

Essex Bus News

No. 638
June
2017



Essex Bus Enthusiasts Group
www.essexbus.org.uk



fb.me/essexbus

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where sold



Top picture:

30 May was the first day of Heddingham & District service X76 Colchester – Clacton (extended to Jaywick Mon – Fri peak hours and all day Saturday). Some, if not all, of the Scania N94UD Omnidekka/East Lancs allocated to Clacton have received The Seaside's branding for X76 and 87 Colchester – Brightlingsea. 1515 is seen here on 30 May.

Robert Appleton.



lower picture: As reported by Adam Kelleher in his First report, Ex First Borders B7, 37138 has been repainted into this stunning new livery at Mardens, seen here at their site on 6 June. This marks the return of green to First Essex after several years.

Peter Sedge.

Front Cover Picture.

The 70th anniversary of post-War RT's was celebrated with a road run to Abridge on 10 May. As a reminder of how far red buses travelled outside London, RT3871 stands at the former terminal of Route 10 at the Blue Boar, where buses were backed onto the forecourt under supervision of the conductor.

Owen Woodliffe.

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<http://www.signal-training.com/ebeg/Photo%20order%20form.pdf>.

Essex Bus News is the "house magazine" of the
Essex Bus Enthusiasts Group.

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

Subscriptions

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.

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Data Protection Act

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

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Reports and observations

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

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

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

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

MID-ESSEX MEETINGS by Maurice Austin.

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

- Thursday 22 June Presentation by Suzy Scott MD, "Here to There" Publishing.
- Thursday 27 July being arranged
- Thursday 28 September being arranged
- Thursday 26 October being arranged
- Thursday 23 November being arranged
- Thursday 21 December Richard Delahoy, slide show "Twenty Years Ago" and mince pies!

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 9 June Owen Woodliffe, "Rallies & Running Days".
- Friday 14 July being arranged.
- Friday 11 August being arranged.
- Friday 8 September John Card, Illustrated talk; 30 years at Grey-Green.
- Friday 13 October Fred Lawrence. Colourful London 1980s and 1990s.
- Friday 10 November Steve Maskell.
- Friday 8 December Gary Sharpe.

A Blast From The Past Paul Harvey.



Eastern National
3088
Bristol VRT
ECW
STW
32W seen at
London
Victoria
Green Line
Coach
Station
arriving on
limited stop
service 402
from
Southend
during 1981
Paul Harvey.

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

EVENTS

Sunday 25 June

Saturday 1 July

Sat/Sun 1/2 July

Sat/Sun 8/9 July

Sunday 9 July

Sat/Sun 15/16 July

Saturday 22 July

Sunday 30 July

Sunday 30 July

Sunday 13 August

Sunday 20 August

Sunday 27 August

Basildon Bus Rally at Barleylands, Billericay.

*** **Group stall at this event** ***

Chiswick Transport Collectors Fair. Chiswick Town Hall.

North Norfolk Vintage Transport Festival. Holt Railway Stn.

ECW 30th Anniversary Weekend. East Anglian Transport Museum, Carlton Colville.

Haverhill Historic Transport Rally.

LT Weekend at Epping-Ongar Railway, North Weald.

Potters Bar Garage Open Day.

Worthing Sea Front Rally

Oxford Bus Museum. 50 Years of Bus preservation. Rally at Oxford Parkway Stn.

Norwich Running Day.

Buses 2017 Festival. Heritage Motor Centre, Gaydon. www.busesfestival.com

Colne Valley Railway, Bus and Commercial Rally. Castle Hedingham.

*** ** **SPECIAL GROUP VISIT.** *** **

Wednesday 5 July Evening visit to Canvey Island Transport Museum.

By the kind invitation of the Museum (in the former EN depot) we have an evening visit starting at 1900. A chance to have a look round the museum in relaxed surroundings, we will also take a short ride out in a museum vehicle. There is no charge for the visit but donations towards the museum's upkeep will be invited. There's no need to book, just turn up on the evening.

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.



Eastern National 1407 (YNO 859), Bristol KSW 56/ECW emerging from Christchurch Park, Ipswich on May 7th on the Ipswich-Felixstowe Historic Vehicle Run.
Ken Coldwell.

EBN638p3



Buses in the Community.

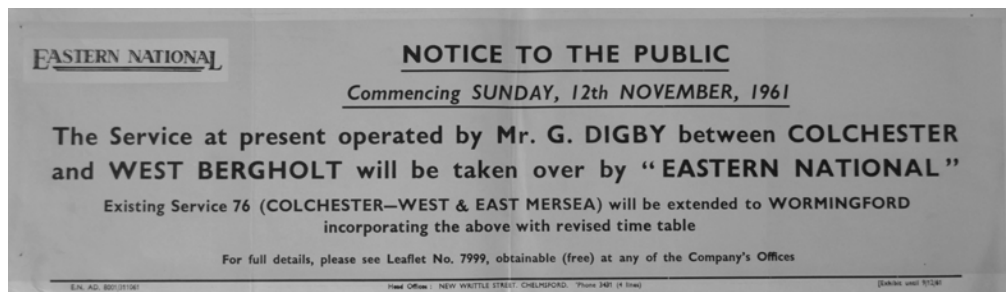
Richard Delahoy.

Shoeburyness is currently playing host to the “Poppy Wave”, part of the much bigger display which was at the Tower of London to commemorate those who died in the Great War. TheWave is set up on Barge Pier, part of the old garrison site, with a viewing platform and signposted walking routes from nearby parking, marked by red poppies stencilled on the footpath. Arriva service 9 stops nearby, both at the end of Church Road and at the East Beach terminus, and to show that buses serve the display, the Versas normally used on the 9 started to appear with large red poppies on the nearside in early May, as seen in Richard Delahoy’s closeup of 4251 on 4 May. The display runs until 25 June. Shoeburyness was chosen to host Wave due to its important First World War history. The Shoebury Garrison was a training school for the Royal Garrison Artillery and the Royal Field Artillery, where new weapons were tested. It was also the site of the first British War Dog School, established in 1917, where dogs were trained and sent to France and Belgium, and, also used as guards and sentries on the home front.

More on George Digby

Richard Delahoy.

Following the coverage in the last two issues of EBN of George Digby’s bus service in Colchester, by one of those strange co-incidences, I then came across this traffic poster announcing the Eastern National take-over from 12 November 1961. It was amongst a batch of leaflets passed on to the Group by member John Rugg. As Robin Jenkinson noted last month, no vehicles passed to EN and as the traffic poster explains, the route was incorporated into EN’s service 76.



Correction.

In EBN637, your Editor mentioned his discussion with member Jim Swan who had compared the bus route Taunton to Wells with the former rail network. The Editor misunderstood his scribbled notes! Apparently, the Somerset & Dorset Railway, jointly owned by Southern and LMS Railways who ran the Bournemouth – Bath north to south service whilst GWR operated east to west routes. Taunton to Wells would have been by GWR via Yatton or Frome. But the level of service was as decried!

Obituary; Lyn Watson, 1956 – 2017.

By Richard Delahoy.

It was said at his funeral that Lyn's first word was "bus". I can't say how true that was but I first met Lyn and became aware of his interest in the bus industry when at Southend High School for Boys. He was in the year below me and joined the Transport Society which I and some other 6th formers then ran. He and I joined the then-ENEG in 1976 (he was member 159, I'm 180) and we continued our interest in buses but both of us had decided to pursue careers elsewhere, Lyn's in accountancy, mine in banking. That didn't stop us both getting our PSV licences in 1978 or, later, transport manager qualifications.

We both cut our teeth on a variety of part-time driving work, including collection/delivery runs and rail replacement for Peter Newman at Ensign Bus and on the Southend Transport special Boxing Day services (the only day of the year that the union agreement allowed ST to employ part timers). Lyn became involved with Stephensons Coaches, then owned by John Stephenson, a traditional coach operator who dabbled in bus services. An offshoot called Lynxline was set up (in which I was also involved), running Bristol REs and VRs amongst other types on local services in Southend and on some ECC contracts. He was also involved with Venturer Travel in partnership with Frank Spence.

Lyn went on to become a very successful accountant and through his practice, Barrons, was involved in advising numerous bus and coach companies. But he was possibly best known for his part ownership of Stephensons, both in John Stephenson's days and then after Bill Hiron bought John out. He was also deeply involved in the establishment of Excel Passenger Logistics at Stansted Airport, its subsequent purchase of Flight Delay Services and then the successful sale to TGM. Lyn retired from Stephensons a couple of years ago and ceased to be a shareholder, but kept his interest in the industry both professionally and as an enthusiast.

He had been involved with the Eastern National Preservation Group and the Castle Point Transport Museum as they bought Canvey depot, and in 1981 he saved Eastern National FLF 2946 (AVX975G) for preservation, later passing it on to Paul Harrison who has magnificently restored it to its original coach condition as 2614. He managed the EBEG photo service for some years and it can now be revealed that he also helped to fund the production of our book on EN's Lodekkas, enabling Chris Stewart's magnificent book to have hard covers when our budget only ran to soft covers. Lyn also used his accounting skills to provide the annual review of the Group's accounts for many years. An avid photo collector, Lyn set out to find a black & white print of every single EN vehicle from 1930 onwards and I believe he succeeded in that task, or came very close to it. That collection of prints is willed to the Essex Record Office.

In retirement Lyn moved to Lincolnshire and drove part-time for Norfolk Green in between caring for his elderly mother, who died in 2014. He later moved to Colchester and more recently to Castle Hedingham, before sadly dying on 2 May at the tragically young age of 61.



Where Lyn was often at his happiest – behind the wheel! On the first weekday of de-regulation, Monday 27 October 1986, Lyn took a day off his accounting work to drive the newly-won Essex CC contract for service 21, Leigh to Southchurch, the only orbital route in Southend. Here he is in Carlton Avenue, Westcliff, about to pass the end of my road, with Venturer Travel WJG471J, a Plaxton bodied AEC Reliance coach ex East Kent, not the most suitable for this route!

Richard Delahoy.

EBN638p5

Through The Tunnel To Kent.

Chris Stewart.

With the second Thames Crossing in the news following selection of the preferred route, the leaflet from 1965 (courtesy of John Rugg and shown on the next page) might be of interest - a mere £1 bought you a round trip from Southend to Margate and back, by X24 coach (rather than dual-purpose RELH as in the photograph) one way and steamer the other direction. You'd have to walk down Southend Pier though unless you were prepared to pay the additional fare.

The opening of the original tunnel in November 1963 had a profound effect on Eastern National's express coach services, leading to the creation for the 1964 summer season of the joint Dartford Tunnel Coachways operation by EN, Southdown, Maidstone & District and East Kent which combined many of their services and brought new links. 50 years ago this year, Robert Downton photographed 1964 RELH6G coach 406 (AVX 967B) in Canterbury Bus Station with an MW coach behind. Intriguingly, though, the RE carries the 'CP' depot code introduced for the 1966 season and carried by a handful of coaches allocated to Central Works for extended tours. 406 was part of CP's small fleet from May to November 1967 and was a stranger amongst MWs in that respect - I'm not sure why it was on an express service, but Robert had the pleasure of travelling on it from Basildon to Margate for a day trip by X24 on Saturday 29 July and had stopped for a break in Canterbury Bus Station (the clock showing 1115). The faretable indicates that a Day Return would have cost 15/- (75p), but Robert was working as a Traffic Clerk for fellow THC company Royal Blue at the time (prior to joining EN at Brentwood in 1970) and was entitled to a discounted fare.



picture CP406 at Canterbury.

Robert Downton.

In 1967, the X22 ran Southend to Folkestone and the X24 Southend to Ramsgate, both leaving at 0803 (why 3 minutes past?) with complicated days of operation and timetables. The X24 only served Canterbury on certain days, and not including July Saturdays according to the timetable leaflet I have – were extras introduced? Arrival in Margate by X24 was at 1143 and Ramsgate 1211, with the return journey leaving at 1739 so as to meet up again en-route. Basildon passengers would be home at 2101 and those for Southend at 2140. Meanwhile the X22, worked this day by 1961 ex United Counties MW6G 351 (YBD 202), was due into Folkestone at 1205. However, there's an added twist, in that 351 was a Halstead (HD) car allocated for extended tours, so (like 406) must have been borrowed for one of the busiest Saturdays of the year. 351 was one of the 28 EN coaches initially transferred to Tillings in January 1971 when that company re-started operations, becoming 9351 at that time.



Under and Over the Thames



by Coach and Sea



EASTERN NATIONAL · EAGLE STEAMERS

COACH/SEA CIRCULAR TRIPS

MONDAYS AND WEDNESDAYS FROM 7TH JUNE TO 8TH SEPTEMBER, 1965

TRIP A

SOUTHEND, Pier Hill Coach Station dep. 0803
 Eastern National Express Coach X24 via Basildon, Dartford
 Tunnel, M2 Motorway and Canterbury.
 MARGATE, East Kent Office, 14 Parade arr. 1143
 MARGATE, Pier dep. 1600
 By m.v. Royal Sovereign.
 SOUTHEND, Pier arr. 1800
 Passengers on Trip A may board at Westcliff, Leigh, Hadleigh,
 South Benfleet, Pitsea, Basildon* or Stanford-le-Hope at times
 given on X24 service leaflet.

TRIP B

SOUTHEND, Pier dep. 1200
 By m.v. Royal Sovereign.
 MARGATE, Pier arr. 1400
 MARGATE, East Kent Office, 14 Parade dep. 1807
 Eastern National Express Coach X24 via Canterbury, M2
 Motorway, Dartford Tunnel and Basildon.
 SOUTHEND, Pier Hill Coach Station arr. 2140
 Passengers on Trip B may alight at Stanford-le-Hope, Basildon*,
 Pitsea, South Benfleet, Hadleigh, Leigh or Westcliff at the times
 given on X24 service leaflet.

* - Not on Whit Monday or August Bank Holiday Monday

ROUND TRIP RETURN FARE 20/- (Children, 3-14 years, 13/6)
 Additional charge must be paid for use of Southend Pier Railway.

Passengers are carried subject to the published conditions of Eastern National
 Omnibus Co., Ltd., and General Steam Navigation Co., Ltd.

THE EASTERN NATIONAL OMNIBUS CO. LTD.

Head Office: New Writtle Street, Chelmsford, Essex. Phone 56151.

EN.AD.0825/265

DESIGNED AND PRINTED BY EASTERN NATIONAL, FOLKESTONE. PHOTOGRAPHY BY J. RUGG. PHOTOGRAPHY BY J. RUGG. PHOTOGRAPHY BY J. RUGG.

Meanwhile, the X34 Clacton to Ramsgate service ran direct via the tunnel and M2 (avoiding Canterbury) before serving Whitstable, Herne Bay and Margate. There were, however, two of the return journeys (at approximately 0800 and 1920) on Saturdays which also met up at Canterbury with the X32 Folkestone to Clacton. All these services were interworked with East Kent Road Car, however, and it's difficult to work out from the timetable exactly which vehicles did what. Did anyone keep notes?

As well as the superb RELH coaches, 1964 also saw the delivery of six Bedford SB13s with Duple (Northern) Firefly bodywork for Dartford Tunnel Coachways work (where their synchromesh gearboxes made life easier for M&D, East Kent and Southdown drivers who were used to such things). Robert photographed 504 (BNO 113B) at Cannon Road Coach Park/Station in Ramsgate when a year old in 1965 and having worked in from Clacton on X34. By way of contrast is the late Bill Cansick's photograph of the next (numerically) RELH6G 407 (YHK 724F), with bus-type destination blinds and semi-automatic gearbox, leaving Basildon Bus Station in June 1973, repainted in National white and working the X22 to Dover and Folkestone. The Bedfords had gone three years before this.

<<<< Illustrations left
 Round trip leaflet, courtesy **John Rugg**.

EBN638p7



Picture above 407 at Basildon

the late Bill Cansick.

Picture below CN504 at Ramsgate

Robert Downton.



Summer is Here!

Compare & Contrast This Vehicle With The 2017 Version Shown On The Back Cover of This Issue.



Eastern National 2108 NVX 308 at Seafront Southend-on-Sea. Taken 1964. This bus 1952 Leyland PD1/Beadle O56R was ex City LD11, then Eastern National 1128. I think the background in this pic adds a bit of atmosphere as well.

Robert Downton.



EBN637p27 recorded the purchase by Regal Busways of ex Go-Ahead London Wright Eclipse Gemini Volvo B7TL LF52 ZSD and LF52 ZTL.

Here is the latter in Braintree Bus Park working the shuttle service 900 to Braintree Freeport in May 2017.

Keith Woods.

Service Revisions by Paul Harvey.

Arriva Kent Thameside

4 June 17	1	M-S	Harlow to Sumners: revised timetable.
	1/A	D	Shrub End to Greenstead: revised timetable and route with service 1A and Sunday service withdrawn.
	2	M-S	Horkesley Heath to Highwoods: reduced off peak timetable Mon to Fri and some Saturday journeys withdrawn.
	2/3/A	M-S	Harlow to Great Parndon: revised timetables and will operate as a circular service.
	4	M-S	Harlow to Latton Bush: some early morning journeys withdrawn.
	5	M-S	Harlow to Sumnes Farm: some early Saturday journeys withdrawn.
	6	M-S	Harlow to Little Parndon: 0839 journey on Saturday withdrawn and service to operate as a circular.
	8/A	M-S	Harlow to Old Harlow: certain journeys withdrawn.
	8	D	Monkwick to Highwoods: revised t'table. Sunday 1721 ex Monkwick journey withdrawn.
	9/A	M-S	Harlow to Potter Street: revision to timetable.
18 June 17	10	M-S	Harlow to Church Langley: revised timetable.
	59	M-S	Chelmsford to Harlow: revised r't in Chelmsford extended to Anglia Ruskin University.
	508-510	D	Harlow to Stansted Airport: extra weekday evening journey introduced.
	251	M-S	Uphshire to Hammond Street: peak hour timing adjustments and Saturday service reduced to every 30 mins.



Arriva 6258 (FD02 UKN) is shown in Leigh heading back in to Southend Victoria (can never get used to that not showing the traditional "Victoria Circus") with none other than the ever helpful Olubunmi Adenodi at the wheel - as usual with a cheery smile and wave as he passed by.

John G. Lidstone.

Ensign Bus

30 June 17	11	M-S	Purfleet to Basildon: contract service withdrawn.
	374	M-S	Grays to Basildon: contract service withdrawn.

First Essex

28 May 17
4 June 17

117	Sch	Clacton to Point Clear: school service withdrawn.
37	D	Bishop Hall Est to Brentwood: revised timetable, reduced frequency to every 20 mins.
40	M-S	Great Baddow to Broomfield Hospital: revised and improved Mon to Fri peak timetable.
41	D	Galleywood to Chignall Est: improved Mon to Fri timetable.
42/A	D	Galleywood to Broomfield Hosp/Stansted Airport: revised timetable. Daytime Mon to Fri Stansted Airport service will be renumbered 42B and operate from Westway. 42A number retained for some Mon to Fri peak hour journeys from Galleywood. No change to Sunday timetable.
45	D	Moulsham Lodge to Oxney Green: revised summer timetable for Mon to Fri service to operate every 15 minutes.
65	D	Highwoods to Stanway: revised Mon to Fri peak hour timetable frequency.
66/A	D	West Bergholt to Rowhedge/Old Heath: additional earlier journey introduced Mon to Fri on service 66 and revised summer timetable for service 66A with frequency reduced to hourly.
67/A/B	D	Colchester to West Mersea: revised summer timetable introduced so service operates every 30 minutes Mon to Sat
70	D	Colchester to Chelmsford: minor timetable changes.
71/A/X	M-S	Chelmsford to Colchester: minor timetable revisions.
71B	M-F	Chelmsford to Chelmer Village: 1845 Chelmsford to Chelmer Village journey withdrawn.
72	M-S	Chelmsford to Witham: minor timetable changes.
75/A	M-S	University to Maldon: revised terminal arrangements, extended to Colchester Road at the University and at Maldon will terminate at the Leisure Centre.
88	M-S	Colchester to Great Yeldham: revised timetable with journeys via Aldham numbered 88A and via Fordham numbered 88B as part of Co-ordinated QBP timetable.
351	D	Chelmsford to Brentwood: revised timetable.
542	Sch	Chelmsford to Stansted Airport: school service withdrawn and replaced by a journey on service 42B.



As per EBN637p14 43846 was transferred from CF to CN. Alexander Dennis Dart MPD 43846 (SN55 CXF) in Pier Avenue Clacton on 12 May working service 5 Flatford Drive – Clacton. I spotted 43846 on service 10 Clacton – Jaywick on 30 May, and she had been repainted in to First Urban livery.

Robert Appleton.

Service Revisions, continued, by Paul Harvey.

Go Ahead (Chambers)

22 May 17	89X	M-F	Braintree to Sudbury: new service one journey each direction until 21 July 17.
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Go Ahead (Hedingham)

4 June 17	88	M-S	Colchester to Great Yeldham: revised route and timetable as part of the Co-ordinated QBP timetable.
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Go Ahead (London General)

23 July 17	575	M-S	Romford to Harlow/Southend: revision to timetable.
24 July 17	68	D	Southend Kurssal to Leigh Church: new open top service for the six weeks school summer holiday.



Another view of the new Southend sea-front service, see rear cover for details. John G. Lidstone.

National Express

5 June 17	370	D	Runcorn to Clacton: revision to route.
17 July 17	727	D	Norwich University of East Anglia to Gatwick Airport: new coach service.

Roger’s Day Out



Plaxton bodied Volvo reg. YX14 SFK in Torquay on 3 June whilst on a "Just Go" Holidays trip. This vehicle is operated by John James Luxury Travel of Dagenham. It is believed this vehicle was originally with East Yorkshire. John James provided vehicles on the recent rail replacement services.

Roger A. Smith.

A TriLodgey?



Lodge's vehicles are always clean! This smart threesome greeted the Group Tour on 27 May. See report pages 14/15 this issue.

Chris Stewart.

Group Tour

Maurice Austin.

Twenty-four members enjoyed glorious weather for the Group Tour on Saturday 27 May, well mostly! Adam Bartram of Panther demonstrated his prodigious knowledge of the county's roads with his spirited and skilful handling of "Diana", Volvo B12B/ Plaxton Panther coach DC53 PAN, formerly LK53 KWF and new to National Express Stansted 10/2003 as V29. A very comfortable ride.

After pick-ups at Colchester and Chelmsford, we headed for **Don's of Dunmow**, arriving as the rain started! It was just enough to be a nuisance, specking glasses and lenses but it didn't last too long and everyone dried out on the next leg of the day! Most of Don's eclectic fleet was on display together with a visiting French coach EK-095-ZH, one of Panthers vehicles on loan and S303 JUA, Ex Arriva Dart, Network Colchester (DP12). Adam moved some of the vehicles around to create photo opportunities.

Our next call was to relative newcomer, **Acme Coaches** at Bamber's Green, near "the back" of Stansted Airport. Acme share their site with sister company NCL who hire mini-coaches. Those amongst us with a penchant for small vehicles were in their element! Acme's livery uses a strident pink as its base, those waiting for one of the Acme service on ECC sponsored 7, 7A and 306 should be in no doubt which is their bus! We were given a warm welcome by Ben Warner and his colleagues Shantelle and Katy who provided us with very welcome light refreshments and a fleet list! Our new Chair, Ian Ransom has added some detail to the list provided and this can be emailed to any member upon request to the Editor. The Acme fleet consists of 5 'deckers for school work, 10 service buses, 8 coaches used for schools and private hire, 5 mini-buses for schools and p.h. and 9 midi-buses for schools. Our 'greeters' were all very enthusiastic, one at least restores old vehicles. Whilst we were on-site, a fitter was working on an Optare (YJ54 UBX) ex Johnsons of Henley-in-Arden, still more or less in purchased livery; he took it out for a test run, it sounded good and got back before we left so he must have done a good job! A nice "Smaller Operator".

Adam next took us to his maintenance depot near Leaden Roding where the highlight for some was BUF 426C, Southdown open top 'decker formerly with Fred Lawrence. The front blinds were set for "Colchester Seafront Service"! The attractive bus has just passed its Class V MOT and was being internally prepared for work in the next week or so. Not the blinded service!

A cross-country trip to High Easter took us to **Lodges** where the companys "top brass" were assemble to meet us. The museum was open, the heritage fleet was on display (two vehicles, including the "toast-rack" were out on revenue earning service but came back during our visit. A nice touch was the veteran Morris 1000 which some thought was part of the museum stock (!) but turned out to be owned and driven there by former Group Chair Chris Stewart! The "Morry" was posed with some of the heritage fleet and looked very comfortable!



Your photographer couldn't resist parking his Morris 1000 alongside Lodge's Duple Bella Vega bodied SB13 EDD 685C, new to Princess Mary Coaches of Soundwell, Glos but acquired from Fowler's of Holbeach.

Also in view are SB/Super Vega MJB 481, the first member of the 'vintage fleet' which was bought in 1989, and (just) toastrack sided OB LTA 752.

Chris Stewart.

Our final visit was to **Regal** at Cooksmill Green. Luckily, member Chris was with us and he let us in, moved lots of vehicles for the photographers and generally looked after us. Whilst we were there, Regal Explorer liveried YN06 RVP arrived from duty and later R143 EHS "**Leo's Play Bus**" with its dramatic livery and blinds arrived from duties elsewhere. **Fourways** use a corner of the yard to garage 'decker G310 FWC Dennis Duple Metsec from Hong Kong and single deck YN04 AHD.

All in all, a fascinating day. Our thank to Adam for his skill in getting us around some quite complicated areas and to Keith for all his efforts in setting the day up. We appreciate all the behind the scenes work that is needed to put a successful trip together.



This bus is so brash, your Editor didn't dare reproduce it in colour! R143 EHS, Volvo Olympian/Alexander Royale new to Strathclyde now with Leos Playbus via First Glasgow. **Owen Woodliffe.**



SV 6936 is a Ford Model T dating from 1920, the same year Joseph Walter (Joe) Lodge and his then partner bought a similar chassis (HK 8180) on which they built a body capable of transporting people from High Easter to and from Chelmsford.

Acquired Vehicle

37133	SN57 HDH	Vo B9TL YV3S4J8258A123230	Wt AB315	H45/29F	11/07	F Midland Bluebird
37134	SN57 HDJ	Vo B9TL YV3S4J8278A123231	Wt AB316	H45/29F	12/07	F Midland Bluebird
37138	SN57 HCX	Vo B9TL YV3S4J8217A122512	Wt AB320	H45/29F	11/07	First Edinburgh
37139	SN57 HCY	Vo B9TL YV3S4J82X8A122719	Wt AB321	H45/29F	11/07	First Edinburgh

From First Borders. 37138 was delivered to Chelmsford on 4 May, the rest were delivered to Colchester, 37139 on 10 May and 37133 & 37134 on 5 June. All are believed to have arrived on tow as they were out of MOT. The tow truck that delivered 37138 then took 65566 to Alpha Recovery (see Disposals below). 37138 is for service at Colchester, not Chelmsford. All four arrived in a purple based tartan wrap livery for First Borders route X62 but are to be repainted before entering service with First Essex. 37138 was the first to be done, see Repaints below. These, plus 37140, have high backed seats.

Allocation Changes

BN-Basildon; CF-Chelmsford; CN-Clacton; CR-Colchester; HH-Hadleigh; CF(DS)-Driving School (based at Chelmsford); FG=to/from another First Group company

Period 2 (23 April - 20 May)

20801 CF(out of service)-FG, 23020 CF(out of service)-FG, 37138 FG-CR, 37139 FG-CR, 37140 FG-CR, 42923 CN-CF, 43360 CR(out of service)-Disposal, 43845 CF-CN, 53135 CF(out of service)-Disposal

37140 entered service on school route 17 on the afternoon of 9 May, still in Barbie livery. 43845 was seen in Clacton and 42923 in Chelmsford (on route 72) on 4 May.



First Essex 66807 (MX05 CCY) Volvo B7RLE/Wright, new in 2005 to First Manchester, on service 66 to Rowhedge on 11 May.
Ken Coldwell.

Coaches

In May 1974, Eastern National's coaches transferred to National Travel (South East) and EN did not own any coaches again until July 1978 when the first of the 1200 series Bedford / Duplex were delivered. With the disposal of 20801 & 23030, this is the first time since then that Eastern National or any of its associated / successor companies have not owned any coaches.

Repaints

CF(DS)62191, seen at Westway on 26 May, to Driver Training livery (including large magenta and purple chevrons on front and rear). This was the vehicle acquired in March in Buses of Somerset livery.

CN43846, seen on route 10 on 30 May, to Urban livery, with small "First Essex" names with f symbol above entrance door and driver's cab, depot stickers both sides and main "Essex" fleet names on lower panels both sides.

CR37138, seen at Colchester depot on 6 June, to Urban 2 livery, the first First Essex bus in this livery. Urban 2 consists of three main colours split diagonally, purple at the rear, white in the middle and a third colour at the front. The white also has a light purple / grey band at the rear, down to just above skirt level, separating most of it from the purple. The third, front colour varies between and within different First companies, for example, First Eastern Counties at Norwich use various colours as part of route branding. On 37138, the front colour is a bright, light green, thus bringing green back to a former Eastern National town. See photo by Peter Sedge on inner front cover of this issue. CR37134 was seen at Mardens on 8 June, still in X62 wrap, awaiting repaint.

CF53136 was seen on 25 May with a part offside repaint, and it has lost its offside Chelmsford City fleet name.

New Branding

HH69520 has now gained Route 22 / 28 branding (first seen on 18 May), the last of the six, 69515-20, to be done.



Heddingham 1516, Scania N94UD/East Lancs (YN55 PZX) on service 87 to Brightlingsea, which now has competition from First Essex climbing North Hill, Colchester on 11 May 11. First Essex 32631 chasing Heddingham; is this symbolic? What a naughty thought!

Ken Coldwell.

Other Vehicle News and Workings

Colchester and Clacton

CR65678 has unusually gained a rear LED route number whilst the front and side remain flip dot.

Fewer double deckers than usual were seen operating on routes 103/4 during May, with even the peak hour journeys to Colchester normally being single deck worked, for example on 12 May, CR69421 on 0655 Harwich-Colchester 103, CR65674 on 0715 Harwich-Colchester 104 and CR66798 on 0725 Harwich-Colchester 104. Those double deckers that were seen (all CR) were: 32478 (3rd), 32642 (9th), 33087 (12th), 33190 (13th), 32476 (18th & 24th) and 32068 (26th & again on 1 June).

CR65688 has been on loan to Clacton, seen on route 74 on 30 May.



As reported above, Scania L94UB/Wright Solar 65688 (YS03 ZKH) on loan from Colchester to Clacton, in Jackson Road Clacton on 30 May, about to depart on 1435 Clacton – Colchester 74. **Robert Appleton.**

Summer service 19, Clacton-St Osyth Beach, recommenced on 30 May, the day after Bank Holiday Monday, when CN42937 was in use. A revised timetable for services 17/18, Clacton-Point Clear, started on 28 May which includes more running time. The off-peak frequency on Monday to Saturday is slightly improved, resulting in a third Scania being required during this period. On 30 May, CN65692 was on 1450 17, CN65667 was on 1510 17 and CN65665 was on 1545 18 (all from Clacton). Enviro 200s seen operating away from their normal routes 7/8 during May were CN44598 on 11 on 18th and CN44596 on 5/5A on 30th.

- 3 May CN44598 on 76
- 4 CR33186 on 64
- 5 CR63336 on Stanway school bus 17, very unusual, normally double deck operated
- 9 CR65677 on early morning 70, on a working normally operated by a StreetLite
- 25 CR32087 on 2A, CR32476 on 67A, CR33087 on 64
- 26 CN43845 on 74B, CN65675 on 3 (instead of usual Dart)

Chelmsford (including Braintree Outstation)

(All vehicles listed below allocated to CF.)

Correction: the note in EBN637 "Further to EBN635, another ALX 400 to have its flip dot number / destination screens replaced by LEDs..." should have referred to EBN636.

School bus 68531 no longer has branding for Cranbrook school and has had the paper "School Bus" over its front destination screen removed (see EBNs 600 & 606). It retains the GB prefixes to its fleet numbers. It has been seen in use twice in Chelmsford recently (including on 7 June). X30 branded Enviros seen on other routes (in addition to being used on Sandon P&R peak hour extras): 67168 on 42 (10 April), 67166 on 42 (18 May), 67169 on 42 (19 May), 67162 on 72 (7 June).

30 April 66829 on 70 (BE working)

4 May 67901 on 71

5 43847 on 71

7 42936, 65028, 65029 & 66817 at Braintree outstation

22 42931 on 70

25 44549 on 57 (usually MMC operated)

28 44662 on X30

31 65032 on 70

2 June 65029 on 72

5 41730 seen in service at Chelmsford (a Period 3 transfer from Hadleigh) and then on 54/56 the next day (plus also on 8th), 67902 on 31B

7 53126 & 53133 on 42, 53127 on 40 with number in windscreen, and destination showing "Sorry Not in Service"

8 41735 on 42/42A



First Essex 44662 performing its "proper" duties at Chelmsford Bus Station (Duke Street) on 12 April. As can be seen, when the sun shines, this is a difficult spot to avoid the glare which the Enviro 200 MMC body seems to attract!

Ken Coldwell.

Greater Anglia Rail Replacement

14 May 32087, 32476 & 32628 (all CR) on Colchester-Witham. The rail line between Manningtree and Harwich was also closed for engineering work on this date, and CF53138 & CF53139 was seen at Manningtree.
 21 32068, 32476, 32640, 32654 & 33196 (all CR) and CF66814 on Colchester-Ingatestone.
 25 CF66794 & CF66837 on Shenfield-Wickford. 4 June CF53132 & CF53134 on Ipswich-Manningtree.

Service Vehicles Further to the report in EBN637 of SN17 NWT being a new Ford Transit van for the engineering department at Colchester, similar SN17 NXZ is new at Chelmsford. It is white with a First fleet name and symbol on the sides, with "Essex", "Engineering Support" and "Chelmsford" on lines underneath. It has red diagonal lines on lower sides and red and yellow chevrons on rear. It is assumed that it has replaced ST62 LFH and that LFH has been returned off lease. SN17 NYB is a new shuttle car at Chelmsford.

Corrections to Photo Captions in EBN637

Inside front cover: the Essex fleet names on 41730 are not new, they were applied when it was repainted in April 2015 (as reported in EBN613). Page 14: as reported a few lines above the photo, although 41735 was at Hadleigh when the photo was taken, by time of publication it had moved to Chelmsford.

Sources: own observations, and with thanks to M Allen, S Austin, R Appleton, S Barham, D Bell, W Bell, T Clark, M Elsey, D Flatman, J Podgorski, K Smith, C Stewart, R West, First Essex, Essex Buses Google group, Bus Lists on the Web, Flickr and Terminus.



A "new" bus stop directly outside Chelmsford's Westway depot opened on 2 April this year for new routes 57 & 57A. From 5 June, new route 42B (a shortened version of some 42A journeys, not serving Galleywood) also starts from this stop. The stop with driver trainers 62195 (nearest the camera) & 62139 (still in as acquired Aberdeen Heritage livery) in the background is seen on 7 June. **Adam Kelleher.**

Eds note: Although the stop looks as though it has been refurbished, it has been in-situ for many years but with a chequered history of use. Occasional services have started there from time to time, e.g. an early morning 45 to Writtle for a few months and more frequent town route 40 something several years ago. More research needed to give an accurate report! I have picked up a rare passenger there!

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

Volvo B7RLE /Wright 3857 (KE54 LPC) is back at **Harlow** having been at Hemel Hempstead since last year. Optare Solo 1453 (YJ06 FXS) is also back at **Harlow** after time at Ware.

Further to last month, 3534 returned to **Colchester** from loan to Stevenage at the end of May.

Colchester has a new engineering van, a Ford Transit Courier registered GM66 WWO, replacing Mercedes Benz Sprinter van (registered MF04 DNJ.)

DAF SB120 / Wright Training Bus 3942 (GK52 YVG) has been used at **Colchester** in recent weeks.

Coach 9003, YJ66FHY, a Van Hool TX17 tri-axle normally used on Green Line 758 was loaned from Hemel Hempstead to **Southend** for a private hire to Brighton on Sunday 28 May.



Arriva 1563 (RX07 KPJ), Dennis Dart/Caetano in Colchester High Street on 11 March.

Ken Coldwell.

A Plea From The Editor.

My camera "ran out of juice" and I was unable to take any satisfactory pictures of the recent Group Tour. Chris Stewart has kindly provided a good selection from Lodge's. If any member has reasonable pics from the other sites visited, I would appreciate seeing them. In particular, I would like to feature Acme in a future EBN. Many thanks. Ed.

Vehicles

Scania coach 203 (OW03 LFL) has been sold to Connect Bus & Coach. It was the last coach in the fleet.

Two ADL E200s have been acquired from Weavaway, YX63 ZVP & YX63 ZVS, but they are expected to be sold on rather than going on to the fleet.



Stephensons 426 AD Enviro 200 (MX62 APO) new to Go-Goodwins in 2012, descending Maldon Hill on service 90 to Witham on 22 February.

Ken Coldwell.

Personnel

We are very sorry to have to record the death at the end of May of Chris McCormick MBE. Chris was latterly Stephensons' Service Delivery Manager North, but for most of his career he had worked for Eastern National/Thamesway/First at Basildon garage. He joined Eastern National in March 1971 as a conductor and progressed through the ranks, including time as Operations Manager at Hadleigh, to become General Manager for South Essex, based at Basildon. He was awarded the MBE in 2004 for his service to Public Transport and to Basic Skills Education (he was in charge of Lifelong Learning at First, having pioneered the concept of learning centres in bus depots at Basildon, in addition to his operational responsibilities).



Ensignbus Dealing Stock Movements May 2017.

Mark Lloyd with thanks to Ross Newman.

Vehicles In

Arriva London	LJ03 MXL / MXP LJ53 BFL-N/BCZ/BDE/BDO BDY/Z/BEO/BBV/Z LJ05 BLK	Volvo B7TL's
Ashcroft Academy	J842 TSC	Olympian
Bath Bus Co	V901/3 FEC P774 SWC	Tridents Olympian
Go-Ahead London	AE06 HCC LX05 EYO / FCD / FBL / FAA	Dart Volvo B7TL's
	LF52 ZRK / TJU PL03 AGZ	
HCT Group	PN08 SWJ	E400
Metrobuss	SN03 WLA/WLE	Darts
Stagecoach London	LX03 BXX/L/N/R/S/U-W/Y/Z	
	BYA/BYB/NFT/NGN/OSB	Tridents

Vehicles Out

Ashcroft Academy , Putney, London SW15	LJ09 OKO	Enviro 400
Axe Valley, Seaton, Devon	LF52 ZPP	Volvo B7TL
Belle-Vue, Manchester	LX05 FBB / FBD / FBE	Volvo B7TL's
Collins Coaches, Milton, Cambs	LX03 OSP	Trident
Cymru Coaches, Swansea	MX05 CKL / CKK	Volvo B7RLE's
Flagfinders, Braintree, Essex	LB02 YXG	Volvo B7TL
Hardwicks, Barnsley	PJ52 LWN	Volvo B7TL
Nu-Venture, Maidstone	CX51 EZJ CX51 EZJ	Dart Dart
Selwyns Coaches, Runcorn	LX05 FBN / FBV	Volvo B7TL's
Thandhi Coaches, Smethwick, Birmingham	SN03 WKY / WMV	Darts
York Pullman	LF52 TGN	Volvo B7TL

Other Movements

Trident LN51KYG
DAF LJ03 MVY
MC Tractors for scrap.

Volvo B7TL's PG04 WHW / WHZ / WJA
James Mullally Coach Hire, Co Kildare, Eire.

Tridents LK03 GMV / GLV
Darts AE06 HCD / HCA / HCF / HCC
Geoff Ripley, Barnsley.

Olympian J328 BSH
Mr G Merriman, Somerton, Somerset.

Darts SN03 WLA / WLE
Mike Lawrenson, Preston.

Olympian J329 BSH
Inis and Faas LLC, Tucson, Arizona, USA.

Volvo B7TL PA04 CYP
Dublin Deckers, Lucan, Co Dublin, Eire.

Olympians J842 TSC
GS Fresh Ltd, Ely, Cambs.

Volvo B7TL PA04 CYT
The Travelln Group, London W1.



both pictures by **John G. Lidstone**, captions p24.

Ensignbus

Ensign Fleet – May 2017.

Mark Lloyd with thanks to Ross Newman

Dart SLF Caetano Nimbus 796 LK03 NLJ has been sold to Ivan Anderson, London.
Four ex Abellio E200's dual door ex 8501/3/5/6 have been added for the Tilbury Cruise Terminal work as follows:

790	LJ56 ONN	791	LJ56 ONP	792	LJ56 ONS	793	LJ56 ONT
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The 10 BCI's are now registered as below and will all be entering service in the next couple of weeks:

140	LX17 DZA	141	LX17 DZB	142	LX17 DZC
143	LX17 DZD	144	LX17 DZE	145	LX17 DZF
146	LX17 DZG	147	LX17 DZH	148	LX17 DZI
149	LX17 DZK				



Photo, this page
Tri-axle BCI's on c2c. The last weekend of May was the first time these buses have ever worked into Southend 'all day' other than one-off operations for you thanks to Ross. 402 seen here in London Road, Leigh-on-Sea was accompanied by sister 401. **John G. Lidstone.**

Photos, previous page.

The first 2-axle BCI FBC6108BRTZ1 entered traffic as part of a convoy to Cardiff. The first one to work (the only one so far) is the demonstration green one, now 150 (LX17 GKL),
Lower photo showing the 2-bus convoy at Leigh en-route home to Barking and (lower picture), the green one leaving Shoebury, East Beach on Saturday 3 June. Both by **John G. Lidstone.**

hedingham and chambers

Mark Lloyd with thanks to Essex-buses yahoo group, David Arnold & John Podgorski.

Acquired

1512 YN55 PZR From Anglianbus 2 June 17

Allocations

1512 YN55 PZR To CN by 2 June 2017

Modifications

Scania Omnidekkas are starting to have their Mad Spring Fares branding replaced with Seaside's branding for the new X76 Clacton – Colchester service which commenced on 30 May and also for the revised 87 Brightlingsea route. 1514/17/18/19 were spotted with branding by 7 June.

Services

From 21 May Chambers service 111 was withdrawn and a new 89X service worked by Chambers vehicles. A one way only works service from Braintree 0638 to Sudbury in the morning and return in the evening ex Sudbury 1650 – with dead mileage at returns. On 30 May W428 WGH worked the service.

From 30 May the half hourly X76 Clacton to Colchester service commenced along with the revisions to inter-connecting 130 services to Jaywick from Brook Retail Park. The first week saw the use of Dart/SLFs and Scania Omnidekkas. YN55 PZR joined Clacton depot in full Hedingham livery on 2 June. YN06 JYB was in Pier Avenue on 30 May promoting the new services with new service leaflets, and vehicle branding. Seaside's has been used to collectively describe the X76, 87, 130/4/5/7 services. Some 50, 63, 82 and 92 duties have been given up by CN to HD to allow for the extra work. The first week saw a flat fare of £1 charged for any journey.

General

Ex L160 H160 HJN has been exported from the UK by Mike Nash sales – for use in America.



L160 H160 HJN on delivery to Mike Nash post withdrawal from Hedingham.

Dave Arnold.

Mark Lloyd with thanks to Essex-buses yahoo group, David Arnold & John Podgorski.

General

Mark has been studying the new X76 timetable and the workings are interesting as the X76 works into Colchester Head Street, changes to an 87 there and journeys on one round trip to Brightlingsea and back to Colchester, again changing at Head Street to an X76 to return to Jackson Road 4 hours after it first departed.

These apply to the morning runs through to mid-afternoon. Schools cuts into the timetable during the afternoon and post-schools seem to be part runs between X76 and 87 and vice versa.

The 130 allows a Colchester bound connection with the X76 at Pier Avenue (2-minute walk to Jackson Road) or a 5-minute interchange wait at Brook Retail Park. The opposite applies if bound for Jaywick from Colchester. Pre-0900 and post-1600 Jaywick services are X76 and run straight through until around 1900. Positioning journeys on the X76 return to Clacton until 2200.



Picture Hedingham 1514 YN55 PZV on first day of service X76 at the terminus in Clacton at Jackson Road. Having collected one passenger on the 1103 departure, some 10 minutes after First's 76 left the stand with a relatively full load of passengers. Loadings were light during the week. **Mark Lloyd.**

Extract from the Hedingham Website.

Clacton Town Service 135 serves ASDA

Following requests Hedingham will add the new Clacton ASDA superstore to its town network from Monday 24 July 2017. Service 135 will be re-routed to serve ASDA every 45 minutes. Clacton day tickets for £3.90 and weekly tickets for £16 are valid on this service.

Panther Travel

Services

Panther have won the ECC contract for service 2 in Harwich from August and commenced operation early, starting on 3 June, taking over from Hedingham. Stephen Barham's picture is shown on the outer rear cover of this issue.

Panther have operated this route for Hedingham at odd times, this contract lasts until August 2020.

Disposal

F639 LMJ. The following text received by Ian Ransom from Stephen Barham:

"Hi Ian, well its at Southampton docks now, made it last UK drive fine, to be loaded on the MV Cronus Leader, sails Monday to USA Port Hueneme , just north of LA, sold to the Big Red Bus Company, USA, Stephen B."

British Buses Abroad.



Former Eastern National 2844 (MVX 881C) is now a static refreshment vehicle operating as Birdie's Perch in Leamington, Ontario. Interestingly, the area nearby is known as Mersea in the County of Essex. This view was taken on 30 May 2014.

Paul A. Bateson.

Demonstrator Season Continues!



Mercedes Citaro demonstrator BV14 TZY has been on loan from Evobus to EOS since 18 May, scheduled to be there for 3 weeks. It was on route 66 on 25 May at Waltham Cross Bus Station. **Owen Woodliffe.**



Following a trial period with a Mercedes demonstrator (EBN636), Trustybus have had a Yutong demonstrator on loan since early May. YH66 VMO is at Epping at work on the 418 route to Harlow from Loughton. **Owen Woodliffe.** EBN638p28

The Blind Spot by Bob Williamson.

It is a long time since we featured a real bus blind rather than those new-fangled electronic things! This is a EN Chelmsford one c.1963.

EASTERN NATIONAL - CHELMSFORD

EASTERN NATIONAL
PRIVATE
SCHOOL SERVICE
WORKS SERVICE
CHELMSFORD
BEECHES ROAD
BROOK END
BROOMFIELD (THE ANGEL)
CHIGNALL CORNER
CHIGNALL ESTATE (WELLAND AVE.)
DORSET AVENUE (DEWINE LANE)
FINCHLEY AVENUE
GALLEYWOOD (THE EAGLE)
GALLEYWOOD END
GT. BADDOW (MAELINGS EST.)
GT. BADDOW (MOLARMS LANE)
MELBOURNE FARM EST. (CHART ROAD)
MOULSHAM LODGE EST.
MOULSHAM SCHOOLS
OXNEY GREEN
QUEENSLAND CRESCENT
SPRINGFIELD GREEN
SPRINGFIELD PARK
WEST AVENUE
WESTLANDS ESTATE (SHENWOOD DRIVE)
WOODHALL ESTATE (ESSEX AVE.)
WOOD STREET
BASILDON TOWN CENTRE
BLACKMORE
BICKNACRE
BILLERICAY
BROOMFIELD HOSP.
BISHOP'S STORTFORD
STANSTED
BOREHAM
BOREHAM VILLAGE
BRAINTREE
BRENTWOOD
BRENTWOOD STN.
CHELMSFORD
CLACTON
COLCHESTER
CROMPTON'S WORKS
DANBURY
DANBURY COMMON
DUNMOW
EAST HANNINGFIELD
FAIRSTEAD
FLACKS GREEN
FYFIELD

FORD END
GOOD EASTER
GREAT BADDOW
GREAT WALTHAM
HALSTEAD
HARLOW NEW TOWN
HARWICH
HIGHWOOD (PILAR BOX)
CHELMSFORD
HOFFMANN'S WORKS
INGATESTONE
LAINDON
LEADEN RODING
LITTLE BADDOW
LITTLE WALTHAM
LONDON
LONDON (BOW)
MALDON
MARGON'S WORKS
MILL BEACH
MILL GREEN
MOUNTNESSING
ONGAR
PITSEA
PLESHEY
RAMSDEN HEATH
RAYLEIGH
RETTENDON
ROMFORD
ROXWELL
RUSSELL GREEN
SOUTHEND
SOUTH HANNINGFIELD
SOUTH WOODHAM
STOCK
TERLING
TILBURY FERRY
WALTON
WEST HANNINGFIELD
WICKFORD
WILLINGALE
WITHAM
WITHAM STATION
WOODHAM WALTER
CHELMSFORD

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NO DATE, HAS 'SERVEUR' STAMP
THEREFORE c.1963
'419' ON END (LS/ECW)
R. B. J. Williamson
25 Abbey Road
STIVELY
Warminstershire BR0 1LW

MOULSHAM DRIVE
HIGH STREET
LONGSTONPS AV.
BADDOW ROAD
LOFTIN WAY
PRIVATE HIRE
SERVICE
RELIEF
SERVICE
EXCURSION
EAST HANNINGFIELD
RAYLEIGH
RETTENDON MAIN RD.
OCKENDONS
BRENTWOOD
ILFORD
SHENFIELD
INGATESTONE
FRYERNING
DANBURY
GT. BADDOW
WEST HANNINGFIELD RD.
BADDOW ROAD
THE BEEHIVE
NORTON HEATH
WRITTLE
HIGHWOOD
GT. WALTHAM
FORD END
HIGH RODING
WICKFORD
BILLERICAY
GALLEYWOOD
STOCK
LITTLE BADDOW
WOODHAM WALTER
HIGH STREET
RAINSFORD RD.
CHELMSFORD
WRITTLE
VICARAGE RD.
HIGH STREET
HILL ROAD

MOULSHAM DRIVE
HIGH STREET
LONGSTONPS AVENUE
BROOMFIELD ROAD
OMNIBUS STATION
WILLINGALE
MATCHING GREEN
RAINSFORD RD.
ROXWELL
HATFIELD PEVEREL
BOREHAM
SPRINGFIELD
BOREHAM VILLAGE
CHELMSFORD
COLCHESTER
BROOMFIELD
GT. WALTHAM
LAINDON
GRAYS
HORNDON
COLCHESTER
WITHAM
KELVEDON
WIVENHOE
ST. OSYTH
GT. BADDOW
SANDON
WATERHOUSE LANE
OMNIBUS STATION
HATFIELD HEATH
LEADEN RODING
ROXWELL
CHIGNALLS
MASHBURY
COLCHESTER
THORPE-LE-SOKEN
LITTLE WALTHAM
GREAT LEIGHS

PRINTED BY NORBURY
NO DATE AS ON BOARD
TOP WHITE LEADER...
LOST WHEN NEW
TOP ADDED BY
E.N. 36"x11" VIA

EBN638p29

Smaller Operators.

Roger A. Smith.

With thanks to the PSV Circle.

C&J Tours, Danbury

BN17 JBX, a Mercedes Benz Tourismo C49FT is new here whilst Setra S415GT, reg. BN12 CLJ is no longer here.

Godward, South Woodham Ferrers

Iriza i6 C49F demonstrator, reg. YN66 VXZ is understood to have been here from Iriza, Worksop.

Jackson, Bicknacre

BF60 OFX, a Mercedes Benz Tourismo C49FT is here from Minibus Executive, Rickmansworth, Herts.

Kelly's, Nazing

Mercedes Benz Tourismo C49FT, reg. AY15 HCL (ex. GB15 KCL) is here, previously with Marchant, Cheltenham, Glos.

Kings Coaches, Colchester

This operator has purchased an Iriza i6 from Iriza, Worksop. It is 10.8m C34FT with floor mounted toilet and servery with fridge and microwave at the rear. It has a DAF MX11 engine (396 bhp) and a ZF6 auto gear box. Reg. no is KC17 ABC, Vin no. VS916AD00H10 16824. It arrived on 12 May and replaces Bova KC57 ABC. Thanks are due to Peter Mobbs for this information and for his picture of this vehicle on the outer rear cover of this issue.

Middleton (Marc 1), Billericay

TUI 4741 (ex. YN54 ANU) a Scania K114EB4 with Berkhof C53FT body is a recent arrival here from Nash DJ, South Mimms, Herts.

Ward, Alresford

Leyland, Olympian G296 UYK (H47/31F) is here from Panther, Parkeston. This vehicle BIG 9248 with Panther and has reverted to its original registration.



Two of Blue Line Travel of Rockford's Volvo B7TL/Plaxton Presidents were active for the first time around Southend on weekend of 6/7 May on Greater Anglia Rail Replacement (Southend-Shenfield). Here is ex-National Express West Midlands 4042/5 (V42, 45 MOA) at Warner's Bridge en-route to Shenfield.

John G. Lidstone.

EBN638p30

The Letters Page.

Doug Brown from Hutton [DB from BD]

Re City Coaches EBN637p5. I was taken to school in the 20-seater Bedford OB, I think. The 6-wheeler was called a Gnu and a 40-seater. The 43-seater has a raised roof at the rear, it also had a fixed ladder at the back used to get on the roof to put beer crates in the recess when hired out for pub beano's to the seaside. The 40 and 43-seaters were usually on the Southend, Tylers Avenue to Wood Green or Kentish Town service, later known as 251 when EN took it over.

More City Recollections.

Peter Carr from Bishops Stortford

It was interesting to read Alan Tebbitt's mention of Chelmsford garage's Percy K-Wickrema in the last EBN. I thought readers might be interested to see the 1973 photo that I took of the indomitable Percy in later years as an inspector at Chelmsford, standing in the road at Duke Street illegally holding up the traffic to let out buses out of the bus-station. I say illegally, because only uniformed police officers and traffic wardens are empowered by law to hold up vehicular traffic on public highways. I don't think he was ever taken to task over it, though! Percy was a popular character at Chelmsford; he always gave me a warm welcome on the days I went to Chelmsford (from Bishops Stortford) to work a conducting rest-day. I like to think the welcome was genuine, and not just because my being there meant, in those days of staff shortages, he had to cut fewer services. I would go over on the first bus from Bishops Stortford, which arrived at 0715, and be given about 8 hours duty. When I'd completed that I would report to the inspectors' office, where I would be asked with a pleading look whether I could manage a bit more. I always agreed, and would be given further duties with the instruction "Just keep going 'til you've had enough, and let us know when you want to stop!". As I enjoyed the conducting job so much, and it was interesting going to different places from those operated by my home garage at Bishops Stortford, I usually kept going until the last bus back to BS, the 2130, thus making a working day of 17 hours including travel time. On one occasion, I recall being asked (not by Percy) to do the 2051 152 to Grays. When I said that my last bus back to BS left at 2130, he said "OK, I'll tell the driver to just go as far as Stock and then come back dead* as quick as he can to get you on the bus. I'll hold it 'til you get here." It may sound harsh now for the travelling public, but from EN's point of view it was better to run it just to Stock rather than not work it at all, which would have been the case had I not agreed, there being simply no other conductor available. *'Dead' was the EN parlance for running out of service.

Percy Exceeding His Authority!



Once again, Percy stops the mighty roar of Chelmsford's traffic, as described in Peter's letter above.

Peter Carr.

Robin Jenkinson from Diss

In the article on George Digby, EBN637p12, I made a silly mistake in line referring to the two Albions as "*Nimbus*" when they were really "*Victors*". *Eds. note, join the club! But you can't win them all!!! I don't think anyone else noticed!!!*

Whoops!

EBN638p31



This one nearly made the front cover but there have been so many great pictures as contenders this month, you will have to see it in black and white! Obviously three lovely red buses!

The 70th anniversary of post-War RT's was celebrated with a road run to Abridge on 10 May. To compliment the one that did make the front cover, here, a great line up in the sunshine are roof-box RT's 190, 1784 and 113 with RT191 at the rear at Abridge Village Hall car park which was used as a turn round and assembly place for the return cavalcade.

Owen Woodliffe.

Target Dates for EBN639 (July 2017).

By	Saturday	1 July 2017	Reports to Sub-Editors.
By	Saturday	8 July 2017	Sub-Editor drafts to Editor.
By	Monday	17 July 2017	Dispatch by Printers.

Back Cover Photos.

Outer Top

John has been helping-out with Go-Ahead Commercial to assist with their new Southend route 68 (Leigh Station/Church - Southend Pier & Kursaal), which starts on 22 July (also see Service Revisions on pg. 12). John took part in route testing and risk assessments on 5 May, sadly a dull, wet and cold day. He says it was nice to have been able to photograph the new Southend open-top service! It won't be run by the test bus apparently as it's being moved on. John has suggested the open-top AEC Routemaster RML and that is promised for one day in the season, of more anon.....! Here we see PVL224 in Thames Drive, Leigh-on-Sea. The special "blind" seen here and relevant destination blinds were only used at photo stops.

John G. Lidstone.

Outer Lower

As recorded on p27 of this issue, Panther have taken over the Harwich circular service 2 from Hedingham. Dart DC02 PAN seen here in Harwich on 4 June.

Stephen Barham.



Ancient & Modern With Kings Tours.

Top picture:

Kings most modern.

KC17 ABC which arrived 12 May. Irizar i6, 10.8m. Details in Roger A. Smith's Smaller Operators news, this EBN.

Peter Mobbs.



Middle picture:

Kings Tours T916 Astron KC11 ABC at Otley Hall in Suffolk in early May. Not at all "Ancient" but the driver explained that within the next couple of weeks this will be the oldest coach in the fleet when an older vehicle is sold. It is planned to operate this splendid vehicle for a further 2 years.

John Salmon.



And Out & About With Hedingham.

Lower picture:

Hedingham 1514 (YN55 PZV) close up of The Seaside's route branding mentioned in the Hedingham report on p25 of this issue.

Robert Appleton.

