

Essex Bus News

**No. 631
November
2016**



Essex Bus Enthusiasts Group
www.essexbus.org.uk

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Top picture:

Is there any chance of anything going Sapphire round here? Wright VDL DAF 3762 arrived on temporary loan from Northfleet to Network Colchester, over the weekend of 15/16 October. Believed to heading ultimately to Stevenage for Sapphire Routes 100 and 101. Seen here on route 1 in Avon Way, Greenstead on 18 October.

Russell Young.

Late news, it left NC on the night of Tuesday 18th, so managing just 2 days in service, both on routes 1/1A. E200 4015 has replaced it from Guildford. The first of believed to be 8 coming in.



Well, that's it, the final MMC of the 18 is now in service! Seen here at Bournes Green on 19 October, rather aptly running with Optare Versa 4254 (KX13 AUY) of the previous route 1 generation. It's now unusual to see an MMC without 'Posh & Double Decks' advert (to be honest I think they look 'newer' with bare advert frames!). 6515 also entered service a few days ago the same, that one pressed into traffic 4hrs after delivery. Cadet 3501 (KE51 PTZ) is now withdrawn. **John G. Lidstone.**

Front Cover Picture.

Tracey Williams, Southend Depot Manager with 'buffet shuttle' 6514 at the Cliffs on launch day, 7 October - this was 6514's first passenger carrying journey. **John G. Lidstone.**

EBN631ifc

Essex Bus News 631

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November 2016

Welcome to New Members

Mike Sarah of Hutton – 1107
Arthur Collins of Chatham - 1108.

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

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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.

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

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

MID-ESSEX MEETINGS by Maurice Austin.

Quaker Meeting House, corner of Parkway and Rainsford Road, Chelmsford, less than 10 minutes walk from the Bus and Rail stations; continue along Duke Street past Civic Centre and cross to far side of Parkway. There is a small car park on site, other public ones nearby.

Tea and coffee making facilities. For those who need other refreshment, there are plenty of excellent pubs and eating establishments nearby. Members and guests welcome. £2.00 donation towards cost of room hire, please.

Doors open at 1915 for an informal chat and often impromptu slide show, with the main talk or show from 1945 to 2145.

Thursday 24 November

David Whiteside, "1986 and All That".

Thursday 15 December

Richard Delahoy presents our customary slide show "20 Years Ago" with Christmas nibbles!

Dates for 2017:

19 January, 23 February, 23 March, 27 April, 25 May, 22 June, 27 July, 28 September, 26 October, 23 November, 21 December.

NORTH ESSEX MEETINGS by Dave Arnold.

Downstairs room at the Friends Meeting House, Church Street, Colchester, just south of "Jumbo" (the water tower) and behind the Mercury Theatre. Town centre bus stops and parking are nearby. Doors open at 1915 for informal chat, and often an impromptu slide show, with the main talk or show from 1945 to 2145.

£2.00 donation towards room hire, please. Slides/digital photos are preferred, but prints can also be shown. Members and guests welcome.

Friday 11 November

Steve Maskell.

Friday 9 December

Gary Sharpe.

Dates for 2017:

13 January, 10 February, 10 March, none in April, 12 May, 9 June, 14 July, 11 August, 8 September, 13 October, 10 November, 8 December.

A Blast From The Past!

By Paul Harvey.



Ex Eastern National 3127 Bristol VRT ECW XHK 232X now operating for Prince Edward Tours Charlottetown Prince Edward Island Canada as DD37 (CK902) in pink livery undertaking Sightseeing Tours for Gray Line during September 2016.

Paul Harvey.

EBN631p2

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

EVENTS

Saturday 3 December Ipswich Transport Museum. Christmas Cracker. ipswichtransportmuseum.co.uk

Saturday 3 December Ensign Heritage Running Day. From approx 0900 to 1600.

X21 Upminster - Brentwood - Ongar: Every 30mins at 15/45 mins past hour from Upminster and 00/30 mins from Ongar.

X55 Upminster -Lakeside-Bluewater-Gravesend: Every 30mins at 20/50 past hour from Upminster,19/49 from Gravesend.

X81 Shenfield-Brentwood-Grays: Every 30 mins at 22/52 past hour from Shenfield and 25/55 from Grays.

Full timetables can be downloaded from www.ensignbus.com £8 for Day Ticket

Sunday 4 December Ensignbus Christmas Special to Dickensian Fair at Rochester.

Saturday 10 December Ensignbus Winter Wonderland at Hyde Park and Christmas Lights.

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.

FOR SALE

Olympian Commemorative Booklet. An illustrated history of the Leyland/Volvo Olympians the have operated in the Stephenson fleet. Price £1 (post free for EBEG members) cheques/po payable to EBEG from Publication Officer, 196 Sinclair Road, London E4 8PT

You Never Know What May Turn Up in Your Own Backyard!

John was surprised to stumble upon a local bus he had not known anything about! At the rear of Darlinghurst School, Leigh-on-Sea (handy it was a Sunday so no children about) - he found none other than former Travel West Midlands MCW Metrobus Mk2 2999 (F999 XOE) in use perhaps as a play bus or maybe a classroom.

John G. Lidstone.



That City OB Controversy!

In EBN630p31, Alan Cross could not imagine City running an OB with wooden seats following Doug Brown's earlier recollection of his "beloved" trips to school. Doug (DB from BD) did concede that his memory could have been a little hazy after all the years that have passed by. However! Alan has kindly carried out some research and has written:

"Wooden Seats on a City OB. Here is the photo I mentioned (copy below). It is City B36, KVV 952. I had always assumed this was a Bedford OWB until now. I have looked for it in the PSV Circle publication C1251, which gives details of every OWB built, but KVV 952 is not listed. So I turned to PSV Circle fleet history PN6 (City and associated companies) and find that KVV 952 was one of a batch of three OBs, which entered service in 9/1946 with Mulliner bodies (KVV 951 – 953, B35 – 37).



What now intrigues me is how this Bedford has what appears to be a wartime style OWB body. Perhaps B35 and 37 were the same. They were fitted with Perkins diesel engines; hence this explains the vibrations mentioned by Doug. Later in service these were resealed to 30 seats. In this photo can see the sets are not wooden – note the chrome strips at the tops of the seats. So perhaps they were originally they had wooden wartime seats. I guess this photo was taken in 1953 or thereabouts after passing to Westcliffe. As usual, I found EBN630 as interesting as ever – lovely RM on the front cover – and I am about to renew my subscription for a further year.”

Alan B. Cross

Russell Young

Russell gave a splendid slideshow at Chelmsford recently; he showed his 2016 A-Z of operators throughout the UK, a show he has previously given to the Merseyside Bus Group. There was a bit of a hiccup with the projection facilities, which seemed to be caused by a compatability issue between computer systems! Russell couldn't show several slides full size so we had to be content with the thumbnail versions! Fortunately, the most of his slides were shown full size and were up to Russell's usual high standard. Russell broke the news that this would be his first and last show at Chelmsford as he is soon to relocate to Macclesfield. We wish Russell well in his new home and thank him for all the work he had done for EBEG in the past.

Russell is convinced the problem was *"It seems some of them don't like JPEG files that are saved as 'Progressive' and prefer those that are saved as 'Baseline standard'. All a bit teccy for me, but I've managed to change three, which I know didn't appear."*

All a bit "teccy" for your Editor as well! If any member can help translate, please do contact the Editor.

Incidentally, Russell had kindly stepped in at the last moment as our Scheduled speaker, **Suzy Scott** had stumbled and broken her arm.

Suzy, we all wish you a speedy recovery and look forward to your presentation in due course.

Rowhedge Revisited

Robin Jenkinson

Having given Rowhedge a bit of publicity in EBN629, I have another Rowhedge tale to tell!

I passed my PSV test with Osbornes of Tollesbury in 1974 and although I had a full-time job then, I did some part-time driving for them. For example, some mornings, I would drive to Tollesbury, leave my car at their garage and drive a school bus into Colchester. After unloading at the school I would park the empty bus in the bus station and walk to my office in town.

On one occasion I had to pick up children in the Rowhedge area. The route through Rowhedge went downhill and at the bottom there was a T-junction where it was not possible to go straight on because of the River Colne. So you had to turn either left or right onto the bottom road, which ran parallel to the river for a short stretch.

At the top of the hill I started to brake to steady my speed down the hill when I got that “sinking feeling” as I pressed the brakes and nothing happened! I yelled at the top of my voice “Hold tight, the brakes aren’t working” but the children were making so much noise they did not hear me.

I had to make a split second decision — I could either use both hands to turn the steering wheel as much as possible and risk turning left at speed, or I could use both hands to pull on the handbrake and hope it stopped in time.

Luckily my vehicle WOO 456F, a Bedford VAM with Duple body, was fitted with a long handled ratchet handbrake rather than the stubby air vacuum lever that are fitted to modern vehicles which are either “on” or “off” and which you thus could not use to slow a vehicle.

So I decided to completely let go of the steering wheel and to pull on the brake with both hands. When it clicked into the last notch and the brakes were beginning to bite I just had time to let go of the brake and grab the steering wheel and start turning it lefty with the result that I went across the bottom of the road diagonally but luckily came to a halt with bus standing across the road with its front offside corner just touching the fence behind which I presume was the river!

Phew! I did not have to shout at the children this time to tell the children what had happened — there was an absolute silence!



picture Osborne's WOO 458F, a Duple/Bedford VAM, driven many times by **Robin Jenkinson** who also did the signwriting!

Referring to Alan Cross's interesting letter regarding the City Bedford with wooden seats. He made the perfectly reasonable assumption that the Mulliner utility bodied Bedfords were OWBs, but surprisingly they were actually OBs built in 1946. It was very kind of Alan to offer to supply a photograph of one of them but we do have several negatives in the group archives, prints of which are available to any interested members. However, we do not have a negative of any of the “City” Mulliner bodied utility Commers. If Alan has any photos of these, I would be delighted to see it published in EBN. Very rare! I would imagine they also had wooden seats.

Editors note, see Alan Cross's letter and picture on page 31 of this issue.

Service Changes by Paul Harvey.

Amber Buses

16 Dec 16	261	M-S	Blackmore to Brentwood: service withdrawn.
22 Dec 16	C1	Sch	Laindon to Southend High Sch: school service withdrawn.
23 Dec 16	14	TThF	Corringham to Basildon: service withdrawn.

Brentwood Community Transport

12 Sept 16	898	M-F	Blackmore to Shenfield Hospital: minor deviations in Kelvedon Hatch & Pilgrims Hatch withdrawn.
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Colchester CCVS

7 Nov 16	SB38	WF	Stanway to Tollgate: new limited stop service covering the Lexden & Tollgate areas.
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Community Link (Essex County Council)

1 Aug 16	40	M-F	Witham Town Service: service reduced to operate Monday, Wednesday & Saturday only.
5 Dec 16	703	M-F	Chelmer Valley P&R to Broomfield Hospital: new service.

De Vere Cars

23 Dec 16	330	Sch	Great Yeldham to Belchamp St Paul: school service withdrawn.
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Ensign Bus

30 Oct 16	27	Sch	Sockets Heath to Hassenbrook Acadey: revision to timetable.
14 Nov 16	22X	M-F	Lakeside to Purfleet: special late journey introduced at 2335 until 30 December 16 from Lakeside.
	88	M-S	Grays to Lakeside: additional late night journey from Lakeside to Stifford Clays at 2340 'til 30 December 16.
3 Dec 16	X21	FSD	Upminster to Ongar: new service operating first Saturday in December only.
	X86	FSD	Brentwood to Upminster: special service withdrawn.
26 Dec 16	X10	BD	Southend to Lakeside: revised timetable for this Boxing Day only service.



Gemini 128 on Ensignbus X10 on last year's (2015) Boxing Day service in London Road, Leigh-on-Sea. **John G. Lidstone.**

First Essex

3 Oct 16	102/4	D	Colchester to Harwich: minor timetable revisions due to road closure between Wix & Bradfield for approx 4 months.
6 Nov 16	15/A/B	M-S	Langdon Hills/Basildon to Runwell: revised route in the Wickford area with minor timetable adjustments.
	25/A	D	Southend to Basildon: on schooldays the 0700 from Basildon will operate 4 mins earlier.
	47	M-S	Chelmsford to Broomfield Hospital: revised timetable.
	94/A/B	M-S	Basildon to South Woodham: timetable amended to improve punctuality.
	X30	D	Stansted Airport to Southend: journeys to Southend will operate via Eastwood Road instead of Progress Road & Arterial Road Eastwood.
	CFP&R	M-S	Chelmer Valley to Sandon P&R: route revision in Chelmsford with slight timetable revision.
13 Nov 16	100	D	Chelmsford to Lakeside: additional journeys introduced at 2255 Basildon to Lakeside & return at 2345 Mon to Fri until 23 December 16.
4 Dec 16	703	M-F	Chelmer Valley P&R to Broomfield Hospital: service withdrawn.
	CFP&R	M-S	Chelmer Valley to Sandon P&R: introduction of Sunday service until 18 December 16.

Fords Coaches

6 Nov 16	FC02/06	Sch	Althorne to South Woodham: school services withdrawn.
	FC04	Sch	North Fambridge to South Woodham: revised route & timetable.

Go Ahead (Hedingham)

19 Oct 16	87	D	Colchester to Brightlingsea: two additional Mon to Fri early morning journeys introduced.
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picture The end of scheduled Olympian operation on normal stage carriage services with Hedingham occurred on 5 October - 73 reported as being on the last journey. 73 in Tollesbury on 30 Sept 16. **Russell Young.**

Go Ride

31 Oct 16	79	M-F	Brightlingsea to Clacton: revised route & timetable.
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Service Changes, continued by Paul Harvey.

Kelly's Travel

Unknown Date	CS	M-F	Harlow Church Langley to London: new commuter service from an unknown date probably during August, one journey in each direction.
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L & R Transport Services

6 Sept 16	029	Sch	Grays to Campion School Hornchurch: new school service.
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New Horizon Travel

21 Nov 16	177	Sch	West Mersea to Colchester Schools: revised route and timetable.
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Panther Travel

31 Oct 16	80	M-S	Colchester to Dedham: revision to timetable.
	81	M-S	Colchester to Manningtree: revision to route & timetable.



Since the service changes last April, Panther Travel have operated routes 81 and 81A which replaced the previous Stephenson's 247 service. E200 AB62 PAN in Mill Road, Colchester on the first day, 11 April 2016.

Russell Young.

SBC Engineering

23 Sept 16	A	Sch	Chelmsford to Westcliff High School: revision to timetable.
	B	Sch	Great Notley to Southend High School: revision to timetable.
	C	Sch	Billericay to Westcliff High School: revision to timetable.
	D	Sch	Hutton to Westcliff High School: revision to timetable.
	E	Sch	Ingatestone to Westcliff High School: revision to timetable.

Stephensons of Essex

1 Sept 16	90	M-S	Witham to Maldon: route revision in Witham.
16 Oct 16	301	M-S	Bishop Stortford to Saffron Walden: revised timings at school times.
	441	Sch	Takely to Saffron Walden: revised timetable.
	446	Sch	Manudon to Saffron Walden: revised timetable.
6 Nov 16	301	M-S	Bishop Stortford to Saffron Walden: revised routing in Bishop Stortford.
21 Nov 16	453	Sch	Wimbish to Newport: service converted to local bus.

Swallow Coaches/Vigar Travel (EOS)

17 Dec 16	87	D	Harlow to Epping/Waltham Cross: service withdrawn.
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Viceroy of Essex

23 Sept 16	445	Sch	Chrishall to Saffron Walden: school service withdrawn.
20 Nov 16	34	M-S	Saffron Walden Town Service: service withdrawn.
27 Dec 16	29	Tu	Linton to Saffron Walden: service withdrawn.



Due to be withdrawn on 20 November, Saffron Walden Town Service 34 has been operated by Viceroy for many years. Solo CL52 CCI is seen in Bridge Street, with the imposing spire of St Mary's in the background, a few hundred metres south of its garage in 2009.

Owen Woodliffe.

Wyvern Community Transport

10 Nov 16	DAR73	WThF	Canvey Island DAR: service to operate additionally on Monday & Tuesdays as well.
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(acknowledgements to LOTS, Essex, Hertfordshire & Suffolk County Councils, Omnibus Society (Essex Branch), HarlowBuses info & Richard Delahoy).

The Union and Me, Alan Tebbit BEM.

Another in the occasional series of the memories of a Chelmsford Busman.

Firstly, let me say, that I agree, in principle, with the unions. Anyone who has read Dickens, will know that they were a necessary evil to gain proper working conditions, but in the '60s, '70s and '80s, they became very obsessive, giving rise to the saying, "you cant even blow your nose, without asking the union".

I entered the job when Eastern National was a closed shop, i.e. no union card, no job. Mostly I toed the line, but a love hate relationship developed between the militants and me. Most of the time this involved vehicle allocation, I loved the older buses and would ignore, for example, the edict that only Leyland Nationals/Lynxes would be used on the 152/3/4 services. On the two evening runs I would invariably take an MW, and once operated the 1600 departure, a crew job, as OMO with a VR.

I was once given an unusual private hire job. The Mercedes 608s, in Coastline livery, were awaiting allocation, and I was asked to take one to London Country's head office, in Reigate, to take their senior officers on a trial run, which I believe, was paid for by the Mercedes dealers. A most enjoyable day, touring the Surrey hills, with obligatory pub lunch, but on my return to CF, I was met by an irate branch chairman, W.G. "Bill" Horslen, who told me that a rate to drive the minis had not yet been agreed, I should not have used one. I pointed out that I had got private hire rate for the job, a rate negotiated by the TGWU, whether I was driving a 20-seater, or a 70.

I was scheduled to operate the 1345, service 33, to Saffron Walden one day. When I checked the output board for my bus, there was a blank space. I asked the output driver why this was, and he told me that he had been landed with one of the Ford R1014s from BS depot. This could obviously display Walden, and would I help him out by taking it, otherwise he would be short of buses in the peak. No one else would take it without type training. Off I went for an enjoyable afternoon, on a vehicle built to the correct dimensions for those country lanes. Again, my return found a reception committee of union men, angered at my using a vehicle for which I had not had been trained. Foiled again, I pointed out that I had a briefing on the Fords, prior to delivering some to BS, some overtime that I had arranged without their knowledge.

When operating rail replacement services we used a standard work ticket, which contained the words, "between rail stations in Essex, or, as directed by British Rail". One Sunday we were working between Colchester North and Manningtree. At one point something had gone amiss, so I was asked to carry on to Ipswich (Suffolk). I was fined at the next union meeting for not staying in Essex, a fine I have yet to pay, even though I pointed out the "or as directed" codicil. Not long after that, seven of CFs finest worked a Sunday rail job, between Waltham Cross and Bishops Stortford, three of the stations being in Hertfordshire. I turned up at the next union meeting to demand that we should all be fined, but excuses were found for the other six.

I was conned one Saturday into breaking one of their most adamant of rules. There was an agreement that no duty would work more than three "rounders", (3 hours) of Chelmsford town services. On this day, I had a lovely shift, 1015 sign on, spare duty, 1128 to 1228 on 43A, one of our busiest towns, followed by the 1305 to Dunmow, Church End, and more town work. I picked out a nice bit of overtime, 0728 to 0928, (2 rounders) on 43A, giving me a couple of hours for breakfast. When I went to find the bus, I was delighted to find that it was FLF 2817 (HEV 995B), my absolute favourite. I later found that the regulator, Doug Taylor, knowing my love of 2817, had arranged it, as he intended to stitch me up. He begged me to help him out, by adding 0928 to 1028 (43A) to my overtime, bribing me with extra pay, to which I agreed. When I drove into the bus station at 0928, Doug stood waiting for me, with a piece of paper in his hand. You start your shift on an hours spare, he said, can you do this for me? The paper read 1028 to 1128 service 43A, and so I did five straight rounders on a busy Saturday. My explanation to the union was, their rule was, "no one duty will contain more than three straight rounders", whereas I had worked four separate duties.

One Christmas when Boxing Day fell on a Thursday, the company decided to run a Saturday service on the 27th, as all factories and offices, as well as schools would be shut. The union refused, and said that we would work a weekday rota. On that Friday, I was early OMO spare 0540 sign on. There was also an early, 0530, crew spare. The first bus out on a Saturday was the 0600 152 to Grays. The crew of this failed to show, probably hung over from the festivities, and the crew spare, a militant pair, refused a Saturday shift.

The regulator, Derek Clements, could see that I was champing at the bit, to work it OMO, definitely against union policy. DC phoned the area manager, Ian Banwell, to advise him of the situation. He was delighted to say that as the crew had refused to go, it constituted a strike, and the doors were to be locked. The company had expected to make a loss of several thousand pounds that day; the union's action had avoided that, and would have to take the blame for buses not running. None of us got paid, and the TGWU had shot itself in the foot.

From the above it will seem strange, to some people, that on 17/11/1994 I sacrificed my beloved job, in order to support the union, but the facts did not speak for themselves on that day, and it is a story yet to be told.

Inspector Jim Holt,

Ted Miles.

Way back in EBN622, we mentioned Inspector Jim Holt. Here, Ted Miles, our Emerald Isles representative recalls this busman and others!

Jim, I think was a conductor at Hadleigh Depot before his promotion. On an X10 duty we operated the 2030 hours ex. Kings Cross arriving Southend 2220 hours. After stand time we operated the 2250 hours service 151 to Basildon. On a weekday we kept to time until Tarpots. On the night in question, Bill Gale said he would try to get to Basildon depot from Tarpots in 15 minutes. He did this easily but who should be waiting in the depot was Jim Holt and he said he was going to book us for running early.

We awaited the 505 (disciplinary form) but we never got it and never heard any more. On seeing Jim later, we asked him why he hadn't booked us. He just said "you owe me some teas in the future". We were careful to fulfil this obligation!

Jim used to go round in an Austin A35 and was driven by a "civvie" driver. I think he took over the mobile inspector duties from Bill Harris. Bill was one of the sharpest Inspectors I have met. If you were slow with the Setrite handle he would have you.

We had Frank Spooner at Basildon (BN) who was the BN bus station regulator, a thankless task and took a lot of stick from the public about missing journeys. We had Lionel Richardson who was the garage inspector, Eric Collar an ex. Army man; we taught him a few things! He thought he was still in the army and was not a nice man until he mellowed. We had Chris Howes, a gentleman.

At BN we had Stan Holder, he went from Grays to Walton and had the company bungalow there at the back of the Walton depot. I met Stan in 1952 having just left school and spent all of my spare time at this depot. In 1955 my career took me to London. Imagine my astonishment on joining BN depot in 1960 and meeting up with Stan again. I have lots of stories about Stan, a real Busman and an out and out Eastern National man. Never lost mileage when he was on. Would you like to know more?



Well, I know its not the X10 referred to by Ted Miles but it is all that is left of this once extensive and profitable service. Here, on Boxing Day 2014 we see First X30 B9R / Plaxton 20801 on the X30 to Stansted Airport (presumably just arrived) and, with Ensign B9TL / Olympus 111, PO58 NPG, YN08 OWO. **John G. Lidstone.**

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

Period 7 (25 September - 22 October)

32068 CN-CR, 32087 CN-CR, 33045 CR-Disposal, 66809 CR-CR(out of service)

32087 was first seen working from CR on route 70 on 13 October, it had been on route 5/A at Clacton on 5th and 7th. 32068, which was never used whilst at Clacton, was on route 75 on 27th.



picture This bus gets about! The then recently acquired First Essex 32087 is seen at Pitsea working route 8A on 20 May 2015.

Adam Kelleher.

Disposal

33045 to Alpha Recovery for scrap. This was the vehicle that suffered an engine fire at Colchester Station roundabout on 20 August, as reported in EBN629. It was removed from CR on a low loader on 11 October.



Other Vehicle News and Workings

Colchester and Clacton

Correction: In EBN630 it was reported "CR62409 was back in service following its fire (see EBNs 628/9) by 9 September". The vehicle that suffered the fire was not 62409 but 66809 (as correctly reported in EBNs 628/9). 66809 has *not* returned to service and in fact is being scrapped as the fire damage it suffered is deemed beyond economic repair, useable parts are being stripped from it in CR yard. CR33184, which came off the road into a ditch on The Strood whilst working route 67 from Colchester to Mersea Island on 29 April (see EBN625) is still long term VOR but is slowly being repaired and will return to service.

Double deckers seen operating on routes 103/4 during October: 32478 (4th & 17th), 33086 (4th, 17th & 18th), 33087 (4th & 7th), 33044 (7th & 19th), 33195 (13th & 17th), 32641 (15th), 32640 (17th & 20th), 33088 (17th & 20th), 32476 (18th), 32477 (18th), 32642 (18th), 33078 (18th), 33080 (18th), 33186 (20th). On 25th no double deckers were seen, probably because it was half term. Two unidentified StreetLites were noted on the routes on 14th, even though officially they are no longer supposed to be allocated (see EBN630).

Routes 5/A at Clacton have been mostly Dart operated since the transfer of 32087 to Colchester, a couple of examples being 42922 on 20 October and 42927 on 24th. Sightings during October of the four Enviro 200s at Clacton working away from their normal routes 7/8 were: 44598 on 18 and 17 (5th), 2 (24th); 44599 on 17 (24th), 5/A (28th).

14 October	CR33186 on 67D
15	CR32642 on Witham to Shenfield Abellio Greater Anglia rail replacement
26	CN42923 on 76, CF 65689 on driver shuttle



42922 went to Clacton (CN) in May 2015, seen here in London Road, Leigh-on-Sea whilst working from Hadleigh depot (HH).

John G. Lidstone.

Other Vehicle News and Workings, cont.

Chelmsford (including Braintree Outstation)

32856 was still parked at Braintree outstation on 23 October.

(All vehicles listed below allocated to CF.)

4 October	67902 on Park & Ride
5	43845 on 71
7	67902 on 71A (and on 71 on 10th)
9	66808 on 33, 66796 on 352
15	32652 on Witham to Shenfield Abellio Greater Anglia rail replacement
20	66794 on 542
22	32484 and 32651 on Witham to Shenfield Greater Anglia rail replacement, 65030, 66808 and 66817 at Braintree outstation
29	32482 and 32485 on Witham to Newbury Park Greater Anglia rail replacement
31	67903 on 542



As reported in Service Changes this issue, First Essex are being replaced on the Chelmer Valley to Broomfield Hospital Park & Ride service by a Community Link midibus. The frequency is being increased to every 23 minutes! Very easy to work out and remember!! Your Editor doubts this frequency will be maintained at peak hours when the route can become extremely congested. Here, we see First Essex 69512 at Broomfield Hospital bus station on 5 Sept 2016. **Russell Young.**

Other News

Talisman sold former Eastern National Bristol KSW open topper 2384 (WNO 480) in early October, it was noted inside Xelabus's garage on 17th but was then listed for onward sale on eBay. Further to EBN629, former Thamesway and First Essex Volvo B10M / Plaxton Premiere 611 / 20111 (N611 APU) has been re-registered to BIG 9807 by Panther Travel.

Sources: own observations, and with thanks to R Appleton, S Barham, W Bell, T Clark, L Cornwell, J Cush, D Edwards, J Podgorski, I Ransom, J Salmon, R West, First Essex, Essex Buses Google group, Terminus and Flickr

Service 123 Clacton – Ipswich: Part One 1966 to 1970.

By Robert Appleton.

There have been previous articles about this service in Essex Bus News. Ted Miles wrote about service 123 in EBN419 March 1999 and EBN421 May 1999. Revd. Terry Challis wrote about his time with Eastern National at Clacton in EBN545 September 2009, which included several references to service 123. The late Eric Thompson wrote about service 123 in EBN424 August 1999. Thanks to Adam Kelleher, his photos of Eastern National and other operators are preserved on the SCT'61 website. By coincidence, I used to see Eric Thompson occasionally at Ipswich OCM bus station in the 1980s. Whilst I was very interested in Eastern Counties at the time, our conversation always turned to Eastern National!

I would like to continue the 123 story almost from where Eric Thompson left off. It was a joint Eastern National/Eastern Counties service from 29 January 1961 to 29 April 1972. I became aware of service 123 in 1966 when the route was altered. Coming from Ipswich, after Manningtree, instead of turning right at Mistley Towers to head towards Clacton, service 123 carried straight on to serve Mistley and Mistley Heath, then via Straight Road and Steam Mill Road in Bradfield, to regain the normal route near Horsley Cross.

In the summer of 1966 service 123 times on Mon - Sat were:

Operator	*	EN	*	EC	EN	EC		*	EN	EC	*	EC	EN	
Clacton bus stn dep	0900	1000	1430	1630	1815	2015		Ipswich OCM dep	1010	1245	1430	1630	1815	2030
Ipswich OCM arr	1045	1145	1615	1815	2000	2200		Clacton bus stn arr	1155	1430	1615	1815	2000	2215

EN = Eastern National O.M.O. saloon worked through to Ipswich and back: 1000 ex Clacton returned on 1245 ex Ipswich, 1815 ex Clacton returned on 2030 ex Ipswich. Usual bus was a Bristol MW5G/ECW B45F (1300 series) or Bristol MW5G/ECW DP41F (1400 series).

EC = Eastern Counties bus and staff worked through to Clacton and back. 1430 ex Ipswich returned on 1630 ex Clacton, crew operated normally with LFS (Bristol FS5G/ECW H33/27RD). 1815 ex Ipswich returned at 2030 ex Clacton worked by O.M.O. saloon, normally LM (Bristol MW5G/ECW B45F).

* = Eastern Counties crew left Ipswich at 1010, normally with LFS. At Freston (Boot) met Eastern National crew with Bristol LD5G/ECW H33/27R working 0900 ex Clacton. Crews changed over, EC crew returned to Ipswich with EN LD5G. EN crew returned to Clacton with EC FS5G. In the afternoon an EN crew worked 1430 ex Clacton with the EC LFS all the way to Ipswich. Then they swapped to the EN LD5G, which had arrived in the morning on 0900 ex Clacton and they worked back to Clacton on 1630 ex Ipswich.



In the summer school holidays of 1966 I can recollect 1010 Ipswich - Clacton operated by two Eastern Counties LFS Lodekkas, and 1815 Clacton - Ipswich operated by two Eastern National Bristol MW5Gs. Later, the 0900 Clacton – Ipswich and 1630 Ipswich – Clacton journeys were worked by an Eastern National Bristol FLF6G/ECW H38/32F, instead of an LD5G.

Eastern Counties at Ipswich had a large allocation of LFS class Lodekkas (Bristol FS5G/ECW H33/27RD) ranging from 1961 built LFS23/24 (1123/24 PW) with LD style grille, black window surrounds, and 4 speed gearboxes, to 1965 built LFS109 (ENG 109C) LFS125 (GNG 125C) with the later grille, cream window surrounds, and 5 speed gearboxes. The LFS class was thus the most common Eastern Counties Lodekka to work on service 123.

From time to time one of the Bristol FLF6G/ECW H38/32F built in 1966 and allocated to Ipswich worked on service 123: FLF440/441 (GPW 440/441D), FLF457/458/459 (JPW 457/4585/459D). However, they spent a lot of their time on service 201 Ipswich – Felixstowe which used the dual carriageway A45 for part of its route, because drivers needed a Lodekka with good performance to cope with the fast moving traffic on this road.

In 1967 Eastern Counties introduced a brand new bus on 1815 Ipswich – Clacton and 2015 Clacton – Ipswich journeys. This was RS648 (KVF 648E) Bristol RESL6G/ECW B46F. This was a very fast bus with Gardner 6HLX engine and 5-speed manual gearbox, but the rear engine made it difficult for drivers to hear the engine and judge the right time to change gear.

For one day only in June 1969, the first Bristol VRT/SL6G/ECW H39/31F allocated to Ipswich, VR375 (UAH 375G) worked 1430 Ipswich – Clacton and 1630 Clacton – Ipswich. At this time VR375 was crew operated.

In 1966 on Sundays, Eastern National had two workings Clacton – Ipswich and return, and Eastern Counties had three workings Ipswich – Clacton and return:

Operator	EN	EC	EC	EN	EC		EC	EN	EC	EC	EN
Clacton bus stn dep	1000	1430	1630	1815	2015	Ipswich OCM dep	1010	1245	1430	1815	2015
Ipswich OCM arr	1145	1615	1815	2000	2200	Clacton bus stn arr	1155	1430	1615	2000	2215

Also on Mondays to Fridays Eastern National ran a works service from Clacton to the British Xylonite Plastics factory at Brantham for day workers, so there was an 0840 Cattawade – Clacton 123 to return the works service bus to Clacton, and a 1550 Clacton – Cattawade 123 to get the works service bus to Brantham. On Saturdays there were 0735 Clacton – Cattawade 123 and 0840 Cattawade – Clacton journeys. These journeys were worked by Bristol MW5G/ECW B45F or DP41F.

To be continued but see more pictures next page.



CN1505 (EPU 186G) working 0845 Clacton – Ipswich 123 at Brantham East End Corner in June 1970.

Robert Appleton.

EBN631p16



top picture Evening sun reflecting off CN1521 (HTW 179H) working 1815 Clacton – Ipswich 123 in Harwich Road, Mistley in June 1970.

Lower picture LFS31 (2931 PW) working Sunday 1010 Ipswich – Clacton 123 in Harwich Rd, Mistley in May 1970.

(This photo shows a happy bus load of passengers heading to Clacton to enjoy the Essex Sunshine Coast on a sunny day!). Both by **Robert Appleton** who has scanned his 45 year + colour slides and jolly good they are, too!

The 10-plate E200s displaced from service 90, 431-4, are now based at Bury St Edmunds for the Breeze town services there.

Dart 436, LX51 FGF, has now been placed in the reserve fleet.

Scania/Irizar coach 203, OW03 LFL, has been withdrawn.

Olympian 827 (N827 FKK, on loan to Galloway European since 2015) and Volvo B10M/Alexander PS 233 (M233 TBV) have been sold to Galloway European, Mendlesham.

Only 2 Olympians remain in use, 810 (M410 RVU) and 947 (H547 VAT), both on contract operations.



top picture: A dramatic view of new 479 (EU16 AVD) at Witham on service 90, Witham to Maldon on 12 September 2016. **John G. Lidstone.**

Membership renewals

Richard Delahoy.

Very many thanks to everyone who has already renewed their subscription for 2017, the flood of early replies was greatly appreciated. If you've not yet sent in your payment, it is not too late! Just use the form enclosed with last month's magazine or, if that's not to hand, simply send a cheque for £21 (payable to EBEG) to the Membership Secretary, 272 Shoebury Road, Southend on Sea, SS1 3TT.

You can also use PayPal, in which case please remit £21.90 (to include the fee that they will deduct before we receive the money) to admin@signal-training.com.



top picture On 15 Sept 2015, Robert drove to Bury St Edmunds, then used Stephensons service 15 Bury St Edmunds - Haverhill. He travelled on 631 (YN55 NHA) see here at Haverhill bus station before it worked back to Bury St Edmunds on service 15. **Robert Appleton.**



lower picture ex-Silcox, Pembroke Dock Alexander Dennis Enviro200 440 (SN16 ORS) on its first day in service on 14 July 2016. **John G. Lidstone.**

The Things One Picks Up at Bus Fairs!

Martin Weyell.

Seeing Chris Stewart's item about Buses to the beach and Alan Tebbitt's Parcel item in a recent EBN reminded me of several leaflets I have acquired recently.

EASTERN

NATIONAL

& BISS BROS

X51

BISHOPS STORTFORD
to SOUTHEND

Saturdays and Sundays 1st June to 29th September, Bank Holidays 3rd June and 2nd September, Tuesdays and Thursdays 4th June to 5th September, 1968.

BISHOP'S STORTFORD, Causeway Car Park

dep

TuTh

SSu

Sawbridgeworth, Walnut Tree Corner

11

0830

0915

Harlow Old Town, Post Office

11

0840

0925

Harlow New Town, The Stow, service road

11

0850

0935

Harlow New Town, Bus Station

11

0855

0940

Harlow New Town, Staple Tye

11

0900

0945

Harlow New Town, Bush Fair, Car Park

11

0905

0950

Harlow New Town, Potter Street, White Horse

11

0910

0955

Ongar, L.T. Station *

11

0915

1000

Ongar, King's Head

11

0928

1013

Pilgrims Hatch, Larchwood Gardens

11

0930

1015

Brentwood, Ingrave Road Bus Stop

11

0941

1026

Herongate, Church

11

0946

1031

Basildon, Bus Station

arr

1005

1050

Rayleigh Weir, Bus Stop East of Roundabout

11

1019

1104

Southend, Municipal Airport

11

1034

1119

SOUTHEND, Seaway E.N. Terminal

11

1045

1130

SOUTHEND, Seaway E.N. Terminal

dep

TTh

SSu

Southend, Municipal Airport

11

1830

1841

Rayleigh Weir, Bus Stop West of Roundabout

11

1841

1856

Basildon, Bus Station

11

1856

1910

Herongate, Church

arr

1910

1922

Brentwood, Ingrave Road Bus Stop

11

1922

1930

Pilgrims Hatch, Larchwood Gardens

11

1930

1935

Ongar, King's Head

11

1935

1946

Ongar, L.T. Station *

11

1946

1948

Harlow New Town, Potter Street, opp. White Horse

11

1948

2003

Harlow New Town, Bush Fair, Car Park

11

2003

2008

Harlow New Town, Staple Tye

11

2008

2013

Harlow New Town, Bus Station

11

2013

2018

Harlow New Town, The Stow, service road

11

2018

2023

Harlow Old Town, Post Office

11

2023

2028

Sawbridgeworth, Walnut Tree Corner

11

2028

2038

BISHOP'S STORTFORD, Causeway Car Park

11

2038

2048

S - Saturdays only. SSu - Saturdays, Sundays and Bank Holidays only. TuTh - Tuesdays and Thursdays only. * - For passengers to or from Southend Airport only. Su - Sundays only. T - Tuesdays only.

FLY FROM SOUTHEND

Coach arrive Southend

Jersey

flight departs at

TTh

SSu

Channel Airways

Guernsey

11

1145

1135

Rotterdam

11

1145

1200

Paris

11

1200

1200

Ostend

11

1200

1145

Ostend

11

1130

1300

Rotterdam

11

1145

1145

Calais

11

1300

—

British Air Ferries

Guernsey

11

1145

1135

Rotterdam

11

1145

1200

Paris

11

1200

1200

Ostend

11

1200

1145

Ostend

11

1130

1300

Rotterdam

11

1145

1145

Calais

11

1300

—

One is a leaflet from EN service X51 which was advertised as running on Tuesday, Thursday, Saturday and Sunday from 1 June until 5 September 1968 between Bishops Stortford and Southend. It picked up at various points in "Stortford", Sawbridgeworth, Harlow, Ongar and to the Brentwood area. However, the picking up/setting down point at Ongar Railway Station had a strange condition attached to it — passengers from this point could only travel to or from Southend Airport and NOT to any other points such as Basildon or Southend town centre. Can anyone say why this odd condition was attached to the service and who imposed it? To get round the restriction, all anyone had to do was to walk the short distance into Ongar town centre and get on there! I also wonder whether any drivers bothered to enforce it!

Your Editor was also puzzled at the very tight connection time for Saturday Jersey flights — 16 minutes. That's hardly enough time for a loo break, let alone security (which was probably very basic then) and boarding. Some of the others are almost as tight, especially as there would have been passport checks as well.

EBN631p20

THOMAS & FRIENDS

Every day
is a
Thomas day
with Thomas,
Annie and Clarabel

FREE
THE
ROADS

TIDMOUTH HAULT

Don't miss the opportunity to visit **Thomas** at Drusillas during 2016 for his **tenth and final year** at the Park.
You can jump aboard **363 days** this year
and the **Fat Controller** will be popping in too.

All aboard!

Follow us on:

f t g+ flickr i You Tube

DRUSILLAS PARK

Drusillas Park, Alfriston, East Sussex, BN26 5QS 01323 874100
info@drusillas.co.uk www.drusillas.co.uk

The second leaflet was this year's advertising folder for Drusillas Park Zoo in Sussex. On the rear folder is a head on shot of former EN FLF LWC 661C, the former 2835 in what looks like a slightly darker Hedingham livery. However, given that the entry fee is £11 or so, I am not about to go down and take a photo of it!

Has anyone else done so?

Martin Weyell.

Service Timetable • 1968

Service Timetable • 1968

Service Timetable • 1968

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Service Timetable • 1968



Ensignbus

Dealing Stock Movements

October 2016.

Mark Lloyd with thanks to Ross Newman.

Vehicles In

Mardens Signs	RM978, RM1989, RML2611, RML2407	
Brian Jones Coaches	KX51 UDG	Dart
DA Coaches	KN52 NFT	Dart
Go-Ahead London	LX53 AYP/AZA/B/G/BJK	
		Volvo B7TL's
	BX04 BBJ/BX04BAA	Volvo B7TL's
	BX04 BAU/BX04BAV	
	LF52 THX/TJO	
London United	J327-31 BSH	Olympians
	PG04 WHC/D/E/F/	Volvo B7TL's
	WHH/K/L/M/P/R	
Metroline	LK03 GKU / GLV	Volvo B7TL's
	LK05 GHB/GGE/GG0/	Tridents
	GGJ/GFV/GFX	
Regent Coaches	MX11 CZN	Streetlife
Stagecoach East	GX54 DWK	Dart
	MX55 BXO	Solo's
	MX56 ABO	
	YN53 SSZ	
Stagecoach East Scotland	SV53 DDL /O	Darts
Stagecoach Midlands	P160 KAK	Olympian
Stagecoach South	GX53 MWE/G/L/P/U/W	Darts
Stagecoach Yorkshire	S804 BWC / T650 KPU	Tridents

Vehicles Out

A and J Coaches, Ely	R745 DRI	Olympian
Bear Buses, Feltham, Middx		
	KX51 UDG	Dart
Big Bus Tours, London	LJ09 OKE/F/H/K/M/N/P/R/S/U	
		Enviro 400's
Brian Jones Coaches, Gravesend		
	LG02 KHP	Volvo B7TL
Compass Travel, Worthing	DK09 DZE / DZF / DZG/	
		Volvo B7RLE's
	AA58 GHA	
	BA58 GHA	
	CA58 GHA	
DA Coaches, Coatbridge	S656 JSE	Volvo B10M
Drivetime Drayton	V194 MEV	Trident
Finesse Coaches, Birmingham		
	GX53 MWE/L/P/W	Darts
First Bus Stop, Gravesend	LX04 FYC / FYR	
		Tridents
Laguna Travel, Bournemouth		
	LX03 OSN	Trident
Maghull Coaches, Liverpool		
	YN56 FDE / FDF / FDI	Scania's
Marchants Coaches, Cheltenham		
	YN07 LDV / AA05 GHA	Scania's
Marshall's Coaches, Sutton-on-Trent, Notts		
	LX03 OTB / OSD	Tridents
Nu-Venture, Maidstone	PN03 UMC	Trident
	SV53 DDL	Dart
Red Line Buses, Aylesbury	YX64 VRG / VRK	Enviro 200's
Red Rose Travel, Aylesbury		
	YX64 VRF	Enviro 200
Seaford and District	CX04 HYN / KP54 BYL	Darts
	YK53 GXN	Volvo B7RLE



Ensignbus Dealing Stock Movements

October 2016, continued.

Mark Lloyd with thanks to Ross Newman.

Vehicles Out

Swallow Coaches, Rainham, Essex

YR10 AZV / AZO

Scania's

Swanbrook, Cheltenham

MX11 CZN

Streetlife

Towlers Coaches, Wisbech, Cambs

R151 HHK

Olympian

Other Movements

Tridents W189 SCU / LK03 UFP / LN51 KYJ / LR02 BAA

to MC Tractors for scrap.

Dart P737 RYL Shred and Butta, Oxshott, Surrey.

RM978 / RM1989

Dawson Rentals.

MAN YN04 WMA

Mike Lawrenson, Preston.

Trident S803 BWC Langtoft Shop and Private Hire,
Langtoft, Lincs.



Ensign Fleet – October 2016

Mark Lloyd with thanks to Ross Newman.

Dart 780 LX51 FGK ALX200 sold to Movie Mobil Ltd, Kenley.
Had been on loan to EOS.



John G. Lidstone writes "Whilst waiting for new Arriva 6505 yesterday (first day in service 30/9) I saw something I never have before, three red buses in succession along the London Road, Leigh!

First was 33191, followed by Ensign MRM2, followed by immaculate just-repainted Regal TransBus Mini Pointer Dart 601 (YN04 PZY) on service 3C (with very feint indicator you could hardly see at front) and with 3D showing on bus stop displays.

6505 did come along later!

All three pictures by **John G. Lidstone.**

Mark Lloyd with thanks to Essex-buses yahoo group, Essex County Standard & John Podgorski.

Allocations

				92	P910 RYO	KN to CN	24/10/16
574	W506 WGH	CN to KN	5/10/16	576	W517 WGH	KN to HD	15/10/16
576	W517 WGH	HD to KN	20/10/16	578	W519 WGH	To KN	21/10/16

574/576/578/581 at KN late October for 91/92/95 services. Occasional Olympian use still seen.



As mentioned elsewhere, the end of scheduled Olympian operation on normal stage carriage services with Hedingham occurred on 5 October - 73 reported as being on the last journey. Three Volvo B7TLs are now allocated to Kelvedon depot to cover routes 91, 92, 95 and 95A. Olympian operation on these services should now consist of only breakdown/maintenance cover from the remaining vehicles normally allocated to schools duties. Here we see 576 in Shrub End Road, Colchester on 11 Oct 2016.

Russell Young.

Withdrawals

729 W829 NNJ VOR at CN

Ford Transit M16 YT12 DBZ has been returned to Robertson's vehicle hire.

Olympian 72 has been stripped of parts and its dot matrix destination equipment fitted into 71.

Modifications

701 T801 RFG has been sent to Hants & Dorset Trim to have modifications to make compliant for new double deck accessibility requirements. Why this has been chosen when newer are being withdrawn is strange – but may be associated with keeping the original Trident East Lancs of the ex B&H batch in service for possible later preservation, as this would be more significant. 570 W487 WGH has had Chambers fleet names and branding removed.

Services

Service 88 Halstead – Colchester has become a Quality Partnership – with Hedingham, First and Regal tickets being accepted on each other's services. Observing the route, Hedingham loadings are struggling. Hedingham buses have been running short, missing altogether or running late, some associated to driver shortages and some to breakdowns. Monitoring the Hedingham Twitter feed, there were masses of cancellations on services 87, 88, 83, 82 and 34 during early to mid October. The situation seemed to improve as the month went on but still had almost daily cancellations until 22 October. Twitter can be very unforgiving, making me smile was the announcement of the service 88 quality partnership on 2 October sharply followed on the 3 October by the cancellation of two complete round trips of the 88 in the morning rush hour. Hedingham state that services will suffer at the expense of school commitments, so as not to leave school children stranded, but some of the cancellations appear to be quite random and after school services should have peaked. The website stepped up its search for drivers in mid to late October. A lot of customer service damage has been done and it remains to be seen if the situation can be fully recovered.



top picture No prizes for guessing where in Essex this photo was taken! Hedingham ADL Enviro 200, 264 EU59 AVP is on service 83 to Eight Ash Green in early October sunshine.
Keith Woods.



EBN630p24 recorded Hedingham replacing step-entrance Olympians on Kelvedon [KN] services 91/92/95 with Volvo B11TL Plaxton Presidents. Some journeys are still operated by Olympians and here 71, R626 MNU passes the Railway Tavern in Kelvedon on its way from Witham to Tollesbury in late September 2016. Catch them whilst you can!
Keith Woods.

EOS London.com

(Vigar Travel Ltd, a subsidiary of Swallow Coaches, Rainham, Essex) by Adam Kelleher

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

Acquired Vehicles

YR10 AZO, Scania OmniCity, B42F, new to Menzies, Heathrow (S10) 3/10

YR10 AZV, Scania OmniCity, B42F, new to Menzies, Heathrow (S14) 3/10

From Ensignbus, October 2016. Both vehicles were acquired from GHA Coaches by Ensignbus in September this year after GHA ceased trading in July. Both seen in service on route 66 on 20 October, still in GHA livery of silver with bright red skirt and dark red stripe above the skirt, with Vigar Travel lettering on paper labels.

Further to EBN629, LK53 FDF has been numbered 759. (Although not yet confirmed, logically, that would make LK03 NLT number 763.)

Repaint

As illustrated in EBN630, Plaxton Primo 661 (BU08 ACV) has been repainted from Swallow white to EOS livery.



picture Andrew was taken by surprise on 23 September seeing the attached Cheshire Connect-liveried Optare Solo operating route 542 in Debden. Buses magazine identified the GHA fleetnumber as 1369 but pictures online show it did carry the SL17 number when with GHA. He took the picture in Oakwood Hill and was also surprised that it had emerged from the industrial park on the left of the picture. However since 5 September 2016 the 542/542A have been curtailed to start/terminate there in order to avoid delays caused by roadworks. See Adam's report on EOS on EBN630p25 for further details.

Andrew Colbourne.

Editors Grovel! Observant readers will have noticed this caption appeared in EBN630p32 relating to the same bus on the same route on the same day! The picture shown was by Owen Woodliffe whose caption was "Long term road works to widen Chigwell Lane at Debden Broadway has meant that Essex CC routes 542/A cannot operate in circular form. On 21 September, EOS were operating this Solo YJ59 GHG still in livery of the latest Welsh casualty, GHA of Ruabon (listed to Ensign in EBN 629) and is seen at Oakwood Hill where it will U turn in the junction of the Industrial Estate". My apologies to both gentlemen and to readers.

EBN631p26

Reregistered

DAF DB250LF/ East Lancs FD 02 UKR re-registered AB02 PAN
Former Thamesway Volvo B10M/Plaxton Premiere N611 APU re-registered to BIG 9807.

Loans

Dennis Dart SLF/Plaxton MPD BIG 9856 off loan from Regal, then back on loan.

Named

Dart Enviro 200 AB 62 PAN has been named George
DAF DB250LF/East Lancs DC 52 PAN (PN52 XBH) named Louise and retrimmed.

General

Witham AGA rail standby ceased after 14/10/16.

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

With thanks to John Card and LOTS

Acquired Vehicles

Further to EBN630, W901 RBB and X918 WGR were first reported in service on 4 October, with X935 WGR the next day.

Disposal

Following its RTA on 8 August whilst working route 420 (see EBN629), WNZ 1864 (ex W924 WGR) has been withdrawn as uneconomic to repair.

Other Vehicle News

Scania N94UB / East Lancs YR52 VFL has had a front LED blind fitted.

Publicity News

Ian Ransom.

First leaflets for 61/62/A; 64/A; 65; 67/A/B/C/D/68; 75/A; 88/A all dated 28.8.16

Puzzle Corner.



The puzzle in EBN630p32 beat (or bored!) most readers although John Salmon did manage to correctly work out the easy parts! He writes "I noted CF67902 on the Park and Ride service heading towards Sandon on 4 October 2016. Is this the correct answer?" Yes, it is. Well done.

No-one guessed the bus the photo was taken from. Just to stretch the tension a little further, it was one of Lodge's heritage fleet being used on a tour linked with the Omnibus Society Presidential weekend. If anyone knows which one, the prize will be having your name published in EBN!

Thanks to **David Grimmert** for the photo.

EBN631p27

Peter Mansbridge with thanks to John Card, Richard Delahoy, John G. Lidstone, John Podgorski, Keith Sadler and Russell Young.

11.1 metre Versas 4200-12 transferred from **Southend** to Guildford week beginning 10 October, replaced on service 9 by 11.7 metre Versas 4245 – 60, themselves displaced from service 1 following entry into service of the E400 MMCs. Versas 4225/6 and Streetlites 4224, 4261/2 are expected to stay at Southend.



picture Guildford wasted no time placing “our” Versa’s into service. 4207 (YJ61 CJO), the only one with cove panel branding for route 9 remaining (and also intact rear pictorial) seen here in GF on 28 October. See also inner rear cover, this issue. **John G. Lidstone.**

Further to last month, E400 MMCs 6515/6 arrived after the launch event on 7 October and entry into service of the rest of the batch on 9 October. 6515 was delivered to Southend on 10 October with 6516 following a week later on 17 October.

DAF SB120 / Wright Cadet 3938 (GK52 YVC) has transferred to Hemel Hempstead. Volvo B7RLE / Wright 3824 (GN07 AVM) has transferred to Stevenage.

Route one branding has been removed from Versas 4245 – 60 but the large pictures on the rear engine covers and the “Pride of . . .” names are being left on. Surprisingly, they have seen occasional use on the 7/8 since being displaced from the 1 (eg 4255 on 15 Oct). It is understood that they were not to be used on the 7/8 because the long wheelbase makes the U turn at Southend Hospital very difficult or impossible without a reverse.

At **Colchester**, the first arrivals of an expected 8 Alexander Enviro 200s (B38F) from Guildford are 4015 (GN58 BTY) 4016 (GN58 BTZ) and 4017 (GN58 BUA). Dart SLF 3412 (SN54 HWZ) has transferred to Guildford from Colchester. Ex Harlow Dart SLF 1560 (EU56 FTO) saw use at Colchester for a few days circa 20 October but passed on loan to Northfleet on 24 October. Dennis Trident / East Lancs 5443 (T406 SMV) has been withdrawn.

‘Sapphire’ spec VDL SB200 / Wright 3762 (YJ08 DZN) was on temporary loan at Colchester from Northfleet on 17/18 Oct working service 1/1A on both days. It is believed to be heading ultimately to Stevenage for Sapphire routes 100/101 but retained branding for Dartford / Gravesend service 480/490 when working from Colchester.

At **Harlow**, a further repaint from Green Line to Arriva colours is Citaro 3892 (BU06 HSE), bringing the number treated up to 5.



top picture As reported in EBN630, **Philip Mansbridge** represented EBEG at the “launch” of the new vehicles, here we see the “posh” inside of the upper deck.

bottom picture Monday 10th saw the new buses on Route 1 all over the Southend area. **Phillip Huggett** was one of the many members out with their cameras. Thanks to all of you who sent me copies.

EBN631p29

Smaller Operators

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

Blueline, Canewden

A recent arrival here is YN03 AUW, a C36FT Neoplan from Compass Royston, Stockton-on-Tees, Cleveland.

Bone (Tendring Travel), Thorpe-le-Soken

T243 LBJ (ex. T777 RWC), a Setra S315GT-HD, C49FT is here from Chris Stainton, Crooklands, Cumbria.

Falconrise (Roman Cars), Colchester

WA08 AOX, a Bova Futura MHD C49FT, is here from Easton, Stratton Strawless, Norfolk whilst Iriza bodied Scania K420EB6 has been re-registered from PB10 BUL to V23 ROM

Kelly's, Nazing

W211 UGX, a Setra S315GT-HD, C49FT is a recent arrival here, previously with St. Margarets Travel, Stanstead Abbots, Hertfordshire

Klarners, Colchester

In addition to Mercedes Tourismo reg. BV66 GVX featured in last month's EBN, also new here is similar Tourismo C55F, reg. BL16 GBZ

Truck & Bus, Rettendon

Van Hool bodied Volvo B10M, C51FT, reg. L19 PCC (ex. L970 KDT) has gone to Flavin Consulting, Stanford-le-Hope.

Viceroy, Saffron Walden

R154 SSN, a Plaxton bodied Volvo B10M-62 has been re-registered as TUI 9810.



Seen on rail replacement duties at Witham over the weekend of 17/18 September was this Van Hool of Coach Innovations, reg. SA09 ASH. It has no legal lettering to indicate its base. It was previously with Ashton, St. Helens, Merseyside.

Roger A. Smith.

EBN631p30

The Letters Page

Nigel Turner of Panfield

Just a quick note to say thank you to Peter Carr for providing the photo of the "On hire to Hicks Bros." sign which you printed on EBN 630p17.

On the subject of Hicks Bros, since page 17 also had a letter from Alan Cross on it, I think it is appropriate to say a big thank you to him for visiting Braintree in the spring of 1950 and taking photos of so many Hicks Bros vehicles before they were repainted or withdrawn. Without his work, my collection of Hicks photos would be rather limited.

While technically it could be considered outside the area covered by EBN*, I think it is worth noting that Arriva London North East Limited was dissolved on 7 June 2016. The significance of this is that, until 21 December 1995, the company name was Grey-Green Coaches Limited so that is the finale to a once famous business. However I recently discovered that a current director of the Go-Ahead Group, Adrian Ewer, had a great grandfather called George Ewer so the family still have an interest in public transport even if Grey-Green is no more.

* **Eds note:** the Grey-Green fan-club is well represented amongst our membership!

Alan Cross of Standish, Wigan

Wonderful to see photos of the Bishops Stortford garages in EBN628. I was not a member earlier enough to have read the actual history related in EBN597 (though I have now!). Way back in 1947, I acquired an official LPTB photo, part of which is shown here which is the only photograph I know of which shows that BS garage plates actually existed. The existence of a BS garage code was a complete mystery to we young bus number crunchers at that time. This enclosed scan is from part of the photo of C26, brand new in Chiswick Works, taken prior to entry into service in May 1935, carrying a BS code. This was presumably after BS garage had closed. At that time official LT photos of new vehicles were nearly always kitted out with whatever blinds and garage plates could be found on the day. In any case, route 303 could never have been worked by "BS".

More on Bishops Stortford

In the photo on EBN628p16 of the waiting room, the large map on the wall on the right is of the complete Green Line route system.



XVW 631L for EBN631

Eastern National 1406 Bristol RELH with Plaxton bodywork XVW 631L seen at Boons of Boreham yard on a Group Visit during 1982. This vehicle had a new Plaxton front fitted by Southdown Motor Services during March 1982. **Paul Harvey**



Just a Gentle Reminder!

If you are one of the few who have not paid your subs yet, please send a cheque to Richard Delahoy, address on page 1. Don't worry if you lost the renewal slip, Richard will sort it out!

Target Dates for EBN632 (December 2016).

By	Saturday	3 December 2016	Reports to Sub-Editors.
By	Saturday	10 December 2016	Sub-Editor drafts to Editor.
By	Monday	19 December 2016	Dispatch by Printers.

Back Cover Photos.

Outer Top

The two Scania for EOS mentioned by Adam last month have materialised as OmniCity YR10 AZO and AZV from the erstwhile GHA of Ruabon fleet. Both are still in colours of light grey and red and the latter is on route 66 at Loughton on 20 October.

Owen Woodliffe.

Outer Lower

DRX 631K for EBN631! This bus was new to Alder Valley in 1972. It was a Bristol REL6G with ECW B49F body, one of nine Bristol REL6G purchased by Eastern Counties from Alder Valley in 1981. DRX 631K became Eastern Counties RL687. After withdrawal by Eastern Counties, it was purchased by Carters Coach Services. Robert's photo shows DRX 631K on Carters service 247 East Bergholt East End – Colchester on 18 Sept 1987. It is moving off the stand in Colchester's Queen Street bus station to continue its journey round the one-way system to Colchester High Street, then it worked short workings on service 247 to Langham and back to Colchester bus station.

Robert Appleton.

EBN631p32



Guildford-on-Sea?

Where have all our Versa's gone?

Some ex-Southend Versas in Guildford on Friday 28 October 2016

Top picture

4200 (YJ57 EKG) with new local Safeguard of Guildford Versa cousin YJ64 DVY making quite a contrast!

John G. Lidstone.



Centre picture

4203 (YJ61 CHY) still with Nightlife-on-Sea rear pictorial. Just two remained intact, with two half-removed (top half, covering glazing taken off, lower area remaining).

John G. Lidstone.



Lower picture

4206 (YJ61 C1F) with half its Sports-on-Sea rear pictorial remaining, making an interesting contrast with a typically smart Safeguard of Guildford Versa.

John G. Lidstone.



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