
By	Monday	18 December 2017	Dispatch by Printers.

Back Cover Photos.

Top picture "I visited York Pullman's depot at Rufforth near York on 16 October and was very surprised to see this new to Hedingham Bedford YMT (L100, UNO 100W) in the yard. It seems to be largely complete apart from a rearrangement of the seating but doesn't appear to have been used for some time." **David Mitchell.**

Bottom picture The same vehicle whilst with Hedingham Omnibuses, taken at Youngs Coaches at Rampton on the PSV circle 100th trip from Colchester. Gary did not record the date the photograph was taken but thinks, as the vehicle was nearly new, it would have been during 1981 or 1982. **Gary Sharpe.** *Thanks to David Arnold for his help in the research for this feature.*

Canvey Rally 8 October

Richard Delahoy.



Lodge's line up One feature was some carefully thought out line ups at the Labworth rally site. Lodge's Coaches of High Easter displayed no fewer than five superbly turned out vehicles and photographing them together without obstructions was a challenge, but Richard Delahoy's patience was rewarded with this shot. Prominent are 3 Bedford OB/Duples in their heritage fleet, comprising the recently restored CFV 851 (which had resided in the Canvey Museum for very many years before being bought by Lodges last year, making one of its first public appearances here), TMY 700 and the open-sided charabanc styled LTA 752, along with DAF SB120/Wrights saloon YG52 CLY and ex Southern Vectis Leyland Olympian K738 ODL. Sister Olympian K742 ODL, converted to part open top, was also present and is preserved in north Essex as part of the Colne Estuary Preserved Buses collection.

Richard Delahoy.



RE coach contrasts Sadly, none of Eastern National's Bristol RELH coaches with the classic style of ECW body have survived into preservation, but Richard Delahoy's picture offers a reminder of how they looked with this fine pair, Roger Burdett's former Southern/Western National/Royal Blue OTA 640G restored in NBC white, reminiscent of the EN4xx series coaches, contrasts with the LVVS' ex Lincolnshire CVL 850D, echoing the old EN 16xx class of dual-purpose vehicles with power doors and bus style destination displays.

Richard Delahoy.

EBN643inner rear cover

