Essex Bus News

No. 669; January 2020



Essex Bus Enthusiasts Group **£4**

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above
A 'decker on the 28 is about as rare as it gets; First Essex Hadleigh based Volvo B7TL Alexander ALX40 30894 on 18 December. **John G. Lidstone.**

Thanks to Nick Field for the tip-off.



Were the "real" X21s ever as busy as this one? Ensign running day, 7 December, RF567 departing Brentwood High Street. **Chris Stewart.**

Front Cover Picture

Ugobus (Essex Community Transport) Chelmsford KE19 ZTM at William Hunter Way Brentwood 2/01/2020 Mercedes Sprinter 514CDi **Robert Downton.**

EBN669ifc

January 2020

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Essex Bus News

is the "house magazine" of the…

Essex Bus Enthusiasts Group

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Tours Organiser	Wayne Bell

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

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

Membership Secretary & Data Protection
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Reports and observations
Members reports, quality photos, prints, slides or JPGs to about 5"x4" size and 300dpi resolution and original articles are always welcome.

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

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

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

MID-ESSEX MEETINGS by Maurice Austin.
Quaker Meeting House, corner of Parkway and Rainsford Road, Chelmsford, less than 10 minutes walk from the Bus and Rail stations; continue along Duke Street past Civic Centre and cross to far side of Parkway.
Small car park on site **but now only accessible via Parkway and Cedar Road West**, other public car parks nearby.
Tea and coffee making facilities. Members and guests welcome. £2.00 donation towards cost of room hire, please.

Thursday 23 January 2020	**Bob Palmer**	Further Recollections.
Thursday 27 February 2020	**Richard Delahoy**	A Regal Retrospective.
Thursday 26 March 2020	**Alan Osborne**	tba
Thursday 23 April 2020	**ANNUAL GENERAL MEETING – 1900 start [last years minutes, etc available from 1845].**	
Followed by. (23 April)	**Andrew Mead**	An illustrated talk on A Century for Lodge's of High Easter.

Further dates for 2020; 28 May, 25 June, 23 July, 24 September, 22 October, 26 November, 10 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. **£3.00** donation towards room hire, please.
Slides/digital photos are preferred, but prints can also be shown. Members and guests welcome.

Friday 14 February	**Steve Maskell**	Here, There and Everywhere.
Friday 13 March	tba	

No meetings in April and May. Other dates for 2020: 12 June, 10 July, 14 August, 11 September, 9 October, 13 November, 11 December.

A Blast From The Past

Paul Harvey.



Lewingtons 289 AUF Leyland Leopard Marshall seen on hire to Southend Transport operating seafront service 68 on Epsom Derby Day in June 1978 seen at Southend Kursaal. **Paul Harvey.**

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

EVENTS

Saturday 15 February	Enfield Transport Bazaar. St Pauls Centre, Enfield
Sat/Sun 21/22 February	Depot Discovery Tours. LT Museum Acton
Saturday 24 February	50 Years of London Country Bus Services. Epping-Ongar Railway
Saturday 29 February	Auction of London's Collectables. Croydon Park Hotel Altyre Rd Croydon
Sunday 22 March 2020	Lodges Museum Public Open Day, The Garage at High Easter

[Please remember that the Heritage Fleet and Museum can only be viewed when open to the public on certain days of the year

Saturday 4 April	South East Bus Festival. Kent showground, Detling.

Arrangements for the 2020 South East Bus Festival are in full swing, already the first 22 buses and coaches entered, giving a mix of preserved and current fleet vehicles for people to enjoy at Kent Showground on Saturday 4 April.
This will be the tenth event and the organisers are hoping to have even more vehicles than last year when 154 attended.
The main theme for this year's bus festival will be the 50th anniversary of the formation of the erstwhile London Country Bus Services and we will be celebrating the milestone in our various activities during the day, as well as hopefully having a good display of former LCBS vehicles.

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



TfL extended their 215 route from Yardley Lane, Chingford barely a mile into Essex to serve the Lee Valley Campsite in 1991. Until 2017, it only operated from April to September but since then it is all year, providing a southbound link for those at Sewardstone following the withdrawal of Trustybus 505 several months earlier. In August 2019 route 215 was operated by the last Trident of Stagecoach London.

Owen Woodliffe

The Jimmy Bulbeck/Bob Campen Archive.

Richard Delahoy.

Recently we have been privileged to acquire from Bob Campen a small collection of mid-1960s shots taken by his friend Jimmy Bulbeck on their trips by bike to track down various interesting buses. Bob and Jimmy were both then teenage bus enthusiasts living in Chelmsford, and both kept a print of each photo that Jimmy took. Sadly, Jimmy died 20 years ago but Bob has passed the collection on to us. There won't be room in the magazine for all of them, but every Tuesday we are publishing a selection on our Facebook page as a special "From the Archives – 1960s" feature to supplement our regular Friday archive offering there.

Many of the pics show things a little out of the ordinary or about to change, so to give EBN readers a taste, here's Eastern National 1480 from Basildon depot, at the Grays War Memorial terminus. The date is 14 April, 1964 and in just a few days, route 248 will be no more. There were very significant service alterations from 19/4/64, including the start of the 151. EN's leaflet of the time explained that "248 Grays-Basildon: Present indirect service withdrawn; replaced by direct services 53, 53A, 153". To accompany Bob's picture of 1480 (to be renumbered 2449 in August 1964), the final 248 timetable and an extract from the leaflet are reproduced on the next page.

If you have access to Facebook please seek out and like/follow our page, @Essexbus, where we publish a lot of material that we don't have room for in EBN.



The late Jimmy Bulbeck.

Engineering Report 3

The Editorial Special Purpose Vehicle MPA1 was towed back to the Central London experimental workshops on 18 December, returned to Central Works the same day and back to central London on the 20th where it still is at the time of writing. Apart from producing a couple of EBNs, not much revenue producing opportunity has been available. No doubt, the accountants will not look favourably on this long absence from service!

SERVICE 248

BASILDON (Town Centre) — CORRINGHAM — STANFORD-LE-HOPE — GRAYS

SERVICE 248

Light figures denote A.M. times — Daily — Dark figures denote P.M. times

| | | |

Bus Archive News

Richard Delahoy.

Richard thought you might like to see the latest newsletter from The Bus Archive. EBEG features on page 11, acknowledging our donation of the negative collection, and Alan's letterhead on page 12.

Enthusiast Groups' Donations

A number of enthusiast and preservation groups have built up their own archives over the years, but some are experiencing problems in finding younger members to take responsibility for this, when senior people decide that to relinquish the role.
We have recently negotiated with two such respected groups. **The Essex Bus Enthusiasts Group** has donated to us their photographic archive, which is quite extensive. A couple of images are reproduced below.





As we might expect from an area dominated by a Tilling company, Bristol chassis and Eastern Coachworks bodywork predominate. This is an early Bristol K5G with ECW lowbridge bodywork, acquired by Eastern National from United Counties in 1955 and withdrawn three years later. A nice shot of an early Bristol Lodekka – 433 FEV was new in 1956 as fleet number 1485 (renumbered to 2454 in 1964). It is quite a rare type – an LD5G, indicating a 5-cylinder Gardner engine.

In contrast, the **Maidstone & District and East Kent Bus Club** have started to transfer their archive with the donation of a series of bus running cards (the work which a single bus will do on a day) from the 1970s. These are from the 1970s.

Readers are asked ow many operators in 1983 were still using letterheads showing an AEC Regal – apart from **Brewer's of Caerau?** This may not be as old as it seems – note that it incorporated a postcode...

Your Editor couldn't get Alan Osborne's super embossed letter-heading from Brewers to reproduce so will leave you to get your own copy. In compensation here is several of his favourite pieces



This photograph of a magnificent Dennis van turned up in a collection recently. The back of the photograph dates it to 1911 and refers to "Arrival of special postbags at Hendon" and is also stamped "Aerial Postal Service Hendon to Windsor". Given the infancy of air travel at that date, this was surely quite an early innovation?



Ken Swallow of Liverpool's recently donation was accompanied by two splendid photographs of an early dustcart work for the Witney Transport Co. Ltd., of Oxfordshire. The photo nicely demonstrates one of the two tipping options that were available.

Service Revisions

by Paul Harvey.

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

8 December 2019

CFP&R Sandon Park & Ride to Chelmer Valley Park & Ride (M-S) **First Essex**

Service operated on Sundays 8, 15 & 22 December 19 between Sandon P&R & Chelmsford City Centre for Christmas shopping.

14 December 2019

7/A-E Bishop Stortford to Stansted Airport (M-S) **Galleon Travel (Trusty Bus)**

Service reverts to normal timetable following completion of bridge works. Services 7B-E withdrawn.

16 December 2019

421/422 Little Chesterford/Great Chesterford to Saffron Walden (Sch) **Stephensons of Essex**

New school services replacing Viceroy school service.

26 December 2019

X10 Lakeside to Southend (Th) **Ensignbus**

This special Boxing Day service didn't serve Southend Airport as previously recorded (updated information).

2 January 2020

59 Chelmsford to Harlow (M-S) **Arriva Kent Thameside**

The route in Old Harlow revised buses now using Gilden Way for journeys to Harlow. No change to route for buses to Chelmsford. This also affects the **First Essex** Sunday service.



A regular one-day operation by Ensign Bus each Christmas is their X10, running half-hourly from early to late on Boxing Day from Lakeside to Southend via Basildon and the A13. It provides a useful service when there are no c2c trains running and no local buses either. In previous years the rail operator had publicised the service and had arranged for acceptance of their season tickets on the bus but that didn't happen in 2019, unfortunately. Here 131 (LX15GVE), one of the five Volvo B9TL/Wrights deckers bought new by Ensign in 2015 and named after fallen World War 1 soldiers from Purfleet, heads out of Southend at Hamlet Court Road, Westcliff on the 10.50 departure, with Ensign Director Ross Newman at the wheel. **Richard Delahoy.**

3 January 2020

SB12 Toothill to Harlow (WF) **Community Link (ECC)**

Temporary timetable changes due to roadworks at Mulberry Green Harlow.

5 January 2020

7 Cambridge to Saffron Walden (D) **Stagecoach Cambridge**

Minor evening timetable changes.

902 Little Horksley to Colchester Stanway School (Sch) **Go-Ahead Konectbus (Hedingham)**

Revision to timetable.

X76 Colchester to Jaywick (M-S) **Go-Ahead Konectbus (Hedingham)**

Revision to timetable with additional journeys introduced.

6 January 2020

92 Ipswich to Manningtree (M-S) **Ipswich Buses**

Special timetable and routing due to roadworks in Holbrook until 9 March 20. Special shuttle service 92S to serve Stutton & Holbrook.

194 Langham to East Bergholt High School (Sch) **Ipswich Buses**

Service to operate 10 mins earlier on both journeys.

311 Bishop Stortford Town Service Stortford Fields to Interchange (M-S) **Arriva Kent Thameside**

New service operating via Hadham Road, Interchange & Riverside approx every 30 mins. One journey per hour to serve Tesco's during Mon to Fri off peak & all-day Saturday (updated information).

7 January 2020

VCS Braintree, Victoria Court to Witham Morrisons (Tue) **Braintree Community Transport**

New pre-bookable service operating every fortnight.

BEH Braintree to Braintree Community Hospital (M-F) **Braintree Community Transport**

New pre-bookable service.



Hedingham's Dennis Dart 255 (EU05 AUT) swings into Elm Tree Avenue, Frinton on Sea on January 6 on service 97 for Walton on the Naze, the first weekday of the new Hedingham take over of the Clacton to Walton on the Naze services since their relinquishing by First Essex on Sunday 5 January. **Ken Coldwell.** **Eds note**, not quite the X76 as I wanted but beggars can't be choosers!

Service Revisions,
continued.
by Paul Harvey.

9 January 2020
TBS Braintree, Tabor Place to Braintree Chapel Hill (Thur) **Braintree Community Transport.**
New pre-bookable service operating every fortnight.

13 January 2020
MM0049 Little Chesterford to Saffron Walden (Sch) **Viceroy of Essex**
School service withdrawn.
RCS Halstead, Riverside Court to Braintree Market Place (Mon) **Braintree Community Transport**
New pre-bookable service operating every fortnight.

14 January 2020
AS Braintree, Abbeyfields to Braintree Chapel Hill (Tue) **Braintree Community Transport**
New pre-bookable service operating every fortnight.

10 February 2020
481/484 London to Felixstowe/Clacton (D) **National Express**
Minor timetable revisions.
737 Oxford to Stansted Airport (D) **National Express**
Service revised to operate via Hitchin, Stevenage & Standon.
777 Birmingham to Stansted Airport (D) **National Express**
Route via Stevenage & Standon withdrawn. Service re-routed via Leicester or Cambridge.



Hedingham 265, EU10 AOX, ADL Enviro 200 on service 74, the 13.13 departure from Pier Avenue Clacton heading to Colchester on 8 January.
Mark Lloyd.

Essex County Council

prepared by Paul Harvey.

Ongoing Consultations

none.

Recent closed consultations

Chelmsford Park & Ride Consultation

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.

Park & Ride Concessionary Bus Pass Consultation

Closed 31 July 2019

Consultation on changes to the use of Concessionary Bus Passes on Essex County Council run Park and Ride services only from April 2020.
OUTCOME The consultation is being assessed.

Consultation on route change on Bus 4/4A Jaywick Circular operated by Hedingham Omnibuses

09 September 2019 - 18 October 2019

The evening journeys which are funded by ECC currently operate via Gorse Lane in Clacton and Broadway in Jaywick. It is proposed to operate these journeys as the same commercial daytime journeys, via Stephenson Road West in Clacton and Via Meadow Way (for journeys towards Tower Camp) in Jaywick. https://consultations.essex.gov.uk/rci/consultation-bus-service-4-4a.
The consultation is being assessed.

Consultation on ECC supported journeys only Witham Town Service 39, Monday - Saturday operated by Stephenson's

23 September 2019 - 04 November 2019

Although service 39 is operated by Stephenson's on a commercial basis, ECC provides financial support for some journeys. These journeys are failing our cost per passenger journey support, therefore ECC is considering withdrawing these journeys with effect from 25 July 2020. https://consultations.essex.gov.uk/iptu/service-39
The consultation is being assessed.

Consultation on service 313/313A Great Dunmow - Saffron Walden operated by Stephenson's

23 September 2019 - 04 November 2019

Service 313/313A operates Monday to Saturdays with financial support from ECC. The contract is due to expire on 25 July 2020. The service is failing our cost per passenger journey support, therefore ECC is considering withdrawing this service with effect from 25 July 2020. https://consultations.essex.gov.uk/iptu/service-313-313a
The consultation is being assessed.

Consultation on Service 63 – West Mersea to Colchester operated by Hedingham Omnibuses Ltd

04 November 2019 – 13 December 2019

Service 63 operates Monday to Saturday with financial support from Essex County Council (ECC). Due to low passenger usage between West Mersea and Berechurch, it is proposed that some journeys start and finish at Berechurch, William Harris Way.
https://consultations.essex.gov.uk/iptu/service-63
The consultation is being assessed.



Coaches to and from Essex





Top fancy a dip in the North Sea? Swallow Coaches of Rainham, CC18 WEB Irizar i6, on private hire duty at Princes Esplanade, Walton-on-the-Naze, 3 December 2019. **Robert Appleton.**

Lower Dons Coaches Dunmow DH16 DON at Aldwych, London 27 November 2019, 2016 Scania K410/Irizar C53Ft ex-City Circle Hayes Middlesex 125, original reg YN16 WUP **Robert Downton.**

And Yet More Coaches Around the County Fringes.



John James Luxury Travel, Rainham, Essex (Coach Direct Livery) BX64 WHT at Russell Square, London 23 December 2019;
2014 Mercedes WEB6324/Mercedes Tourismo C49Ft ex-Belle Vue Coaches Manchester.
Robert Downton.



BF51 BUS is Browns Books for Students mobile educational book showroom converted from an Alexander ALX400 Dennis Trident seen parked up in Thurrock Services coach park recently.
Paul Smith.

LODGE'S

Andrew Mead with thanks to Andrew Lodge.

Vehicle Sold

V936 VUB Optare Excel B39F
Sold December 2019 to a dealer in Huntingdon for scrap.
SMK 722F AEC Routemaster passed to Wilkin & Sons Ltd, Tiptree during coversion in late 2018 / early 2019.

Vehicle on Order

JW20 DGE Mercedes-Benz Tourismo
The vehicle has now arrived in the UK and is storage pending delivery in March 2020.

Other News

PF06 EZP was the last East Lancs / Trident built.
On the 1 January 2020 the combined Lodge's fleet of bus & coach, heritage and support consisted of 51 vehicles although not all are roadworthy. (Three vehicles are due in March which will make the total to 54, however four Tridents are due to be withdrawn from February.)
Most vehicles will receive the 100th Anniversary strap line in due course for this year's celebration.

First

by Adam Kelleher.

The Future of First Essex

Further to the news in EBN662 about the potential sale of First Bus, a strategic update was issued by First Group on 16 December 2019 as follows.

"Since his appointment as Chairman four months ago, David Martin has been actively engaged across the entire portfolio, working with management and supported by independent advisors, to review the various strategic options.
Following this review and having further validated whether the monetisation of these businesses would deliver material value enhancement for all shareholders, the Board has appointed advisors to formally explore all options in respect of our North American contract businesses, First Student and First Transit, including a potential disposal.

At our recent half-year results the Group updated on progress including the strengthening of its Rail business with the addition of West Coast Partnership, progressing the sale of Greyhound and the development of a framework for the First Bus pension scheme. We are actively addressing the cost base of First Bus through a comprehensive efficiency programme, the results of which will be substantially more evident in the second half of the year and beyond. Therefore, the Board determined that greater value will be achieved by delivering this margin enhancement prior to any launch of a formal sale process. In the meantime, we continue to focus on the individual plans for each of our businesses, ensuring that customer commitments, investments, as well as growth and margin improvement plans are delivered. We will keep the market updated on progress as appropriate. Commenting, Matthew Gregory, Chief Executive said 'We have taken a number of important steps that will enable a rationalisation of the Group's portfolio. Today's announcement to formally explore all options to maximise value from our North American businesses reflects the resolute focus of the entire Board on realising value for all shareholders.'"



As per EBN668p11 First Essex services 97/98 are withdrawn from 5 January 2020, with Hedingham providing replacement services. On 30 November 2019, First Essex Buses 62408 (YS03 ZKE) Scania L94UB/Wright Solar was working service 98 from Walton-on-the-Naze to Colchester, on Princes Esplanade at Walton-on-the-Naze. **Robert Appleton.**

Allocation Changes BN-Basildon; CF-Chelmsford; CR-Colchester; HH-Hadleigh; oos-out of service.

Period 9 2019/20 (24 November - 28 December)

30954 CR-CR (oos), 32475 CR (oos)-CR, 33078 CR-CR (oos), 33081 HH (oos)-Disposal, 33178 CR (oos)-CR, 33184 CR-CR (oos), 37135 CR-CR (oos), 37138 CR (oos)-CR, 41523 HH (oos)-Disposal, 42482 HH (oos)-Disposal, 42489 HH-HH (oos), 42557 CF-CF (oos), 42918 CF-CF (oos), 63343 CR-CR (oos), 65681 CR-CR (oos), 66795 CF (oos)-CF, 66813 BN-CF, 67638 On Loan-CR, 67640 On Loan-CR, 67641 On Loan-CR (oos), 69518 CR-HH, 69912 BN-BN (oos), 69914 BN (oos)-BN

30954 was withdrawn after service on 7 December following expiry of its MOT. By 3 January it had had some parts removed. 32475 returned to service on 18 December after having a second-hand engine fitted from an ex London B7TL sourced from Ensignbus. 33078 is also out of MOT and is possibly for scrap. 33184 has major head gasket problems and is for scrap. 37135 was parked on the premises of Colchester Fuel Injection, further along Haven Road from Quayside, on 9 December, presumably in connection with MOT preparation. It was still there on 15th, but back at CR parked out of use by 22nd. 42489, 42557 and 42918 are all out of service for disposal. 63343 has been robbed of parts to keep other StreetLites on the road, most front, rear and lower panels have been removed. On 9 December it went to A Barham & Sons at Weeley for work, it returned to Quayside by 19th. On 4 January it was in Engineering Bay 1 being put back together but as at 10th was yet to re-enter service. 65681 is also out of MOT. 66795 had returned to CF from A Barham & Sons at Weeley by 13 December. 67641 has not been sighted in service. It is reported that it broke down just after leaving Quayside on its first day out. It is now parked on the scrap line, with a label on the windscreen reading "Comms Issues" and is being cannibalised for spares.

Disposals 33081, 41523 and 42482 towed from Hadleigh depot to Alpha Recovery for scrap (33081 on 9 December 2019, 42482 on 10th and 41523 around the same time).

Repaints CF67901, seen on route 42 on 5 December, and CF67902, seen on route 42 on 2 January, repainted from hybrid Urban livery to standard Urban livery. Small "First Essex" with f symbol above the driver's cab & doors, main "Essex" fleet names on lower panels and depot stickers both sides.

Barbie Livery At the start of 2010, Barbie was the predominant livery with its replacement Urban livery being introduced in May 2012. But at the end of the decade, three buses remained in service in Barbie, 32629 and 65679 at Colchester and 41541 at Basildon.



First Essex 669 for EBN669 A rear view of First Essex Buses 669 (YR52 VEH) Scania L94UB/Wright Solar, in Colchester bus station on 20 September 2003. New to Menzies, Heathrow in November 2002, acquired by First Essex Buses from Scania in July 2003. Renumbered 65679 in 2004, and still in service from Colchester depot in December 2019. **Robert Appleton.** EBN669p15

Area News and Workings – Colchester (All vehicles listed below allocated to CR except where stated)

Further to EBNs 664 and 665, First Essex have announced that due to ongoing construction work which is making turning difficult and unsafe to do, from 10 January they will not be serving the stop inside Colchester General Hospital until further notice. They hope to be serving the hospital again as soon as possible, but for the time being buses towards the Town Centre will stop on Turner Road.

33044 came off the road into a ditch on Mersea Island whilst on route 67 on 4 December. It was towed to Hadleigh the next day for body repairs and was back in service at Colchester on 9th. 63333 was hit by a tipper lorry on Haven Road roundabout on route 61 early morning on 9 December, but the damage was not severe, and it was back in service on 13th.

Chelmsford's 69434 was on loan to Colchester from 6 to 11 December.

Commercial services to Clacton and Walton ended on 4 January with the last day of routes 97 & 98. Vehicles seen on the routes on 4th were 63328, 63329, 63330, 63340, 63344, 66803, 66816, 67739, 67741, 67750, 67755 and 67756. 67741 broke down whilst in service and was replaced on an evening Colchester to Clacton only 97 by 33178, the first and last reported sighting of a double decker on the 97 & 98 (and previous 97A) since they were introduced in July 2018.

The service revisions in Colchester from 5 January result in a PVR decrease of nine on Mondays to Fridays and 10 Saturdays, although an increase of one on Sundays.

Double deckers seen on routes 103/104 during December: 32629 (2nd), 37020 (18th), 62 liveried 37134 (20th), 32477 (24th). 32629 was unusually on 103/104 all day on 4 January, a Saturday.

Following the withdrawal from service of 65681 at the end of November, only one Scania L94UB / Wrightbus Solar in Barbie livery remains in service, 65679. It received a new MOT in November. Some sightings of it during December: 65 (6th), 64A (12th), 103/104 (7th, 18th, 19th & 27th), 61 (9th), 97 (16th), 71 (21st), 174/175 (23rd), 64 (29th) plus 67 on 2 January and 75 on 4th.

3 Dec	69518 on 103/104 (and again on 5th, 6th & 7th)		
6	Pink fronted 67638 & 67640 both on 103/104 (67638 again on 9th & 24th, 67640 again on 6th & 17th)		
7	67756 unusual on 70	10	67640 on 65
14	69518 on 71	17	67737 on 71
18	33088 on 65, Route 62 liveried 37134 on 70, similar 37136 on 61, 62410 on 75B		
20	Route 62 liveried 37133 on 88A, 67742 on 71		
21	63329 on 70, 63341 on 75	23	63334 on 71
27	33044 failed at Osborne Street on Tollgate bound 65, recovered to Quayside by Aldridge Recovery, 33088 on 62, 67738 on 75B		
28	32087 an unusual double decker on 66, 63333 on 62		
31	33088 on 64, 33196 on 65, 63333 on 62, 63337 on 75A, 67638 on 71 (and again on 6 January)		
2 Jan	32068, 33088 & 63334 on 62	4	63329 on 100



As in EBN668p14, three Alexander Dennis Enviro 300 are on loan from First Potteries to First Essex Buses at Colchester. On 9 December 2019 67640 (VX54 MRU) was at Stanwell Street, Colchester, after working 12.30 104 from Harwich. **Robert Appleton.** EBN669p16

Area News and Workings

Chelmsford

(All vehicles listed below allocated to CF)

Further to EBN668, out of service 66802 was still at MC Trucks, Witham on 13 December but had gone by 2 January.
32642 & 32672 have had their super rear adverts removed.
The Park & Ride Enviro 200 MMCs received Christmas decals on their side windows in early December.
Further to EBN665, the "Greater Manchester" name has been removed from above the doors on 42944, although the ghosting remains.

7 Dec	44914 on 351
19	X30 liveried 67171 on 36 (and again on 28th)
20	Flooding in several areas due to heavy rain, with some services, including 32, 46 and 351, on diversion
23	X30 liveried 67170 on 36
26	67166 on X30
5 Jan	42900 on first day of the 45C Sunday variant of route 45, 44549 on X30
6	44596 on 42 group, 44597 on 57, both back at Chelmsford after moving to Hadleigh last September (Period 10 transfers)
9	Due to a collapsed sewer under the railway bridge on Duke Street, the road there was due to be closed from 08.00 until 18.00 the next day, causing services to divert. Over-running of the works meant that the forecast closure was revised to also cover the weekend, 11-12th.



On the last First day (Saturday 4 January), Streetlite 47526 in Hamstel Road by North Avenue in the rapidly fading afternoon light at 16.00. **Richard Delahoy.**

Area News and Workings

Basildon & Hadleigh

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

The three remaining Caetano bodied Darts, 41522 at Hadleigh and 41524 & 41541 at Basildon, continued in service into the new decade. Route 24 ended on 4 January. As Route 26 therefore no longer interworks with it, the need for single deckers on this route ceased. On morning of 6th, double deckers 33098, 33134, 33186, 33376, 33384, 33385 and 36220 were all operating with only one single decker, 44004 (all HH allocated).

7 Dec 33077 unusual on 9, X10 liveried 67160 & 67161 both on 100
10 33192 very unusual on 100
15 X10 liveried 67162 on 25, unusual, and even more so on a Sunday
19 66848 on 94
21 X10 liveried 67164 on 25 (and on 100 on 24th)
30 X10 liveried 67162 & 67164 on 100
4 Jan HH44001 & HH47649 on last day of First Essex 24. (On Monday 6th, first day of Stephensons' replacement 24, Enviro 200 436 & Enviro 400 608 were on the route in the morning.)
8 66813, a Period 9 transfer from Basildon to Chelmsford, on 8 after returning to Basildon (a Period 10 transfer). It was back in Chelmsford the next day operating on route 100!



On the last First day (Saturday 4 January 4), Enviro 200 44001 waits time at the Archer Avenue stop in Newington Avenue in the rapidly fading afternoon light, on the 16.15 departure.
Richard Delahoy.

Sources own observations, and with thanks to R Appleton, S Austin, S Barham, D Bell, W Bell, J Benee, N Clark, T Clark, J Collins, L Cornwell, R Delahoy, D Edwards, J Elliott, J Gill, R Hannah, B Marsh, W Morrison, P Paske, J Podgorski, D Pretty, S Quy, J Salmon, C Stewart, R West, Facebook, Essex Buses Google group and Terminus.

Richard Delahoy.

Some corrections to last month's notes

In the caption to the picture of E200 427 on EBN668p2, this bus was not ex-Holmeswood Coaches as stated but was originally an ADL demonstrator/stock vehicle and when new was loaned to Stephensons in the summer/autumn of 2015 to cover other E200s undergoing warranty work, and was then sold to Stephensons in November 2015. The confusion may have arisen as "Bus Lists On The Web" incorrectly shows it as new to Holmeswood.

And re the ex-Yourbus E200s

YY67 USC/D in the event have been numbered 435/6, not 438/9 as originally planned, and the registrations of 469/70 are SN66 WLL/O, not SLL/O as previously reported.

Services no services ran on 25 or 26 December or New Year's Day. Between Christmas and New Year some services ran to normal timetables, others to Saturday schedules.



Picture Stephensons of Essex 647 (YN55 NKL) Scania N94UD/East Lancs Omnidekka in St Andrews Street North at Bury St Edmunds on 3 October 2019 working Bury St Edmunds Breeze town service 2. **Robert Appleton.**

EBN669p19





Local route 24 in Southend is the successor to Southend Corporation's trolleybus route along North Avenue to Southchurch which had started back in July 1932. In the latest round of service changes, First have given up the route and Stephensons have started a commercial replacement running every 20 minutes. **Richard Delahoy** was on hand to see out the old and in with the new.

Upper picture On Stephensons' first day, Monday 6 January , newly-acquired E200 436 (YY67 USD, ex Yourbus) waits in Southend Travel Centre for the 07.44 departure.

Lower picture On Stephensons' first day, Monday 6 January, Scania/E400 608 (EU64 CVR) picks up at the Archer Avenue stop in Newington Avenue on the 09.00, the favourite with early Concession pass holders!

EBN669p20

Arriva Southend / Harlow / Colchester.

Peter Mansbridge with thanks to Lee Burvill - Eckett, John Card, Richard Delahoy, Keith Sadler, Harlowride.co.uk.

Optare Versa B37F 4240 (KX13 DHL) has entered service at **Southend.** It had been stored at Southend for some months under repair and was first noted in service by 11 December. It was previously at Maidstone.

Arrivals at **Harlow** comprise Enviro 200 MMC 4113 (SN67 WUA) from Guildford and Enviro 200 4008 (YX61 FZN) from Hemel Hempstead. It is not known if these are loans or more permanent additions. 4008 was new to First London as DM44270, passing to Tower Transit before being acquired by Arriva.

Colchester allocated Wright Streetlites 4224, 4261/2 have been upgraded to Euro VI emission standards (the work was undertaken at Southend depot).

Mercedes Sprinter 1007 continues to be in use at **Southend** on crew shuttles but exceptionally worked a trip on service 29 on Monday 9 December, due to a vehicle shortage. Meanwhile at **Harlow,** Sprinter 1010 unusually worked service 10 on 13 December.

Southend allocated Volvo B7RLE / Wright 3816 worked service 1 for the first time in heritage colours on 2 January.

There were no services operated at **Southend** on 25, 26 December or 1 January At **Colchester**, no town services ran over those days but the following did operate: 26 December and 1January – Braintree Freeport service 900; 25, 26. December and 1 January – a 2-bus operation on service 133, ex Braintree 02.50, 04.50, 08.50, 10.50, 13.50, 15.50, 19.50 & 21.50, returning from Stansted an hour later in each case. On all 3 days, the buses in use were Streetlites 4323/4. Similarly, at **Harlow**, the only buses running on 25, 26 December and 1 January were on services 309, 510 (Thorley Park/Harlow to Stansted Airport), with a special timetable.

Harlow depot are operating new Hertfordshire County Council contract service 311 in Bishops Stortford which commenced on Monday 6 January. The one bus operation links a new housing estate at Stortford Fields with the town centre every 30 minutes on Monday to Saturday daytimes (06.00 – 19.30 M- F and 08.00 – 19.30 Sat). Mercedes Sprinter 1010 was used on the first day of operation, with Solo 1466 used on the 2nd day, and Enviro 200 4008 on the 3rd day.



Arriva Southend have started 2020 by running an out of area rail replacement, with two E400s in use on Saturday 4 January from Cheshunt to Stansted Airport. The buses were 6499 and 6500; here 6499 in its heritage Southend Corporation livery stands at Bishops Stortford station. The job will continue for the following three weekends.
Matthew Evans.

hedingham and chambers

Mark Lloyd *With thanks, J. Podgorski, Michael Allen & Essex-buses yahoo group.*

Vehicle Acquired

298	OU57 FHA	ADL E200 MPD	B29F	From Konect – originally Thames Travel.

Significant Allocation changes

298	Konect - CN
615	CN(u) – HD

Fleet news

615 EU07 GVY Enviro 400 has returned to service at HD following repaint in new livery and refurbishment of seating in standard Go-Ahead blue. 563 and 572 Volvo B7TL/Presidents have been OPO fitted, these were originally not fitted but other withdrawals and additional work has dictated the need. 298 OU57 FHA transferred from Konect on 4 January to assist with the new Clacton services – see below. 298 was originally Thames Travel but was transferred from Carousel to Konect which means the livery will be similar to existing 266 from the same source. Hedingham have previously operated sister 294 OU57 FGZ in the Smart Phone App all over advert now with Konect.

Dart MPD Update

The caption on the rear of EBN668 suggested that 289 and 290 were Hedingham's last Darts – the article inside was fond memory of the two pioneering Dart/MPD's and of course MPD 291 and the many original SLF Darts 253-260 continue in service.

Service news

Michael Allen contacted me to correct my report from last month, the low bridge on the 97/98 route is at Kirby Cross not at Thorpe. Also, the Sunday 76 is a Sunday ECC contract operated by First but the 74b operates on Mon - Sat evenings (not on Sundays) by First under contract to ECC and will continue to do so unchanged post 5 January.

The Hedingham 97/98 between Walton and Clacton will basically assume a 15 to 20 minute headway Monday to Saturday. 98 will be running to a "temporary winter timetable". The 97 and 98 differ in routing at Elm Tree Avenue and is essentially a 3-bus duty with morning rush hour insertions and school run breaks. Sunday the duty is a one bus duty.

The X76 still has a 30-minute core frequency and runs essentially to full timetable from 0900 to 1800, with one or two minor reductions plus one early bus into Colchester and one later bus to Clacton.

The 74 replacing the First 98 route via St Osyth, Thorrington, Wivenhoe and the University will run 7 days a week and has a basic Mon – Sat hourly service each way with a 2-bus duty, dropping to a two hourly headway one bus duty on Sundays.

Thus, the First 97 route Clacton to Colchester is replaced by Hedingham X76 but the X76 does not enter the University. One Saturday and non school day morning service (76) is timetabled to enter the University but this seems to be the only service and there is no advertised 76 return although the 74 can be used by Clacton commuters. First 98 route from Clacton to Colchester is replaced by Hedingham 74 and Hedingham will provide a 74 Sunday service too. First 97/98 Walton to Clacton is replaced by Hedingham 97/98. First ECC tendered 7,8,74B M-S eve and Sunday 76 Colchester to Clacton routes will continue.

Hedingham have offered expanded Seasiders coverage to include Walton and Frinton - £6 day ticket. New £5 day ticket for Walton to Clacton zone and £3.50 day ticket called Frinton Faresaver to cover travel between Kirby Cross and Walton.

Sunday 5 January saw 910 SF04SFD Optare Solo running on the 97/98 duty.





Above Seen on 8 January in Station Road, Clacton, the relatively recent arrival from Konect, 851 A057 EZL on the 137 service Clacton Common Circular. **Mark Lloyd.**

Below is 265 EU10 AOX on service 74, the 13.13 departure from Pier Avenue Clacton heading to Colchester on 8 January.
Mark Lloyd.





Ensignbus
omnibus suppliers to the world

Mark Lloyd with thanks to Ross Newman.

Ensignbus

Dealing Stock Movements – December 2019

Vehicles in

Arriva London	LJ54 BFZ BFY / BGK LJ05 BHL/O/X/BKA/BJV	DAF DB250s
Brighton and Hove	YN56 FFU / FFV YN58 BCO / BCU / BCV / BCY	Scania's
CIE	09-D-3720/4/31-3/	E200s
East Yorkshire	YY51 AYA/E-H YY52 LCT	Volvo B7TLs
Metroline	LK05 GFZ LK04 CUU / CVF.	Trident Volvo B7s
RATP London	YX08 MFA / MHM	E200s
Stagecoach Midlands	KX55 PFJ	Solo
Stagecoach South	GX06 DXA-C/E –G	Darts

Vehicles Out

A and P Travel, Barway, Cambs	LJ05 BHO / BHX	DAFs
Banga Buses, Wolverhampton	YD63 UZY	Solo
Brighton and Hove	SN66 WLP	E200
Carters Coaches, Kettering, Northants	LJ54 BFO	Volvo B7TL
Fareline Coaches, Diss, Norfolk	NK54 NUH	Volvo B7RLE
First Bus Stop, Gravesend	LJ53 BFN	Volvo B7TL
Fowlers Coaches, Holbeach Drove, Lincs	YX51 AYF / AYG	Volvo B7TL's
GDS Travel, Long Sutton, Lincs	YX51 AYE	Volvo B7TL
Halton Transport	GX06 DXA / DXB / DXC	Darts
Johnsons Coaches, Hodthorpe	YT09 YHV / YHP YN08 MSO / MLV / MSU N56 FFU / FFV	Scania's
Manchester Sightseeing	LK57 AXR / AXY	E400s
Moving People, Accrington	YN55 NKW / NKM / NJJ / NHT	Scania's
Pikes Coaches, Andover, Hants	YJ04 FZD	Volvo B7TL
Rebound Coaches, Weald, Ox	LJ05 GRZ / GPZ / GFX /. LJ55 BTF	Volvo B7TL's
Red Routemaster, Brentford	GX06 DXE / DXF	Darts
The Bus Business, Witney, Ox	LX09 ACJ	Scania
York Pullman	AE12 FGM YY52 LCT / YX51 AYH / YX51AYA	Volvo B7RLE Volvo B7TL's
Youngs Coaches, Cambridge	YN58 BCO / BCU / BCV / BCY	Scania's

Other Movements

Volvo B7TLs
LJ53 BFM / BFO
RGI Bus and Coach, Coventry

DAF
LJ54 BGF
Regional Transport, Shrewsbury

E200s
YX10 BCZ / BFN
Advance Driver Training, Galway, Eire

DAFs
LJ05 BJZ / BJX / BHL / BFZ / LJ54BJX
Hardwicks, Barnsley

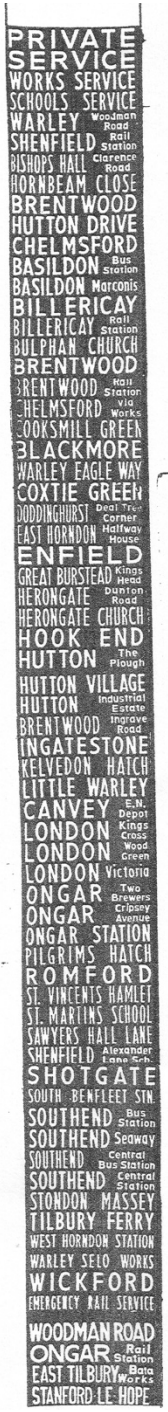
To Shelton Motors for scrap
Darts
KX56 JZE / KX03 HZE
Trident
LX51 KXP DAFs LJ54 BGK / LJ05 BJV / LJ05 BHN

Ensignbus

Ensign Fleet – December 2019

Mark Lloyd with thanks to Ross Newman.

E200 709 sold to Symonds Coaches, Diss.





30"x5"
NORBURY BROS
JULY 1974
"LIST No 4" ON HEM

The Blind Spot!

Another of **Bob Williamson's** fascinating collection of bus blinds.

This month we have a Brentwood (BD) Eastern National destination blind dating from 1974. <<<<<<<<<

EBN669p25

Last month's "Challenge".

Richard Delahoy, Our Southend Specialist Responds!

Bob Williamson's "Blind Spot" feature in last month's magazine was interesting, thank you to him for it. Southend Transport helpfully numbered their different blinds, prefixed by T for Terminal (ultimate destination), P for Passing Points (intermediate) and N for Numbers. Coach issues had an extra C prefix, eg CT15. As I commented in my article in the July issue ("Three tracks on my blind", EBN663p4), Southend used single track number blinds until 1979 and Bob's example is N14 in that series. Blinds were sometimes modified after introduction and I'm not sure if the one he recorded in 1977 was as originally specified or whether it had been altered. There is a file in the Derek Giles collection at The Bus Archive which has a lot of blind specifications in it, I need to check it next time I'm there to see what the original N14 list covered. (Frustratingly, I had the file in my hands in mid-December and copied one number list, but it was the wrong one – N7 instead of N14! Must try harder next time).

The Editor commented that he imagined some readers would recall every single number. Well, yes and no. Southend sometimes speculatively added numbers that might be needed one day, some of which were never used in the Southend Co-Ordination area; others reflect odd one-offs or routes that had ceased or been renumbered by the time a blind was printed. With those thoughts in mind, here are some observations on various entries:

X90 & X91 are still on the blind yet the relevant services had been renumbered some while before and the replacement numbers are on the blind as well. X90 was the Canvey to Rochford Hospital service and was renumbered 404 early in 1972; X91 was the Leigh to Roots Hall football special, which had been renumbered 69 as long ago as June 1965.

31 will probably have raised some eyebrows as it refers to the Chelmsford to Maldon route, well outside of Southend's territory. But as part of their special out of area Boxing Day buses, ST had run a Southend-Chelmsford-Maldon-Colchester service, numbered in three parts as 11/31/19. That route only ran on Boxing Day in 1972, 73 & 74. My recollection is that the number 31 did not appear on blinds until after the service had ceased, although my memory might be deceiving me. In 1973 no route number was shown on the CF-MN section, but I do know that in 1974, Fleetline 376 did display 31 in the number box – but on a piece of black card that I'd made up specially, so that was something of a cheat!

60 is another oddity. In the 1955 Eastern National renumbering scheme, numbers 60-69 were allocated to the Southend area but at the time, only 61-9 were in use. 60 appeared on Southend number blinds as a speculative entry for very many years, not finally coming into use until 1981. / cont EBN669p26

Last month's "Challenge".

Richard Delahoy, Our Southend Specialist Responds! Continued from previous page.

60 is another oddity. In the 1955 Eastern National renumbering scheme, numbers 60-69 were allocated to the Southend area but at the time, only 61-9 were in use. 60 appeared on Southend number blinds as a speculative entry for very many years, not finally coming into use until 1981.

The inclusion of various EN route numbers for services that started in the Southend Co-Ordination Area but extended beyond was effectively for two reasons – firstly for when Southend covered missing EN mileage within the Co-Ordination Area, but also for the aforementioned special Boxing Day buses (which some years also operated on 27 December and 1 January). Hence entries such as 2, 11, 19, 151, 251 & 400 are not so odd.

Which brings me to the final entry and one that I can't explain: 405. To my knowledge, there was never a 405 in the Southend area and I can't think of any reason why it was included, certainly not in the mid-1970s. Does anyone know?

Finally, some thoughts on the order. The odd X90 & X91 aside, readers will have noticed that the blind is in numerical order – almost. 27 appears twice, one entry being between 5 and 5A, to avoid excessive blind winding when the 5 and 27 were interworked. Then the number 1 also appears twice, the "rogue" entry being between 15 and 16. This has me puzzled as I cannot see any situation when 1 would have been interworked with the 15 (which was an irregular EN service from Southend to Basildon via the A127) or 16 (a Chalkwell station commuter shuttle). Another mystery.

Of course, it would all have been so much easier had Southend adopted three-track number blinds sooner, but then we'd have been denied all these conundrums! **Richard Delahoy.**

Coaches to Mill Beach.

Maurice Austin.

Robin Jenkinson has very kindly given me a copy of the 1967 Eastern National Express Coach Services timetable booklet. One of the many interesting timetables is that for the X14, London, Chelmsford, Sudbury, Bury St. Edmunds with connections to Maldon and Mill Beach.

Coaches left London at 1800 on Fridays and Sundays from Victoria and 0900 on Saturdays. Passengers had to change onto service special summer limited stop trips on service 31 at Chelmsford Bus Station. Buses returned from Mill Beach at 1918 on Fridays and Sundays and 0955 on Saturdays.

Period return fares from London to Mill Beach were 18/- on Saturdays and 15/- on Fridays and Sundays.



The actual Grey-Green/Battens VAL used in the "Italian Job", Clacton, 1964, also see letter from DB from BD, EBN669p30 and article by Owen Woodliffe in EBN668p28. **Robin Jenkinson.**

First Essex Fleet & Allocation Summary January 2020

This information is up to date to the end of Period 9 2019/20 (28 December 2019).

Correction to previous years' Fleet Lists

44596 is an Enviro 200 Dart not an E20D. The length of 44900 is 8.9m not 9.6m.

Changes during 2019

Plus: 30954, 32064, 32629, 36216, 36217, 36218, 36219, 36220, 37027, 37036, 37037, 37042, 42940, 42941, 42944, 42945, 44908, 44909, 44910, 44913, 44914, 44915, 66708, 66846, 66848, 66860, 66861, 66863, 67735, 67736, 67737, 67738, 67739, 67741, 67742, 67750, plus 66709 for spares only and 67638, 67640 & 67641 officially on loan from First Potteries.
Minus: 20514, 32064, 32480, 32481, 32651, 33072, 33074, 33081, 33090, 33189, 41494, 41512, 41513, 41523, 41525, 41527, 41539, 41540, 41542, 41543, 41544, 42482, 42483, 42484, 42485, 42486, 42519, 65028, 65029, 65030, 65031, 65032, 65672, 65675, 65685, 65687, 65692. In addition, 41521 from service fleet to a publicity vehicle.
New type introduced during the year was the original Transbus design Alexander Dennis Enviro 300, officially on loan (67638/40/1).
Types that left the fleet during the year were Volvo B12M / Plaxton Paragon (20514) and Scania OmniCity CN94UB / Scania (65028-32).

Fleet List

The fleet list is summarised under main types. Figures / letters in brackets are registration periods.
Volvo B7TL / ALX400: 30894 (X), 30954(51), 32068/87(51), 32475-8/82-85(53)
The X and 51 regs have Alexander bodywork, the 53s Transbus bodywork.
Volvo B7TL / Wrightbus Eclipse Gemini: 32628-9/31/40-2(54), 32672/6(55), 37009-10/5-7/20(55), 37027/36-7/42(06)
Volvo B9TL / Wrightbus Eclipse Gemini: 37133-6/8-40(57), 36216-20(12), 37985/6 (11)
The 57 regs have Eclipse Gemini bodywork, the 11 & 12 regs have Eclipse Gemini 2 bodywork.
Transbus Trident / Transbus President: 33044/7/73/7-8/80/6-8/95/8(51), 33133-4/6/78/84(02), 33186/8/90-2/4-6/229/32(52)
The 52 reg are 9.9m, as are 33044/7 and 33178/84, the rest are 10.5m. 33229/32 have gasket glazing, the rest bonded.
Transbus Trident / Transbus ALX 400: 33373/6/83-5(53)
Alexander Dennis Trident 2 / Enviro 400: 33424/5(59), 33504/7(08), 33544-6/8-9/51-3/5/7-9/61-3/7-8/70/2-4(58)
33424 is 10.8m long, the rest are 10.1m. 33425 has bonded glazing, the rest have gasket.
Transbus Dart / Caetano Nimbus: 41514/21-2/4(03), 41538/41(53)
41521 is a permanent Publicity Vehicle.
Dart / Pointer 10.7m: 42487(03), 42488-9(53), 42895/900/18/22-3/7-8/30-7/9(05), 42940-1/4-5(56), 42968(06)
Dart / Pointer 9.3m: 42555-7/61(05)
Mini Pointer Dart 8.8m: 43845-8(55)
The Pointer Darts are a mixture of Dennis, Plaxton, Transbus and Alexander Dennis build, but all to the same basic Pointer 2 design.
Alexander Dennis Enviro 200: 44001-6(57), 44080-1(58), 44537-51(13), 44596(60), 44597(58), 44598(57), 44599(08), 44900(08), 44908-10/3-5(09)
The 13 reg are E20D chassis, the rest are Enviro 200 Darts. 44001-6 & 44080-1 are 10.2m, 44537-51 are 10.9m, 44596-9 are 10.8m and 449xx are 8.9m.
Alexander Dennis E20D / Enviro 200 MMC: 44659-62(66), 67160-71(66), 67189-97(66)
44659-62 are 10.5m, 67160-71 are 11.6m and 67189-97 are 11.8m. 67160-71 have luggage racks for use on routes X10 & X30 (67165/6 have been repainted from X30 livery into standard livery but retain their luggage racks), 67189-97 are dedicated Park & Ride vehicles in Essex County Council all black livery.
Wrightbus StreetLite DF: 47521-30(64), 47643-58(15), 63161-70(64), 63328-44(65) The 63 series are StreetLite DF Max and are 11.5/6m in length, the 47 series are 10.9m.
Scania L94UB / Wrightbus Solar: 62407-10(03), 65677(51), 65679/81-2/4(52), 65688-91(03)
Volvo B10BLE / Wright Renown: 62139/91 (X), 62242(Y), 66179(W)
These are permanent driver trainers, although 62191 & 62242 are now out of use.
Volvo B7RLE / Wrightbus Eclipse Urban: 66708-9(53), 66719/30(54), 66794-804/6-8/10-9/21/3/5-30/7/46/8/60-1/3(05), 69421/9-34(58), 69515-20(11), 69532-3(05)
69515-20 are Eclipse Urban 2. 66709 was acquired for spares only.
Alexander Dennis Enviro 300: 67638/40-1(54) officially on loan
Alexander Dennis E30D / Enviro 300: 67735-9/41-42/50/5-6/79(62), 67805(13)
Alexander Dennis E35H (Hybrid) / Enviro 350: 67901-4(13)
BMC1100FE School bus: 68510/20/31(54).

Continued/

This type hasn't been used since the end of the Summer school term July 2019.
Volvo 7900 Hybrid / Volvo: 69901-19(13)

Summary of Numbers of Types

Figures in brackets are change during the year.
B12M / Paragon (School coach): 0 (-1)
B7TL / ALX400: 12 (+2, -4)
B7TL / Eclipse Gemini: 18 (+5)
B9TL / Eclipse Gemini: 7
B9TL / Eclipse Gemini 2: 7 (+5)
Trident / President 9.9m: 14 (-1)
Trident / President 10.5m: 12 (-4)
Trident / ALX 400: 5
Enviro 400 10.1m: 24
Enviro 400 10.8m: 1
Dart / Nimbus: 6 (-12)
Mini Pointer Dart 8.8m: 4
Dart / Pointer 9.3m: 4
Dart / Pointer 10.7m: 24 (+4, -5)
Enviro 200 8.9m: 7 (+6)
Enviro 200 10.2m: 8
Enviro 200 10.8/9m: 19
Enviro 200 MMC 10.5m: 4
Enviro 200 MMC 11.6/8m: 21
Enviro 300 original: 3 (+3)
Enviro 300 revised: 12 (+8)
Enviro 350H: 4
StreetLite 10.9m: 26
StreetLite Max 11.5/6m: 27
L94UB / Solar: 13 (-5)
OmniCity: 0 (-5)
B7RLE / Eclipse Urban: 51(+7)
B7RLE / Eclipse Urban2: 6
7900 Hybrid: 19
BMC1100FE School bus: 3
B10BLE / Renown (Driver Trainers): 4
Total: 365 (362, +40, -37)

Allocations

Basildon: 33047/77/188/92, 33424-5/504/7/44-5/8-9/51-3/5/7-9/61-3/7-8/70/2-4, 41524/41, 44908-10, 47650-8, 66819/21/3/5-7/46/8/63, 67160-4, 69901-10/3-9
Chelmsford: 32482-3/5 32628/31/40-2/72/6, 37985-6, 42556/61, 42895/900/22-3/7-8/30-7/9-41/4-5/68, 43845-8, 44537-51/659-62/900/13-15, 66730/94-7/9/806/8/11-5/7-8/30/7/60, 67165-71/89-97, 67901-4, 69421/9-34/532-3
Colchester: 32068/87/475-8, 32629, 33044/80/6-8/178/96, 37010/5-7/20/7/36-7/42, 37133-4/6/8-40, 62407-8/10, 63328-42/4, 65679/88-91, 66798/800-1/3-4/10/6/28, 67638/40/735-9/41-2/50/55-6/79/805
Hadleigh: 30894, 33073/95/8/133-4/6/86/90-91/232, 33373/6/83-5, 36216-20, 41522, 42487, 44001-6/80-1/596-9, 47521-30/643-9, 63161-4/6-70, 69515-20
Driver Trainers (at Chelmsford): 62191/242
Publicity Vehicle (at Chelmsford): 41521
Out of Service / Stored: 33194/229, 33546, 41514/38, 66861, 69911-2 (at Basildon), 32484, 42555/7/918, 62139, 66179/708/19/802/29, 68510/20/31 (at Chelmsford), 30954, 33078/184/95, 37135, 42488, 62409, 63343, 65677/81-2/4, 66709/807, 67641 (at Colchester), 42489 (at Hadleigh), 37009, 63165 (at Wrightbus for major bodywork repairs)
Total 365 vehicles including driver trainers and vehicles unlikely to see further service.

Fleet List 10 Years Ago

As it is the start of a decade, it is interesting to compare the fleet above at the beginning of 2020 with the fleet at the start of 2010.
The January 2010 fleet list is summarised under main types. Figures / letters in brackets are registration periods.
Volvo B10M / Plaxton Premiere: 20110(N), 20463(X), 60031/130(R)
Volvo B7R / Plaxton Profile: 20351-3(05)
Volvo B9R / Plaxton Panther: 20801-5(08)
Volvo Olympian / Alexander: 30558/60(P), 31456/62(N), 34280/2/4-6/8/90(P)
Volvo Olympian / Northern Counties: 34011-4/8/56(P), 34301-5/7-11/4-5(L)
Leyland Olympian / Alexander: 31198(L), 31373-6(L)
Leyland Olympian / ECW: 34815/8(C)
Bristol VRT SL3 / ECW: 38790(V suffix)
Dart / Pointer Low floor 10.7m: 40733-4/6-8(P), 42439(P), 42482-7(03), 42488-9(53), 42918-23/7-37(05), 43712-21(R), 43729-38(S)
Mini Pointer Dart Low floor 8.8m: 43357-60(V), 43801-2(02), 43845-8(55)
The Pointer Darts are a mixture of Dennis, Plaxton, Transbus and Alexander Dennis build, but all to the same basic Pointer 2 design.
Dennis Dart SLF / East Lancs Spryte: 40777-9(P), 41005-17(R), 42852-5/7(P)
Dennis Dart SLF / Marshall: 41235/8-41(S), 41640/2/4-5/7/50-1/3(R), 43800(S)
10.2m except 43800 8.8m
Dennis Dart SLF / Alexander ALX200: 43739-44(V)
Alexander Dennis Enviro 200: 44516-9(09)
Dennis Dart 9.8m / Plaxton Pointer: 46120/32/40(M), 46145-6/51-8/67-72/4-7/9-85/7(N), 46827-8(N)
Dennis Dart 9.8m / Alexander Dash: 47101-2/4/6(N), 47223-6/8-9/52(M)
Mercedes Benz 711D / Plaxton Beaver: 51803(P)
Optare Solo M920: 53112-7/24-37(02)
Optare Solo M950: 53138-9(54)
Mercedes 0814D / Plaxton Cheetah: 56005-6/9(54)
Enterprise Bus / Plaxton Primo: 57001-2(56)
Dennis Lance / Northern Counties Paladin: 60102-4(P), 67001-13(P)
Volvo B10B / Wrightbus Endurance: 60117(N), 60304-5(M), 60319/21(N)
These were permanent Driver Trainers
Scania L113CRL / Wrightbus Axcess-Ultralow: 60755-8(N), 61054/7(R)
Scania OmniCity: 65028-32(06)
Scania L94UB / Wrightbus Axcess Floline: 65626-32(V), 65650-4(T)
Scania L94UB / Wrightbus Solar: 62406-10(03), 65665-77(51), 65678(02), 65679-85(52), 65686-92(03)
Volvo B7RLE / Wrightbus Eclipse Urban: 66794-30/7(05), 69434(58)
BMC1100FE School bus: 68521/32/4(54), 68535/51-2(05), 68555(55)
Of the above, the following were still in stock at the end of the decade: 42482/7-9/918/22-3/7-8/30-7, 43845-8, 62407-10, 65677/9/81-2/4/8-91, 66794-804/6-8/10-9/21/3/5-30/7, 69434 (total 68 out of 350) although some were out of service (see above).
Of the above, the following are known to have been preserved: 34305, 34815/8, 38790, 42439, 43721/31, 46152, 65667.

Allocations 10 Years Ago

Basildon: 31373-5, 34011-2, 41235/8-41/640/5/50-1/3, 43800/45-8, 46167/71-2/84-5/7/827-8, 56005/9, 60103-4, 65626-32/65-71, 66800-1/3-6/13/9-27, 67001-2/9/12-3
Chelmsford: 20463/801-5, 34815/8, 40733-4/6-8, 41647, 42484/918-23/7-36, 43744, 46120/32/40, 47101-2/4/252, 53112-17/24-39, 65028-32, 66794-9/802/7-10/8/28-30/7, 68521/32/4-5/51-2/5, 69434
Braintree (outstation of Chelmsford): 31198, 42482-3/5-9, 43357-60/801-2
Clacton: 20351-3, 34311/4, 41642/4, 43739-43, 46170, 47223-6/8-9, 57001-2, 62409, 65690/2, 67010
Colchester: 30558/60, 34013-4/8/56/285/90/301-5/7-10/5, 56006, 60102, 60755-8, 61054/7, 62406-8/10, 65650/2-4/72-89/91, 66811-2/4-7, 67003-8/11
Hadleigh: 31376/456/62, 40777-9, 41005-17, 42439/852-5/7, 43712-21/9-38, 46145-6/51-58/68-9/74-7/9-83
Harwich: 34280/2/4/6/8, 42937, 44516-9, 65651
Reserve: 51803
Heritage: 38790
Driver Trainers: 60117/304-5/19/21
Out of Service / Stored: 20110, 47106, 60031/130
Total 350 vehicles including driver trainers, school buses and vehicles unlikely to see further service.

Letters

Doug Brown [DB from BD] **VALs.**

VALs were so called because they were Vauxhall's with a Leyland 500 engine. I once took a party on to the concourse of Waterloo Station as my passengers wanted to get to Weymouth for the boat train for the Channel Islands. At that time, the trains left Weymouth Station, went down the High Street, did a circle of the Harbour. A man with a red flag walked in front of the train.

It would seem that a coach had never been on the concourse of Waterloo Station before and the taxi drivers did not like it; they boxed me in with a taxi at front and rear of my coach and said "now try to leave!" I put the VAL on full right-hand lock and did just that! You should have seen their faces, especially when I gave them a farewell wave!

Eds note Doug has provided an article on VALs which will appear in a forthcoming EBN.

Alan Tebbit BEM **Dunmow Dick and Me.**

I have never made notes, or kept a diary, relying on my memory of events, but I am absolutely certain of when Dunmow Dick transferred to driving. I started my PSV driving lessons on my 21st birthday 5/9/1968 and was one of the last conductors to train without pay. At that time the company had embarked on an aggressive recruitment campaign in the unemployment black spots of the North, and a hostel had been established for the incomers to be housed in, pending council accommodation being offered once they had been employed. Naturally the company wanted these through their tests as quickly as possible, for they were being paid. Consequently, I was pushed back for my own test to make way for them. By mid-November, I was getting frustrated at the delay, and made quite a nuisance of myself. I watched as one of the Northerners, Rod Mackenzie, and Dick Wright, went out on Bristol LD5G 2480, for their tests, feeling very angry. I was kicking off alarmingly when they returned, Rod had failed, but Dick was successful, and gained PSV badge FF22859. The examiner heard my raised voice, and offered to take me out, there and then. I had a successful test, being allocated badge FF22864. So, Dick certainly passed his test on the same day as me 17/11/1968.

Errata. Thanks to those members who pointed out that Ensign RT1431 has a Craven body rather than Saunders as wrongly shown in EBN686irc. Apart from Richard Delahoy himself, Colin Sigston gets the first prize for pointing out the error! Richard writes" sorting out the pics and submitting them on the night of the running day put too much pressure on the system!" Your Editor was "born and bred" in the red bus area so he should have looked at the pic more carefully!

Richard Delahoy, Thorpe Bay **Southend Trams.**

Thank you to Jim Swan for his letter in the December issue about my article on Southend Corporation Transport's scheduling ("Delving into the archives", EBN667p4). One of the better comprehensive reference sources is the PSV Circle Fleet History published in 2015, which I contributed to. In terms of the 45 trams that I reported as potentially available for service in the summer of 1938, that figure certainly does not include the Pier trains as Jim thought might be the case. He is right though to suggest that the remaining 3 toastrack trams would probably not have been in use by August Bank Holiday, the date I'd chosen for my survey. The circular tour that the toastracks were used on ran for the last time a month earlier, on 6 July, 1938, and whilst they were still in the fleet and possibly roadworthy, it's highly unlikely that they would have been used after the circular tour ceased, as the Boulevard sections of track had also closed at the same time. Indeed, in V E Burrows detailed history of Southend trams (published in 1965), he comments that they "were retained with a view to their possible sale as roadworthy vehicles to some other seaside undertaking" but no sale transpired and they were later broken up.

That leaves 42 trams potentially available – 4 of the short, four-wheel open toppers, 31/3/4/6, and 38 top-covered bogie cars, 15-7/9-25, 37-9, 44-68. What we will probably never know is how many of those were already unfit for further service, against the number in service that summer (31 on August Bank Holiday Monday). The fleet histories generally only record the dates of sale/scrapping, not dates taken out of service.

As an aside, a similar issue arises with the buses and trolleybuses. For example, there was a recent debate on the message board of the excellent SCT61 website, where a picture of 2 of the ex Tees-Side single deck trolleybuses which Southend ran appeared to conflict with the withdrawal dates. The photo of 141/2 was taken in May 1951 and shows them apparently dumped and probably already withdrawn from service, but the fleet history and the SCT vehicle record cards I hold show them not officially disposed of until the following year. However, examining the annual mileages recorded on the SCT cards suggests they last ran in the year ending 31/3/51, a year before formal withdrawal.

We will probably never fully unravel some of these minor mysteries!

Paul Harvey Richard Delahoy's piece on **"Another Delve into the Archives"** (EBN668p7), the photo of the entrance to London Road depot Southend reminded me of the use of the offices above the entrance from my days at the depot in the mid 70's. Part of the office block was the Conductor Training School led by Inspector Norman Kennedy and sometimes used by the Driving School for classroom theory. The other part of the block was used by the Roadside Publicity guys (George Scott & Tony Cain) who were responsible for bus stop plates, bus stop pole painting. timetable cases and roadside timetable displays. They had their own workshop to undertake repairs etc to cases and plates.

Other Operators.

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

Barker, Roydon

TIB 8569 (ex-Y379 RVU), an Ayats C53FT bodied A2E/AT is here from Akiens and Feeley, Leicestershire.

EOS Buses, North Weald

YR10 AZV, a Scania N230, B42F is now understood to be with Swissport, Dublin, Eire

Kings Coaches, Stanway

Updated information from **Peter Mobbs.**

MJ13 WMC, a MAN/Van Hool Astron (ex-Go-Goodwins, Eccles) returned to Moseley (PCV), South Elmsell on 8 July 2019. KC12 ABC, MAN, Van/Hool went to Evobus (UK) Ltd. on 4 October 2019.

Previously unreported information from **Peter Mobbs**

Between 3 and 13 December 2018, BF67 WLL, a Mercedes Benz Tourismo (C57FT) was here on demonstration from Evobus (UK) Ltd. Coventry. Finally, on loan from Evobus between 4 and 16 December 2019, was BV19 YLU, a Mercedes Benz Tourismo (C53FT).

Peter Godward, Basildon

LJ05 BHP and LJ05 BHV, a pair of Wright bodied VDL DB250s (H43/21D) are here from Arriva, London South.

Colchester United FC to Manchester on Wednesday 18 December 2019 from Peter Mobbs.

Twenty coaches were used to transport Colchester United supporters to Old Trafford for the Carabao Cup quarter final match against Manchester United:

Felixstowe Travel	M50 FXO, M60 FXO
JJLT	PO59 OML, YX14 SFK, BN19 JBY
Kings Coaches	KC65 ABC, KC19 ABC
Klarners	GB15 KCL, BL16 GBZ, YN69 XWM
M&M Staffing	MM10 BUS, MM15 BUS, MM18 BUS, MM69 BUS
New Horizon Travel	YC58 RVC, NH09 LRH
Roman Coaches	V24 ROM, MJ11 DHM, YN67 YDD
Swifts	SP06 APC



Picture above. Mercedes Tourismo which Kings Coaches had on loan and returned to EvoBus, Coventry, on 16 December as described **Peter Mobbs.**

The Blind Spot, continued.

Richard Delahoy.

To go with Richard's letter to the editor included with The Blind Spot EBN669p25/26, he has now sent the following picture:



A Southend bus showing 31 as a route number but it wasn't on the blind in Fleetline 376 when Richard Delahoy photographed it outside EN's Maldon Bus Station on 26 December 1974. It's actually a sheet of black card with the numbers traced and cut out of white paper stuck to the card, which was then pushed inside the blind box. The lengths we sometimes go to, to get a good photo! There was no suitable passing point display and Richard's "Blue Peter" skills didn't extend that far (at least not until 1987 and a one-day operation on the 36, but that's another story)!

Richard Delahoy.



Airport Bus Express Stansted YN64 AMU at
Hyde Park Corner, London 13 November 2019
2014 Scania K360/Irizar C63FL ex-Terravision Stansted.

Robert Downton.

Target Dates for EBN670 (February 2020).

Before	…	Saturday 1 February 2020	Reports to Sub-Editors.
Before	---	Friday 7 February 2020	Sub-Editor drafts to Editor.
On or before		Monday 17 February 2020	Dispatch by Printers.







Ensign Running Day, Saturday 7 December 2019.

Top Picture
Ensign's heritage fleet includes four former Southend buses, including Leyland Tiger/Duple Caribbean 250, seen here at Greenhithe station, driven by Go North East's Chief Executive, Martijn Gilbert. I **Richard Delahoy.**

Centre Picture
Ensign's replica "Old Bill", it looks as though the driver is someone who used to attend Westway depot regularly!

Lower picture
Recalling the days of luxury coach travel was former East Kent FFN451, a Park Royal bodied Leyland Royal Tiger, seen at Upminster as night fell.
Richard Delahoy.

FFN460fc

Lower picture







Essex Bus News 669; January 2020.

www.essexbus.org.uk

fb.me/essexbus

Top picture
Arriva Southend 3816 (Southend)'s second heritage livery repaint, Volvo B7RLE/Wright Eclipse Urban 2 3816 (GN07 AVC) on Route 7, Rochford Road - near The Bell pub. 15.03 on 19 December 2019.
Shannon Jade Devon.

Centre picture
On Boxing Day, when there were no trains running from Southend to London, Ensign Bus ran a special service to/from Southend Airport to connect with District Line trains at Upminster for onward travel into London. Waiting for the 10.30 departure (and a delayed inbound flight), BCI decker 403 (LX66 GVE) is at Southend Airport.
Richard Delahoy.

Lower picture
Following First Essex relinquishing the remainder of their Clacton area operations and the take-over by Hedingham of the Clacton to Walton on the Naze services, the first weekday, Monday 6 January finds Hedingham's Transdev Dart SLF 253 (EU04 BVF) on service 97 to Clacton in Elm Tree Avenue, Frinton.
Ken Coldwell.