

Essex Bus News

No. 627
July
2016



Essex Bus Enthusiasts Group
www.essexbus.org.uk

£4

where sold



Top: After external bodywork refurbishment by Hadleigh Engineering and repainting (spray) by Mardens of Benfleet, with livery trim applied at Hadleigh, TransBus Dart 42487 (SN03 WME) entered service on 8 July on routes 24 and 26. Compare with the picture on EBN627p12.



Lower: 47649 (SN15 AEL) now has a new, totally plain engine cover, which is devoid of the dummy grille and advert frame, looking very different to others of its type.

John G. Lidstone.

Both pictures taken on 8 July at Southend main bus terminus.

Front Cover Picture.

Brentwood Coaches restored Bedford OB SEV 777 in their yard at Little Waltham. This is a splendid vehicle often seen being driven past John's home on Saturday/Sundays to keep it in good running order.

John Salmon.

EBN627Ifc

Editor & Sub-Editors

Magazine Editor

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

First in Essex

Regal/Amber/Trustybus/EOS

Adam Kelleher
74 Park Road
BRENTWOOD CM14 4TU adamxxxx4@yahoo.co.uk

Ensignbus/Hedingham/Chambers

Mark Lloyd
448 Ipswich Road
COLCHESTER CO4 4EY mark.lloyd@asgb.co.uk

Arriva including Network Colchester

Peter Mansbridge petemans_1@hotmail.com

Stephensons of Essex

Richard Delahoy, details opposite.

Panther Travel

Ian Ransom ianandsallyr@googlemail.com

Smaller Operators

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

Service Changes

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

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

Owen Woodliffe
196 Sinclair Road
CHINGFORD E4 8PT
pat_woodliffe@hotmail.com
*Owen also stocks a wide range of colour photos;
Send SAE with your requirements*

Black & White Photo Sales

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

Subscriptions

Held for yet 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:

Richard Delahoy,
272 Shoebury Road,
SOUTHEND-ON-SEA SS1 3TT
richard.delahoy@blueyonder.co.uk

Printed by DirectCDs Ltd

Unit 9 Swaines Mill, Crane Mead,
WARE, Herts SG12 9PY
01920 465023
www.directcds.co.uk

Reports and observations

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

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

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

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

© 2016 Essex Bus Enthusiasts Group.

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 28 July

Owen Woodliffe, "Rally and Running Days".

Thursday 22 September

tba

Thursday 27 October

Suzy Scott & Caroline Mathieson, publishers of "Here to There" timetables and other bus information.

Thursday 24 November

David Whiteside, "Deregulation in Essex".

Thursday 15 December

tba plus Christmas special.

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 12 August

Summer surprise!

Other **2016** dates, all Fridays

9 Sept, 14 October, 11 November, 9 December.

A Blast From The Past!

By Paul Harvey.



Eastern National 1409 XOO 878L Bristol RELH Plaxton seen on National Express duties leaving Basildon Bus Station during summer of 1979.

Paul Harvey.

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

EVENTS

Sunday 17 July
Sunday 7 August
Sunday 14 August
Sunday 21 August
Sunday 21 August
Sunday 21 August
Fri/Sat 26/27 August
Sunday 26 September

Alton Bus Rally & Running Day. www.altonbusrally.org.uk
Ipswich Bus Museum. Free Bus Rides from Town Centre to Museum
Ipswich Bus Museum. Free Bus Rides from Town Centre to Museum
Buses Festival. Gaydon. www.busesfestival.com.
Eastern Transport Collection 5th Bus Rally at Old Buckenham Airfield, Attleborough
East Kent 100 at Herne Bay Bus Rally. William Street Car Park, Herne Bay.
Depot Discovery Tours. LT Museum Acton. Pre-book to www.ltmuseum.co.uk
Showbus at Donington Park.
Talisman will be attending this event. Starting from Colchester North Station at 0630 and Dunmow at 0710.
Cost, inclusive of entry is £30, payable on coach. To book, call 01621 8567509.

TOUR

Saturday 27 August 2016

LONDON TOUR BY EX-ST ASTROMEGA COACH

Group member Matthew Evans is organising a tour to London using Ensign's ex ST Astromega 245. Depart Southend at 0930 via ST X10 route, pick ups by arrangement at Basildon & Grays. Then via Culturebus old 614 route. Return 1700hrs. Cost £10. Bookings to Matthew on 07746 779 414 after 2000hrs. ***Seats need to be confirmed and paid for by 31 July latest.***

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.



YN16 CFU, a Scania Euro 6 decker with ADL E400MMC body is on loan, first used at Rochford depot on service 61 on 28 May. It had previously been displayed and trialled on the Isle of Man as part of the ALBUM conference there.

Richard Delahoy.

Scottish VRs in Essex Chris Stewart.

After the pilot scheme whereby Alexander (Midland) VRs SMS 31-45H were sold to Eastern National in 1971 in exchange for 15 late model manual gearbox FLFs, the Scottish Bus Group decided to carry on divesting itself of all its VRs. Prior to the main SBG/NBC exchange in 1973, three were advertised in *Commercial Motor* by S&N (dealer) of Bishoppriggs, to test the market or set their value (or both). These three were Western SMT's NAG 588G and OCS 577/81H, two of which came to Osborne's of Tollesbury (the third going to developers Richardson's of Oldbury, West Midlands – it has recently been restored by its preservationist owners to original Western condition). Osborne's were always on the lookout for high capacity lowheights, a rare type then, and the company was never shy to try new types in the quest for good vehicles (remember the ex demonstrator AEC Bridgemaster and Renowns, as well as the two VRX prototypes). A quick reply to the advert secured NAG 588G and OCS 581H (which had been re-bodied after a fire) and they arrived in January 1973. Apparently they were in a shocking state, with much work needed before use - indeed they were still troublesome for a long while after member Gary Sharpe joined the company in June 1974, mostly because of items just worn or wearing out due to neglect by Western. The early VRs could not be said to be Bristol's finest hour, having been rushed into production to satisfy Bus Grant requirements, but they settled down to earn their keep, being no worse than the Atlanteans in the Osborne's fleet. They did have one major advantage, the fully rated (180bhp) 6LXB Gardners and 45mph top speed - no doubt with Scottish hills in mind - meant they were very nippy. This endeared them to the drivers, even if the non-powered steering was rather heavy. Gary says they were very enjoyable, having all the usual Bristol good bits - precise steering, excellent brakes etc. They got about a bit as well on private hires. They were joined by former Tayside VRT/LL OSR 191R in 1980 but departed in December 1984, being replaced by full height ex Dundee GSL-N Fleetlines. These were even bigger but had power steering, lowheights no longer being vital owing to contract changes. Nevertheless they had given Osborne's a taste for Gardner engines which never changed. OCS was sold to Eagles & Crawford of Mold, who phoned the next day to say it had run perfectly all the way to Wales – Osborne's of course were mightily relieved! NAG went to Rattlesden Flying Club (near Bury St. Edmunds) for use as a control tower.



Photo above: Some years later, (August 1996) the engine and gearbox still remained, powering the glider winch on the back of a truck - apparently semi-autos are favoured for this task, presumably as they are more controllable. **Gary Sharpe.**

Meanwhile Eastern National ended up with six more Scottish VRs during 1973 as part of a 3-way swap with Eastern Counties, who had bitten off more than they could chew with the number of VRs they took. EN sent them six C-reg FLFs in exchange for three former Eastern Scottish VRT/LLs (3042-4) and three ex Western SMT VRT/SLs (3045-7, NAG 583/6G and OCS 576H). Much later they also acquired several more VRT/LLs from Southdown but only for driver training.

Continued next page >>>

EBN627p4



OCS is seen outside the shortly to be closed Osborne's depot in Tollesbury on Maldon Carnival day, being the unusual use of a double decker on the Maldon service on a Saturday. Livery indicates picture taken between 1978 & '81
Gary Sharpe.



However another far more recent visitor to Essex with Eastern Scottish origins was OSF 307G, a VRT/SL which passed to Southern Vectis in 1973, ran for many years with Johnson's of Hodthorpe and has been in the care of Derek Priddle from Farnham since 2004. Brought to Clacton rally this year by Nigel and Alex Harris of Ryde, the former 621 worked a number of the free services and is seen in Station Road, with echoes of 1963 when three Southern Vectis K5Gs worked on hire in the town for the summer.
Chris Stewart.

Service Changes by Paul Harvey.

Community Link (ECC)

6 June 16 SB46 Mon Matching Green to Epping: new service.

Bishop Stortford Minibus Trust

27 June 16 STORT M-F Bishop Stortford Town Service: revision to route and timetable.

Epping Forest Community Transport

27 June 16 SB09 MW Abridge to Loughton: new service, although it is understood this service actually commenced late April.

First Essex

26 June 16	2	M-S	Clacton to Mistley: revised Mon to Fri timetable.
10 July 16	X10	D	Basildon to Stansted Airport: new service, see 24 July entry (updated information).
	X30	D	Southend to Stansted Airport: revised timetable.
24 July 16	75B	Sun	Colchester North Stn to Colchester Zoo: new summer Sunday service introduced.
	X10	D	Basildon to Stansted Airport: new introduction date.
25 July 16	300	D	Basildon to London Gateway: service withdrawn.
28 Aug 16	2/A	M-S	Harwich Town Service: service withdrawn.



picture: BN47653 on route 300 on 26 June 2016. As reported above, the last day of operation of this interesting route is Saturday 23 July. Adam Kelleher.

Galleon Travel (Trustybus)

17 June 16 410/A/X D Harlow to Holdbrook Estate: revision to timetable.

Go Ahead (Hedingham)

24 July 16	91/A	M-F	Tollesbury to Witham: service withdrawn.
	92	M-S	Colchester to Tollesbury: service withdrawn.
	95	M-F	Tollesbury to Maldon: service withdrawn.
27 July 16	95A	Sch	Tollesbury to Maldon: revised route and timetable.



“The wife & I headed to Finchingfield today, 10 June, we hadn't been there for years. Among the photo's I took was the following Hedingham bus.” It is fleet no. 615, Dennis Trident 2 ADL Enviro 400. **Nigel Clark.**

Harwich Connexions Transport

30 May 16	HH1	M-F	Harwich to Colchester Hospital DRT: revised DRT route in Harwich.
-----------	-----	-----	---

NIBS

6 June 16	46A	Mon	Epping to Ongar: the 1158 from Epping advanced to 1130 and returning from Ongar at 1410.
	46B	Mon	Matching Green to Epping: contract service withdrawn.
	46C	TS	Ongar Circular via Abbess Roding: the second Tues & first Sat journeys now follow the route in opposite direction.
	46D	WF	Ongar to Epping via Abridge: withdrawn from deviation via Ivy Chimneys.
	46G	Mon	Ongar to Epping via Toot Hill: new contract service.

Panther Travel

22 July 16	302	Sch	Bishop Stortford to Saffron Walden: contract service withdrawn.
	446	Sch	Manuden to Saffron Walden: contract service withdrawn.
	446B	Sch	Clavering to Newport: contract service withdrawn.
29 July 16	346	Th	Leaden Roding to Great Dunmow: contract service withdrawn.

Service Changes, continued by Paul Harvey.

Regal Busways

18 July 16 380-4 M-S Ongar to Harlow: 0900 from Ongar to Harlow 380 withdrawn.

Stephensons of Essex

2 July 16	38/A	M-S	Witham to Halstead: minor timetable revision to Saturday late afternoon timetable.
26 July 16	23	TF	Eastwood to Leigh: service reduced to operate Tuesdays during school term only.
1 Aug 16	21	M-S	Braintree to Black Notley: reduction to early morning and early evening service, and Saturday service withdrawn. No change to evening contract journeys.
	60/A	M-S	Southend to Canewdon: revised times on the 0916 from Paglesham.
	91	M-S	Witham to Tollesbury: revised running times.



Not a route due for revision, so far as we know; the schooldays 419 on its homeward trip on 6 July showing the hump-back bridge in Finchingfield which has been the cause of some controversy as Essex County Council wish to rebuild it and the locals don't! Operated by Stephensons 639, Scania N94 East Lancs OmniDekka H78F. **John G. Lidstone.**

Stagecoach Cambridge

24 July 16 7 D Cambridge to Saffron Walden: revision to timetable.

Stagecoach East London

4 June 16 498 D Brentwood to Romford: revised timetable.

Swallow Coaches/Vigar Travel (EOS)

2 July 16	66	D	Waltham Cross to Loughton: revised Sunday timetable and afternoon school journey diverted via Epping College.
	86	M-S	Harlow to Upshire: revised route to serve Waltham Cross.

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

Then & Now on the 256

Chris Stewart.

About 57 years separate these two photos although both show buses in Billericay on route 256. Eastern National's original version was a Billericay local service which had started life after World War II as City Coach Company's 7, running from the Sunnymede estate to Billericay Station via Jackson's Lane, passing to Westcliff with the City business in 1952. It was extended to Outwood Common in one direction and Perry Street in the other on 6 December 1959, and probably soon after this 1950 Bristol L5G 318 (ONO 993) – which lasted just long enough to be renumbered 1116 for a couple of months in 1964 – is seen in the yet undeveloped Outwood Common Road (**EBEG collection**).



I can recall going to a still quite rural Outwood Common terminus on what must have been an LWL in about 1965, although by then a large number of council houses and a parade of shops had been built around here although the Wimpey Homes estate in Meadow Rise/Hillway was yet to be built. Operation by Brentwood depot was a throwback to its City roots, although Basildon later took over. On 4 June 1961 the route was revised to start at the station, run to Perry Street (Orchard Avenue) and then back to Outwood Common via Sun Corner and Hillside Road. The Perry Street section was transferred to the 34/34A in 1964 and the 256 was renumbered 236 in May 1969, the number then being used for a time as an amalgamation of the former 230 and 255 running Billericay - Little Burstead – Basildon – Fobbing – Corringham – Stanford-le-Hope.



It is to this version of the 256 that the current ECC contract service owes its origins, operated by NIBS since April this year although previously run by First, Blue Triangle and Thamesway. StreetLite WF number 11 (MX11 CZR) is seen at the Bluebell Wood terminus on 9 June 2016.

Chris Stewart.

Basildon Bus Rally

Richard Delahoy.

The inaugural Basildon Bus Rally, held on Sunday 26 June at Barleylands Craft Village & Farm Centre near Billericay, was attended by just over 30 buses and coaches. Heavy rain over the previous few days meant the exhibits had to be confined to the hard-standing area rather than being spaced out in the field as the organisers had hoped. A free shuttle bus service ran to and from Basildon Bus Station using a variety of attending buses, but those journeys operated by rear platform buses ran to the rail station instead, as rear-loaders can't safely use the saw-tooth bays in the bus station. So here we see former Southend Transport 336, Leyland PD3/Massey, owned by Marden Signs of Benfleet outside Trafford House at Basildon Rail Station awaiting its return trip to Barleylands.

Richard Delahoy.



Technically this was not the *first* Basildon rally – in the very early days of bus preservation, one had been held there in 1960 under the aegis of the HVC (Historic Commercial Vehicle Club). I saw an article about it many years ago but can't now trace it and there doesn't seem to be any mention in contemporary issues of *Buses Illustrated*. Were any EBEG members there 56 years ago? I wasn't!



Former Eastern National Bristol Lodekka 2400 (XVX 19) leaving Basildon Bus Station.

Adam Kelleher.



top picture Former ThamesSide Dennis Dart / Wright Handybus J317 XVX. lower picture London Bus Company RCL 2260; both by **Adam Kelleher**.
EBN627p11

New Vehicles

The company reports that new buses (rather than coaches, although to be fitted with luggage racks) are on order for routes X10 and X30 with delivery expected in September. (X10 is a new route commencing 24 July from Stansted Airport to Basildon via Chelmsford and Wickford, thus providing a combined half hour service with X30 over the Stansted Airport to Chelmsford section.)

Allocation Changes

BN-Basildon; CF-Chelmsford; CN-Clacton; CR-Colchester; HH-Hadleigh; CF(DS)-Driving School (based at Chelmsford); Sh-Driver Shuttle; BE(out of service)-withdrawn vehicles stored at Braintree; FEC-to / from First Eastern Counties*; FG-to / from another First Group company* (*both involving change of legal ownership)

Period 3 (22 May - 25 June)

30887 CN-FEC, 30903 CN(out of service)-Disposal, 32628 BN-CR, 32809 BE(out of service)-FG, 32810 BN-FG, 32847 BE(out of service)-FG, 41732 HH(out of service)-Disposal, 41761 HH(out of service)-Disposal, 42486 CF-CN, 43485 CN(out of service)-Disposal, 65630 CR(out of service)-Disposal, 65654 CR(out of service)-Disposal, 65675 CR-CN, 66165 CN(out of service)-Disposal, 69429 CR-CF 42486 was on 11 on 27 June. 69429 was on 42A on 23 June. It retains its Co-Op Funeral East of England super rear advert from its time with First Eastern Counties. The disposals of 30887 and 30903 ends First Essex's association with the ex-First Eastern Counties, new to Yorkshire Rider, W registered ALX400 bodied Volvo B7TLs, which began in June 2011. Essex have owned 30887-8 and 30900-3, although never more than five of the six at the same time.

Disposals June 2016

30887 to First Eastern Counties at Great Yarmouth 32628 BN-CR
32809, 32810, 32847 to First West Yorkshire at Leeds 41732, 41761, 43485, 65630, 65654, 66165 to Alpha Recovery for scrap
32905 (see EBN 626) has been converted to partial open top at Rotherham for service at Great Yarmouth. It has been repainted into the style of livery carried by many First vehicles (although none at Essex) of three main blocks of colour (split diagonally) but in colours based on those carried by Great Yarmouth Corporation.

Repaints

HH42487 was at Mardens in week commencing 27 June for spray painting into Urban livery.



Before!

42487 by contrast arriving at HH on 30 April, with LED indicator displays, Barbie livery and original-style rear lamps. The rear end was a dull grey smudgy colour.

John G. Lidstone.

Colchester and Clacton

Double deckers and StreetLites seen on routes 103/4 during June (all CR): 32631 (3rd), 33078 (8th), 33088 (9th, 10th, 23rd & 24th), 33195 & 33196 (10th), 33044 (25th), 32478 (28th), 32628 (29th), 63330 & 63333 (24th), 63335 (28th). Sightings of Clacton double deckers during the month: 30887, as noted above, has moved to First Eastern Counties, leaving 32068 and 32087. 32068 has still not been noted in service (seen parked at the depot on 10th & 27th), 32087 on 5/A (4th, 6th & 10th) and 76 (27th & 29th).

27 June was the first day of the Clacton Summer Monday to Saturday timetable, with routes 16, 17A and 19 re-introduced plus an additional hourly service on route 76 from Clacton to Weeley only (thus giving a half hour service between these points).

A snapshot of off peak operations on this day, noted by **Robert Appleton**, was as follows (all CN):

2 Clacton-Mistley: 42556	3 Clacton-Harwich & 2 Harwich / Parkeston Circular: 42923
3 Clacton-Harwich, 30A Manningtree-Harwich school service & 2A Harwich-Parkeston: 65667	
4 Clacton-Harwich: 42937	5/A Clacton-Flatford Drive: 44597
7/8 Clacton-Walton on the Naze: 44596, 44598, 65669, 65690, 65691, 65692	
10/11 Clacton Factory Outlet-Jaywick, 12 Clacton-Jaywick: 42486, 42557, 42561, 44599	
16 Clacton-Bockings Elm Circular: 42927	17/A/18 Clacton-Point Clear: 65668, 65676
19 Clacton-St Osyth Beach: 42555	74 Clacton-Colchester: 42918, 65666
76 Clacton-Weeley: 65665	76 Clacton-Colchester: 32087, 65670

Only 32068, 42922, 42928, 65671 and 65675 of Clacton's allocation were not seen in service. 42918 on route 74 was unusual, there must have been a problem as it was taken off the 0939 Clacton to Jaywick 11 (without replacement on that journey and the return 12) to work the 0930 Clacton to Colchester 74. In turn, 65690 replaced 44599 on the 1015 Clacton to Walton 8, allowing the latter to then replace 42918 on the 1020 Clacton to Jaywick 12.

CR32477 has finally had the remnants of its 61-62 branding removed.

31 May	Green CR66816 on 70	6 June	CR33086 on 65.
7	CR65677 on 70	8	CR33088 on 74, CR62407 on 70
9	CR33196 on 17, green CR66810 on 70	10	CR62410 & CR63337 on 70, CR66800 on 71
13	CR32477 on 17 (pm) then onto 88, CR33190 on 17 (pm) then onto 70 (Colchester's 17 is two journeys from West Bergholt to Stanway Secondary School am, two journeys back pm), CR63343 on 75		
14	CR32641 on 70	17	CR32628 on 17
22	Green CR66801 on 70 (and on 75 on 24th)		
25	CR32476 and CR32478 on 66, CR33086 on 64, CR33195 on driver shuttle		
27	CR32631 on 67, CR32640 on 65, CR32641 on 64, CR33078 on 66A, the first reported sighting of a double decker on the A version of this route since CR33195 on 16 November last year (see EBN620)		
28	CR33088 on 64		
29	CR32641 on 1A, CN42922 on 16, CN42561 on 19, CN65670 on 76 Weeley short. Service 16 finishes with the 1431 Clacton to Bockings Elm (3 minutes later on Saturdays), 42922 then went on to work the 1505 Clacton-Point Clear school service 117, dead to Clacton and then the 1610 Clacton-Colchester 76 (i.e. the additional peak hour bus on this route).		
30	CR33086 on 65	5 July	CR32631 on 70



27 June was the first day of operation this year for summer services as described above.

Possibly due to this, 42486 (SN03 WMX) Transbus Dart SLF/Pointer 2 was on loan from Chelmsford to Clacton. 42486 retains Chelmsford depot stickers, but destination blind programmed for Clacton area services. Photographed in Pier Avenue, Clacton, about to depart for Jaywick.

Robert Appleton.

Chelmsford (including Braintree Outstation)

Braintree outstation: the main allocation to the outstation continues to come from batches 32480-5 and 32651/2/4. Also seen there was CF66837 on 19 June. Buses seen on X30: CF65028 (3 June), CF44537 (17 June, as an extra due to overloading on the coach), CF67902 (1 July, probably an extra as a result of ongoing roadworks on the Baddow by-pass leading to long delays on A130, the first report of a hybrid vehicle operating this route).

31 May	CF65031 on 70
6 June	BN41544 on 54 & 56, plus evening 71B ("First" on LED blind, route numbers in windscreen). This was only a very short term loan and there were no reports of it working from Chelmsford on any other days. (It was on Basildon route 9 on 4 July.) The first time a Caetano bodied Dart has worked from any depot other than Basildon.
7	BN33549 on 1710 Sandon P&R extra
8	CF53112 & CF53117 on 42
10	CF67903 on 36
13	CF43802 on 71, CF44900 on 70
15	CF(DS) 62139 & 62197 seen together on driver training in Ingatestone.
17	CF43801 on 71
22	CF(DS)66179 seen on driver training, the first report of it in its new role. Front destination screen and many seats removed.
27	CF53130 on 71



Marshall Darts at Hadleigh are now down to just two, following enforced withdrawal of 41736 (X736 HLF) during early July, after an RTA (it was struck by a heavy van at some speed). 41735 (X735 HLF) is one of two left, the other being 41730 (X503 JLO), neither with that long to run. 42485 is coming from CF to replace 41736. The picture shows 41735 in Thames Drive, Leigh on 7 July. **John G. Lidstone.**

Basildon and Hadleigh

Non-Hybrids seen on route 100 (all BN, all June): 47650 (7th), 47654 (10th), 47651 (15th)

5 June HH33191 at the Clacton Bus Rally (plus at the inaugural Basildon Bus Rally at Barleylands on 26th)

10 BN47657 on 9A

26 BN47650 on 251, BN47653 on 300, BN47654 on 201, BN47658 on 25



On the shuttle to Barleylands/Basildon Bus Rally on 26 June 2016, former Red & White Bristol MW JAX 117E and First Essex 66822 on route 8 wait time at Basildon Bus Station. Adam Kelleher.

Other News

Further to EBN623, the former travel office at Queen Street, Colchester has been vacated by Sofa Express.

Sources: own observations, and with thanks to R Appleton, I Banks, S Barham, D Bell, T Clark, L Cornwell, D Lund-Conlon, J Mulley, G Norris, J Podgorski, I Ransom, J Salmon, K Smith, C Stewart, I Twine, R West, First Essex, Essex Buses Google group and Terminus.

Stagecoach London in Essex by Adam Kelleher.

New Vehicles

Shortly after Stagecoach London took over route 498, Brentwood to Romford Queen's Hospital, in June last year, seven Alexander Dennis E400 MMC vehicles, 10301-7 (YY15 OYS-X/Z) were delivered for operation of the route from North Street, Romford garage. (A photo of 10301 was in EBN 615.) Since March this year a further forty of the type have been delivered, 10308-47 (SN16 OJM/O-P/R-Z, OKA-D/F-H/J-M/O-P/R-X/Z, OLB-C/G-H/J-K/O). 10308-32 are at Barking and 10333-47 are at North Street. Although those at North Street were principally delivered for route 294, in practice they have been allocated to various routes, including many appearances alongside or instead of the original batch 10301-7 on route 498. The newer vehicles have different destination blinds from the original batch, the latter have "Romford" in lower case with "Queen's" above "Hospital" in smaller lower case to the right. The new vehicles have "Romford" in lower case with "Queen's Hospital" in smaller upper case underneath.

With thanks to LOTS

Stephensons Olympian Running Day

Richard Delahoy.

With 2016 being the last year that step-entrance double deckers can be used on local services (except in certain exceptional cases), Stephensons organised a running day on Saturday 4 June 4 by allocating six Olympians to all the scheduled workings on services 14/15/16 out of Haverhill depot. A seventh bus also participated, Fords of Althorne kindly lending one of their ex London L-class models for free town tours in Bury St Edmunds - Stephensons themselves had operated 14 of the type so the choice of bus was particularly appropriate. Stephensons are donating £500 from the ticket sales to the East Anglian Air Ambulance.



Stephensons don't get much further away from Essex than Newmarket Rail station, where 809 is seen waiting to depart on the 1348 service 16 to Bury SE.

Ian Ransom.



Guest bus from Fords of Althorne, C105 CHM arrives in Bury after a town tour. New to London Transport as L105, it was one month short of its 30th birthday and is still in regular use by Fords.

Richard Delahoy.

EBN627p16



Top picture:
862, J562 HAT, a Northern Counties bus new to East Yorkshire, backs off the stand to park up after working the 0955 arrival in Bury from Haverhill.
Richard Delahoy.



Centre picture:
With the late afternoon sun bleaching out the destination display, Cummins engine 829, N881 FKK, a former Dublin Bus example with Alexander Belfast body, emerges from Lackford back onto the A1101 near Mildenhall on the last service 16 back to Bury.
Richard Delahoy.



Lower picture:
724, J624 GCR, a long and low Alexander bodied bus new to Stagecoach, was one of three Gardner-engined buses in service, leaving Bury on the 1030 to Newmarket.
Richard Delahoy.

Acquired Of the acquired Scania deckers (see last month), YT59 NZM was still in service with OFJ on the Kingston University services in June but was released to Stephensons by 8 July. Pictured below by permission in Stephensons Rochford yard. **John G. Lidstone.**



Awaited On order are a further four ADL Enviro 200s to restock service 90 (Witham-Maldon), releasing the 10-plate buses there now, 431-4, for further service with the company.

Adjusted A very unusual working was of Scania decker 640 - YN55 NJV on service 16 (Chelmsford-Wethersfield) on Thursday 23 June, the day when many services were severely disrupted by extensive flooding across Essex. It worked from Broomfield to Wethersfield and back (connecting at Broomfield with the usual single decker).



lower picture:

Stephensons Olympian H547 VAT operating school contract LT08 from Linton Village College to Burrough Green, seen between Linton and Balsham, on Friday 17 June 2016, followed by Star of Haverhill on another Linton Village College contract. **Keith Shayshutt.** EBN627p18

Stop Press: Silcox's loss is Stephenson's Gain!



"I was 'bus-jacked' in Southend most helpfully today (Friday 8 July)- to find two new Alexander Dennis Enviro200 Darts just received - SN16 ORS, ORU.

Both had been new to Silcox of Pembroke Dock, which has just gone into administration and have been bought by Stephenson's. They were, I suppose, the last new buses for that longstanding independent."

John G. Lidstone.

Ambus (Amber Coaches' bus operations) by Adam Kelleher

With thanks to Ian Hardie, Paul Harvey, Ross Newman, Ian Ransom, Chris Stewart, Dave Stewart, LOTS, Flickr and Bus Lists on the Web

Acquired Vehicle

Further to EBN626, SIL 6719 has been acquired by Amber from Panther Travel. It was on route 269 on 6 June, now with front LED blinds programmed. It was new to London General in November 1996 as P508 RYM, LDP 8, B32F. It later moved to Hackney Community Transport (CT Plus) as its DPS 1 before being acquired by Panther. It had been on hire from Panther to Regal Busways during parts of 2014 (see EBNs 603/5/6), it is pictured below when with Panther at the Clacton Bus Rally on 1 June 2014. **Adam Kelleher.**



Other Vehicle News

Former Tates Travel Alexander Mini Pointer Dart 1051 (CC05 BLU), in all white livery, was on route 269 on 17 June and 11 on 29th. This vehicle was new to Bluebird, Middleton (number 30) in June 2005. (Tates Travel ceased trading in February this year and 17 of their vehicles, including this one, passed to Ensign.)

Services

Correction to EBN626*: at a late stage Thurrock Council decided to continue to support route 14 and so it was not withdrawn from 14 May and it continues unchanged. Route 374 was thus not re-routed to serve Fobbing, and between Corringham and Vange Five Bells it continues to run via Lampits Hill. However, between Linford and Stanford-le-Hope it was re-routed, via Walton's High Road and Butts Lane (the location of a large new housing development called Stanford Park) instead of Buckingham Hill Road.

*The entry in Service Changes on EBN625p6 was correct.

First Essex Hadleigh Garage (HH).

Rumour has it that HH has received a national award to reflect its outstanding engineering services although nothing "official" has so far appeared in the press or on the web. Such an award would be well deserved as HH has long had a reputation for turning out and operating immaculate vehicles. From personal knowledge, the team spirit at HH has always been First Class! More in EBN628

Regal Busways by Adam Kelleher

With thanks to Wayne Bell, Chris Hatley, John Podgorski, Robert West and Owen Woodliffe

Disposals

Dart 613 and the remains of Tempo P 02 (see EBN 625) have gone for scrap.

Workings and Observations All dates June 2016 (except where stated)

Solos

206 on 0060 (27th), 3 (6 July); 209 on 1 (10th); 210 on 52 (10th); 211 on 0060 (30th)

Darts

601 on 0060 (28th); 611 on 0060 (29th & 30th), 88 (3 July); 614 on 75 (30th); 615 on 71C (29 May), 0060 (27th); 616 on Braintree Freeport Shuttle (25th); 618 on 3 (6 July); 619 on 211/213 (30th)

Enviro 200s

650 on 0060 (29th); 652 on 70 (2nd), 12 (7th)

MANs

702 on 71C (30 May & 26 June), 565 (1st & 3rd); 801 on 565 (4th), school 501 (30th), 70 (1 July); 802 on 0060 (13th), Braintree Freeport Shuttle (14th)

Tempo

P 03 in Chelmsford Bus Station blinded for 52 (15th), on 322 and Braintree Freeport Shuttle (27th)

Tridents

1304 on 5 (30th); 1401 has had its "Rail Replacement" "blind" (stuck on blind box) removed.



This still photo of a Regal Busways Dennis Dart in new livery, battling through flood water on route 31A heading to Chelmsford Bus Station was used to front the early reports on BBC1's Six O'Clock News bulletin this evening! (23 June). There was no mention of the bus, bus services at all, or movie of it. I just happened to have my camera handy (as I do) so was able to catch Regal's big moment (about 5sec that the shot was on screen). **John G. Lidstone.**



Ensignbus

Dealing Stock Movements

June 2016.

Mark Lloyd with thanks to Ross Newman.

Vehicles In

Arriva Kent	GN06 EVG/I/K/M/P/R/EWD	Volvo B7RLE's
Compass Travel		
	T183/4 CLO	Tridents
Dublin Bus	00-D-70180/1/2/3/4	Volvo B7TL's
	01-D-10213/4/5/6	
Go-Ahead London		
	PN06 UYS	Dart
Go-Ahead NE W491 SCU		Volvo B10BLE's
	W905/6/8 RBB	
	X913/4/24 WGR	
Plymouth Citybus		
	PL51 LGA/E/I/K/N/X	Volvo B7TL's
	PN02 XCI/M	
Rotala	YT59 NZM	Scania's
	YN08 OBY/Z	
Simonds Coaches		
	AE09 DJF / DJJ	MAN's
Stagecoach Devon		
	T657 KPU	Tridents
	S802/5 BWC	
	X299 NNO	
Stagecoach London LX04 FYH/I/K/L /M/V		
	LF03 OSD/E/M/P/U	
Stagecoach South East		
	P718 GND	Olympians
	S592 BCE	

	S957 URI
	S271 CCD
	R760 DRI
	R297 HCD
	R501/5/7 UWL
Webberbus	YJ57 YCA/YCB Optare Versa's
	YJ58 CEK
	YJ62 FBC/FBL/FCD

Vehicles Out

Borderbus, Bungay, Suffolk		
	LJ03 MJU	Volvo B7TL
Chalkwell Coaches, Sittingbourne		
	LJ04 LDA	DAF DB250
Faresaver , Chippenham	CU04 AMV	MAN's
	YT03 AYF/H	
	YN04 WMC	
First Bus Stop, Gravesend	LX53 JZI/N/O	Tridents
Galleon Travel, Essex	W491SCU	Volvo B10BLE's
	W905/6/8 RBB	
	X913/4/24 WGR	
Grayscroft Coaches, Mablethorpe, Lincs		
	YN03 DFK/U	Scania's
Isle Coaches, Owston Ferry, S Yorks		
	01-D-1021 /10216	Dublin B7TL's
Lodge Coaches, High Easter, Essex		
	YG52 CLY	DAF
Lothian Buses	GN06 EVG/I/K/M/P/R/EWD	
		Volvo B7RLE's
Phoenix Coaches , Gateshead		
	YX11 HNV/BXH	Enviro's
Regent Coaches, Whitstable, Kent		
	PN06 UYM/P/R/W	Darts
Rotala PLC	LJ04 LDN	DAF DB250
Stephensons of Essex	YT59 NZM	Scania
E Thomas and Sons , Epsom		
	LF52 ZPG	Volvo B7TL
		EBN627p22

Other Movements

Versa	YJ62 FBL	MAN's AE09DJF / DJJ	Associated Coach Sales, New Zealand.
Tempo	LX09 BGF		Stavros Louka MEA Ltd, Larnica, Cyprus.
MAN	YT03 AYG	Dart GX54AOT	MC Tractors, Ely, for scrap.
Olympian	P767 SWC	Epsco LTD, Milan, Italy.	Solo VU52 UEF George Brunswick, Bishop Auckland.
Volvo B10M	K789 DAO	Mr B Sambu, The Gambia.	Dart LN51 DUA Hawk Express Cabs, Ipswich.

Ensignbus

Ensign Fleet – June 2016

Mark Lloyd with thanks to Ross Newman.

Vehicles Withdrawn Dart 780 LX51 FGK is withdrawn and transferred to sales stock. It has been with Ensign since May 2011 when it was purchased from Stagecoach London.

General Ensign are working to import 5 Tri-axle BCI double deckers, 3 for their own use and 1 as a demonstrator vehicle, hoping to acquire sales of more of the same. One vehicle has been purchased by another operator. The double deck vehicles are to seat 95 but will have air conditioning and more comfortable seating than standard service buses. They will be powered by 8.9l Cummins ISL engines and will have ZF gearboxes and axles. At 12.5m long they will be impressive vehicles for longer distance work, such as railway replacement contracts, private hire and limited stop commuter work. Ensign are pioneering the import of the vehicles which are of Australian design & Chinese assembly, and hope to gain small sales success in the UK from other operators. BCI started off manufacturing bus bodies in Australia in Perth, circa 1991 and in 2011 expanded by opening a modern state of the art manufacturing facility in Xiamen in China. The BCI website states that even the buses exported from China have around 65% Australian content.



OK, it's not the Dart mentioned above but ...! Ensignbus Alexander Dennis Enviro200 Dart 708 (SN11 FFL) then new into stock, at Lakeside on 8 December 2014 - ex Hatts of Salisbury Park & Ride S03. **John G. Lidstone.**

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

Acquired Vehicles

W905 RBB, Volvo B10BLE / Wright, B44F, new to Go Northern (4905) 8/00
W906 RBB, Volvo B10BLE / Wright, B44F, new to Go Wear Buses (4906) 7/00
W908 RBB, Volvo B10BLE / Wright, B44F, new to Go Northern (4908) 8/00
W491 SCU, Volvo B10BLE / Wright, B44F, new to Go Northern (4910) 8/00
X913 WGR, Volvo B10BLE / Wright, B44F, new to Go Gateshead (4913) 9/00
X914 WGR, Volvo B10BLE / Wright, B44F, new to Go Gateshead (4914) 9/00
X924 WGR, Volvo B10BLE / Wright, B44F, new to Go Wear Buses (4924) 10/00



picture: As reported above, Trustybus have a number of Volvo B10BLE recently acquired from Go North East. Formerly 4906, W906 RBB is a Wright Crusader in all-over red and is on 418 at Epping Church on 30 June. **Owen Woodliffe.**

From Go Ahead North East June 2016, via Ensign. All red livery with Go Ahead fleet names removed. W905/6/8 and X913 did have LED blinds, but W906 has somewhat surprisingly had them replaced by flip dots (others not yet seen). W491, X914 and X924 arrived with flip dots. Despite their age these vehicles are PSVAR compliant. First sightings in service: W906 27 June, X913 20th (on route 410), X914 29th and X924 24th (on route 410A). Then W906 seen on route 418 on 30 June.

Disposal

DAF / ALX400 X427 FGP to Barnes Coaches, Dagenham, May 2016.

Other Vehicle News

On loan KM51 BFO (see EBN624) was not seen in use during May but was in service on 4 June. Trident / ALX400 LX03 BVW has been re-registered PSU 316. This registration was previously carried by an Ayats Bravo double deck coach of parent company Galleon Travel.

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

Mark Lloyd with thanks to Essex-Buses yahoo group.

Fleet news

Chambers SLF 252 EU03 BZK was on loan to CN covering a breakdown circa 13 June. It was reported on the 82/83 group services on 14th.

485 R232 HCD RTA victim no longer at CN – assumed scrapped 16 June.

730 W83 NNJ Was finally sent for scrap 16 June.



picture: Snapped whilst on lay over at Middleborough, Colchester on 13/03/2014 is W83 NNJ - fleet No. 730 - Ex BH&D fleet No 830 - "Sir Jack Hobbs". **Fred Lawrance.**

80 J838 TSC Leyland Olympian Alexander taken away by Alpha for scrap 8 July 2016.

582 X507 EKG Withdrawn and donated to Colne Community School & College as a new common room still in London red with Hedingham fleetnames – presumably to promote Hedingham to the younger community in Tendring – despite the vehicle coming from the SY Chambers fleet.

General

It is confirmed that Tollesbury depot will cease operations and close after business on the 22 July 2016. Commercial services in the 91, 92 and 95 groups have been cancelled and will be withdrawn from 24 July. School service 95A, services in the 50 group and any tendered services in the withdrawn services will continue to run as will the tendered weekend services run by different operators. Essex County Council was assessing the situation mid June regards provision of services in the area post Hedingham withdrawal.

By early July many regular drivers had found new work and Go-Ahead were using drivers from as far afield as Plymouth to provide the services until closure.

It remains to be seen how this affects the next year school transport provision and what will happen with the Hedingham step entrance Olympian fleet – presumably a mass withdrawal at the end of the school year, due to the reduction in vehicle requirement.

EBN627p25

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

At **Colchester**, repaints into Arriva colours comprise Volvo B7TL/Wright 6130/1 (LF02 PLN/O) and Transbus Dart SLF 3412 (SN54 HWZ) all ex TGM Network Colchester livery. Harlow based Trident / East Lancs 5443 (T406 SMV) has been on loan to Colchester as cover for repaints. A further vehicle on loan from Harlow to Colchester is Dart SLF/ Plaxton 3327 (X519 GGO).



picture: Two (6130 and 6131) of the three Arriva Kent Thameside (Colchester) ex Arriva London VLWs are now in Arriva corporate livery; 6131 in Brinkley Lane, Highwoods in early July. **Russell Young.**

At **Harlow**, further Volvo B7RLE/Wright to have lost SX connect livery in favour of Arriva livery are 3856 (KE54 LNR) and 3873 (KE57 EPA). A surprise repaint at Harlow is Mercedes-Benz Citaro 3895 (BU06 HSI) from full Green Line livery to Arriva colours but retaining Green Line 724 branding above the windows.



Arriva Colchester Plaxton Darts with off side only contra vision recruitment advertising on a yellow stripe.
I understand that as well as AY54 FPZ pictured, SN54 HMY and SN54 HXB are also similarly treated.
AY54 FPZ taken in Middleborough on 16 June.

Roger Tuke.



top picture: Arriva 3329 Dart SLF 3329 (X521 GGO) on service 1A to Elm Crescent about to turn into Colchester High Street from Head Street on 30 June.

Lower picture: Arriva 4071 AD Enviro 200 (SK15 GXR) on Colchester Park and Ride duties ascending North Hill, Colchester on 30 June.
Both by **Ken Coldwell**.



Panther Travel by Ian Ransom.

Acquired

Leyland Olympian/Leyland G296 UYK has been acquired from Lodge, High Easter.

Vehicle News

Former Lodge BIG 9210 (N592 BRH) has been re-trimmed in red fan.

Disposals

Dennis Dart/Plaxton SIL 6719 (P508 RYM) has been sold to Amber, Rawreth, pictured EBN627p20.

Leyland Olympian/Alexander BIG 7758 (F640 LMJ) has been sold for scrap, as a result of rear end collision damage.



As reported in EBN627p26, the latest service bus acquisition was former Wheelers (Southampton) Dennis Dart VU02 TTZ, re-registered to DC02 PAN. Here we see it on route 81A crossing over the A12 in Severalls Lane, Colchester on 4 June 2016.

Russell Young.

Publicity News by Ian Ransom with a contribution from Owen Woodliffe.

Essex County Council	5 (Harlow – Pinnacles) dated 10.4.16 16 (Chelmsford – Wethersfield) also dated 10.4.16
EOS	A5 leaflet for 86 service extension to Waltham Cross wef 2 July 2016.
First Essex	Leaflet for X10 – giving basic frequency and fare details starting 24 July 2016
Green Line	724 dated 17.3.15
NIBS	46A, 46C, 46G all dated 6.6.16
Stephensons	6A dated 31.5.16 90 dated 18.4.16 673 dated 1.5.16
Trustybus	Revised booklet complete guide of services wef 3 May 2016.

Not Quite National Express

Richard Delahoy.

Southend is served by two National Express routes, both running once daily and both involving the coaches overnighiting in Southend, usually parked in the Travel Centre. The routes are the 090, Southend to London Victoria, currently operated by Parks of Hamilton's Plymouth depot, departing Southend 0735 M-F/0820 SSu, and the 350, Southend to Liverpool, departing 0900 daily, run by Selwyns Travel of Runcorn.

But there is a third, much more obscure service which was introduced fairly recently (around March 2016, does anyone know the exact date?), the A90 (Airport version of 090, presumably). It is operated by The Kings Ferry - a company owned by NX - using coaches in their own livery and it is rarely seen and even more rarely photographed, unless you are a night owl. It comprises a single trip from Southend Airport to London Victoria at 2345 and a corresponding return from Victoria Coach Station at 0315 to Southend Airport. Both call at Stratford and Liverpool Street en-route.

Southend Airport has its own rail station adjacent to the terminal but some flights arrive after the last trains to London have gone, or check-in before the first arrival, hence the coach service. It seems curiously anonymous, it is not listed on Traveline although it can be found by searching on National Express' web site for London Southend Airport, bringing up details warning "Not a National Express Coach".

Matthew Evans was diligent enough to photograph Mercedes/Caetano FJ10EZR at 2300 on Friday 10 June waiting custom at Southend Airport.



Departs	Arrives	Service
23:45 SOUTHEND AIRPORT LONDON	01:25 LONDON Victoria Coach Station	Not a National Express coach Not a National Express Coach KFA90

Smaller Operators

by Roger A. Smith, with thanks to the PSV Circle.

Ashby (Silverline), Abridge

YN55 RBZ, an Iriza bodied Scania K114EB4 has been re-registered as SIL 474.

Barker, Roydon

OAZ 5315 (ex. Y783 MFT), a Volvo B10M-62 with Plaxton C57F body has been acquired from Go South Coast, Dorset.

Falconrise (Roman Cars), Colchester

MJI 5031 (ex. YN51 MHE), a Scania K114EB with Iriza C49FT body has recently arrived here from Jacksons, Bicknacre, whilst Bova Futura YJ08 VPC has been re-registered as V22 ROM.

Gardner, Chelmsford

Beulas C48FT bodied Iveco 391E, reg. no. P120 KNO has gone from here.

Golding (Turners of Essex), Little Maplestead

Setra S315, reg. LSY 113 has reverted to its original reg. of W10 TGM, whilst LSU 113 is now carried by a Bova Futura, formerly SF05 YKK.

Jackson, Bicknacre

LT56 OJA (ex. SF56 WAY), a Volvo B7R with Plaxton C70F, wheelchair accessible body, is understood to be here from Safeway, Batley, West Yorkshire.

JSM, Braintree

Bova Futura C53FT, reg. WA09 HTT has gone from here.

LCB Travel, Harlow

W928 PTS, a Dennis Dart with Plaxton B29F body has gone to Lloyd, Hixon, Staffs (dealers).

New Horizon, Frating

Recently arrived here, from Skills of Nottingham, are a pair of Scania K400EB4s with Lahden C51FT bodies, registration numbers YP10 VZB and YP10 VZC.



Newly acquired YP10 VZB between Rail Replacement duties at Witham during June 2016.

Roger A. Smith.

The Letters Page.

Alan Tebbit BEM from Truro

Bristol L5G 267

The picture of pre war Bristol L5G 267 on EBN626p28 brought back some memories for me. I recall one Saturday afternoon in the early '50s travelling on this vehicle out to Langleys Corner at Chignall St. James. My Dad, and his regular conductor, Walter Bye, had been instructed to operate a relief to the 58C service coming into Chelmsford from Good Easter, this being in the days when there was a "picture bus" home to the villages, and it was well patronized. I can't see a demand for it now!

I must spring to the defence of the driver who displayed 53 on what was clearly a 50A journey. The ultimate destination blind, set above the cab window, was easily changed from the driving seat, but to set the via blind required an act of contortionism. The nearside cab window was slid back, then probably kneeling on the seat and leaning as far through the gap as possible, the blind handle would be turned. From this position it was not possible to see the number, so Springfield would seem practical. However, the 53 Springfield is interesting, as this could only be used for short workings between Chelmsford and Boreham, or possibly Hatfield Peverel. If blinds were provided for all of the possible short workings of the marathon 53 service, in addition to all of CFs other routes, then they must have been very long lengths of linen.

My interest turned to the K type pulled up behind, working a short duplicate on the 34 Pitsea service, as far as Wickford, so this was presumably a peak hour scene, mention in the text of the 5.30 pm journey to Flacks Green would seem right. The 34 (previously 4) was interesting, as it involved a three point turn in Billericay High Street, by the War Memorial. Who would contemplate such a manoeuvre with a 27-foot long bus in today's traffic? Later the route was diverted via Chapel Street, and Sun Street, to return along the full length of the High Street to remove this dangerous practice.

Doug Brown from Hutton (DB from BD)

Bristol L5G 267

I remember riding on this bus as a little boy many years ago from Billericay to Tilbury Town. The route was Noak Hill - Fortune of War - Laindon Station - Langdon Hills - Horndon on Hill - Orsett Village - Grays - Tilbury Town. Time 1¼ hours. The full route was Tilbury Riverside to Harwich every hour but one would run to Clacton. It was a crew change at Chelmsford and Colchester. Most of the passengers on Harwich bus were river pilots returning home after bringing a ship into Tilbury Docks. These buses had coach type seats and the ride seemed far smoother than on today's buses.

Bus Blinds For Sale!

John Wilson has kindly donated two pieces of genuine linen EN bus blinds to EBEG to raise funds. It had been hoped to provide pictures of these but the technology has failed! Maurice Austin will take them to the next group meetings at CF on 28 July and CO on 12 August for display. Hopefully, the intended photographs will appear in EBN628. Members will be invited to make offers for one or both blinds in a "sealed bid" (actually by letter, email or phone call!) to Maurice Austin by the end of August. Highest bidder wins. This will not be a "Dutch Auction" so you will not be committed if you do not submit the highest bid!

Blind 1 is from a single decker and is 49" x 6ft 6" long. It shows from ...

ARTERIAL ROAD 258
and others to
HERONGATE
BULPHAN 260

Blind 2 is a double decker ultimate blind, 30" wide x 7ft 3" long and shows from ...

SILVER END
and 9 other destinations to
WICKFORD

The group is extremely grateful to John for his generosity.

Incidentally, if you were unable to attend, you missed an excellent talk. Unfortunately, many were prevented from joining us because the railway line was virtually closed from the London end and Chelmsford was gridlocked so many couldn't get to the city from other directions! John has agreed to give another talk about some of his experiences in bus consultancy abroad. A date has yet to be agreed but we look forward to the event with anticipation!



The famous 'real' last RM in London normal service, RM54 (LDS 279A, originally VLT 54) seen at Bournes Green, east of Southend, awaiting a school Prom pick-up yesterday.

This bus has had a recent repaint and looks well for it, as an active member of the Vintage Fleet.

School Proms, like Halloween, are 'money making' events from the USA which were totally unknown in Britain when I was a boy. Still, Proms bring good funds to help keep heritage buses earning their keep and it's nice to see them in Southend! **John G. Lidstone.**

Late Sad News from Owen Woodliffe.

I heard recently that Bryan Everitt, author of the Moores Story had passed away in May.

Dave Cope has told me that none of the old EN fraternity knew about it so sadly did not have the opportunity to pay their respects at his funeral. EBEG sends their sincere condolences to his family and friends.

Target Dates for EBN628 (August 2016).

By	Saturday 6 August 2016	Reports to Sub-Editors.
By	Saturday 13 August 2016	Sub-Editor drafts to Editor.
By	Monday 22 August 2016	Dispatch by Printers.

Back Cover Photos.

Two contrasting preserved Eastern Counties buses with clear Essex connection at the Clacton Bus Rally on 5 June, both by **Robert Appleton.**

Outer Top LM452 (3014 AH) Bristol MW5G ECW B45F in Tilling Red livery, displaying destination blind for Eastern Counties/Eastern National joint service 123 Ipswich – Clacton.

Outer Lower RL516 (EPW 516K) Bristol RELL6G ECW B53F in N.B.C. overall poppy red livery, displaying destination blind for Eastern Counties/Eastern National joint service 207 Ipswich – Colchester.

Rail Replacement - Pier Train style!

Owing to cracked pile caps, Southend Pier Railway is out of action for 3 months at least (June-August, great timing).



Top picture:
the Southend Council Electriccar
buggy, which lives on the Pier
carrying passengers for the first
time. Nice to see electric traction
back on the Pier again!

Middle picture:
There are also several golf buggies,
either 5-seater (white bonnet).
Seen here 'in service', or:



Lower picture:
3-seater (green bonnet).

Passengers with mobility issues can
book a ride via the Pier office.

Not exactly buses, but they do carry
passengers!

All pictures:
John G. Lidstone.

