

Essex Bus News

No. 647 - March 2018



Essex Bus Enthusiasts Group
www.essexbus.org.uk



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<< Upper picture
Stephensons 427
Enviro 200at 0800 on
28 Feb in Braintree Bus
Park, see letter p31.
Jonathan Cush.

Lower picture
Panther Travel BIG
9294 on Manningtree
schools for Harwich on
Tuesday 27 February,
pictured at Wrabness
crossroad on return
using the B1352 as
A120 was closed by
then,
Stephen Barham



Front Cover Picture.

Essex hasn't been covered with snow all winter! First Essex 66804, MX05 CCO, Volvo B7RLE/Wright, new to First Manchester in 2005, passing the Adam designed Mistley Towers on service 103 to Harwich on 12 February.

Ken Coldwell.

EBN647/c

Essex Bus News 647

March 2018

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Send SAE with your requirements*

Black & White Photo Sales

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

Welcome to new members:

Shaun Brignall	Brough	1129
Paul Jackson	Stevenage	1130
Max Boettger	Wickford	1131

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

Chair	Ian Ransom.
Secretary	Alan Osborne.
Treasurer & Membership	Richard Delahoy.
Tours Organiser	Wayne Bell.

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

Subscriptions held for yet another year!

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

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

Data Protection Act

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

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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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EBN647p1

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 March AGM at 1930 hours NB early start then **Owen Woodliffe**, Home & Away 2008/10.

Other dates: **26 April, 24 May Richard Delahoy**, Great British Bus Ride, **28 June, 26 July (Robert Appleton**, Greater Manchester before & After Deregulation), **27 September, 25 October Alan Osborne**, 30 Years AGO, **22 November Martin Weyell**, slides from John Boylett collection, part 2, **13 December Richard Delahoy**, 20 years ago.

NORTH ESSEX MEETINGS by Dave Arnold.

Downstairs room at the Friends Meeting House, Church Street, Colchester, just south of "Jumbo" (the water tower) and behind the Mercury Theatre. Town centre bus stops and parking are nearby. Doors open at 1915 for informal chat, and often an impromptu slide show, with the main talk or show from **1945** to 2145. **£3.00** donation towards room hire, please.

Slides/digital photos are preferred, but prints can also be shown. Members and guests welcome.

Friday 13 April 2018 Owen Woodliffe

Bus events 2016/17 (Wirral, Trans Lancs, Fenland, Teeside, etc).

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

A Blast From The Past.

John G. Lidstone.



picture In the January 1987 winter snows, Eastern National Hadleigh based 1731, NEV 688M is seen in London Road, West Leigh on 3 bravely going to Canvey!

John G. Lidstone.

EBN647p2

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

EVENTS

Saturday 24 March

Saturday 7 April

Sunday 15 April

Sat/Sun 21/22 April

Sunday 22 April

*****Saturday 28 April*****

Saturday 5 May

Sunday 6 May

Sat/Sun 12/13 May

Sunday 22 July

Twilight Vintage Bus Evening Run. Oxford City from 1800. Oxford Bus Museum.

SE Bus Festival, Kent Showground, Detling.

Fred Lawrance is planning to take a vehicle to this prestigious event, departing from Colchester Rail Station and picking up at all points along the A12 corridor en-route to the Thames Crossing.

Departure details will be available from Fred on 01206 520228 or 07815 903340.

Spring Bus & Coach Gathering, Brooklands. www.londonbusmuseum.com

Wellingborough Bus Rally. Museum, Castle Way, Wellingborough.

East Grinstead Running Day. Country Bus Rallies.

*****Group Tour to Reading Buses, see p11 this EBN for details.*****

Theydon Bois Transport Bazaar & Bus Display. Village Hall, Theydon.

Ipswich-Felixstowe Road Run. Depart Christchurch Park 1100 hours.

LT Weekend inc. Bus Rally. Epping-Ongar Railway.

Essex BusRally. Barleylands, Billericay. (NB. The Basildon Rally on 24 June is cancelled — this event, now combined with 'The Londoner in the Country', replaces it. **Group Stall at this event.**

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.

Photos for sale

Sets for Stephensons, Regal, NIBS and SM/RoadRunner

On Sale or Return @15p each plus £1.00 p&p. Limited sets so please e-mail for availability first to Sales Officer, pat_woodliffe@hotmail.com

NIBS on a Sunday.

Sunday Essex CC contracts take NIBS Buses well away from their usual area, working the 21 in Braintree and the 501, Harlow to Ongar. Dart SN55 DVR in NIBS' distinctive dark yellow and red livery is seen passing Ongar Station (on the heritage Epping Ongar Railway but previously the terminus of the Underground's Central Line) on its way to the Two Brewers terminus in Ongar, on 18 February (the date of the EOR "Everything Has Doors" bus running day). The bus had been new to National Car Parks and was originally dual door.

Richard Delahoy.



Uncle Henry, May I Borrow Your Bus Please?

Chris Stewart.

In EBN643 we looked at two Ford Thames coaches which operated briefly on hire to Eastern National. During the 1970s, and prior to the arrival of the five Ford R1014 buses at Bishop's Stortford, EN ran four Ford demonstrators (albeit one of them for only a day).

EN were short of coaches for the 1970 summer season and, as well as three AECs hired from Harris of Grays, a black and white R226/Plaxton coach (FVW 705H) arrived on 10 August that year and was expected at the time to be used for 3-4 weeks. Numbered temporarily as 705, the coach is thought to have survived until very recently in Cornwall although derelict.

On 9 January 1971, red R192/Plaxton bus KEV 951J was used at Basildon on at least the 234 and 248. The next visitor stayed a bit longer -, PTW 168K, an R1014 with similar Plaxton bodywork but in green and cream. It arrived on 7 March 1972 and also worked from Basildon, where the late **William Cansick** caught it on film leaving the Bus Station.

Finally, in September 1973 R192/Alexander B45F U00 660L worked out of Chelmsford, Colchester and Basildon. I do have a photograph somewhere from its time at CF but recall it's taken on a very poor camera so almost certainly not suitable for publication. From memory, it was in an orange-yellow and white livery.

Shortly before Duple-bodied R1014s 1000-4 arrived with EN, one more Ford demonstrator worked in Essex – NTW 438M, another Plaxton Derwent bodied R1014, was hired by Colchester Corporation over run-up to Christmas 1975.



Lodge's of High Easter – new book on its way.

The Group has been contacted by Andrew Mead, who writes: "I am writing a book about Lodge Coaches to be published for their 100th birthday in 2020. It will focus on our families joining together in High Easter which resulted in the birth of Joe Lodge in 1896! My cousins Robert and Andrew Lodge are enthusiastic about the book. I am keen to find good quality photos of any era".

So, can you help with photos, the older the better? The Group will be seeing what we have in our collection, but if you think you can help, please contact Andrew Mead direct on amead8433@sky.com, or if you don't have e-mail, please write to Richard Delahoy (address on page 1) and he will forward on. We suggest that initially you simply send a list of photos (registration, brief details, location etc) to allow Andrew to see if they are of interest, before scanning or sending originals.

More on JVW 430

Richard Delahoy.

It might be useful to add some context to the two excellent pictures of Eastern National JVW 430 published in EBN646 last month, presumably taken in 1988 – now some 30 years ago. JVW430 was one of two Bristol K types fitted with the prototypes of ECW's post-war bodies. Despite war-time shortages and problems, they were built in 1943/44, JVW being first registered on 14/2/44. JVW 430 was the lowbridge model and JTA 271 the highbridge equivalent, becoming Western National 350. When new, both toured various Tilling Group companies and JVW was returned to ECW early in 1945 for some modifications. JVW took EN fleet number 3885, being renumbered 1274 in the 1954 scheme and again to 2201 in August 1964.

Distinctive features included a sliding cab door, something not perpetuated by ECW on later bodies, and separately framed sliding ventilators, a feature replaced from part way through the 1946 production run by the far more familiar integral style. As built, JVW also had a totally non-standard destination/route number display but this was replaced by ECW in April 1945 by the more familiar two aperture style with a very wide single line destination and separate combined number/intermediate points style. Eastern National subsequently modified the blinds to the narrower style it carries today, as illustrated last month.

Withdrawn by EN towards the end of 1964, its historical significance was recognised and it was bought by Group members Robin Jenkinson (today our photographic officer) and Terry Smith (now of Talisman Coach Lines) for preservation and collected from Maldon depot, its last home whilst in service, in November 1964. Early in preservation days it was even used as the wedding transport for Robin! It later passed through various hands and was owned by the Eastern National Preservation Group (ENPG) from 1974 to 1977 but was not restored at that time (see picture) before moving on again for restoration and passing through various owners until ENPG re-acquired it in 1988, when John Lidstone photographed it. On the dissolution of the ENPG, it has become part of the collection of the Canvey Island Transport Museum. Roadworthy and rallied at various times in its life, it now awaits a thorough re-restoration and has not been on the road for a significant number of years.

Ironically, it might not have survived at all – Robin Jenkinson's original desire was to buy former Westcliff Motor Services' AJN 825 but he was thwarted when, after he had suggested buying it for preservation, EN's management ended up giving it to the British Transport Commission for the Clapham Museum instead, hence the change of plans to save another historical bus. All's well that ended well, as AJN remains safe in preservation along with JVW.

You can read more about the two post-war prototype bodies in Maurice Doggett & Alan Townsin's excellent book *ECW 1946-1965* (which, despite the title, does cover these 1943/44 built bodies!) and the early history of JVW's preservation in *Buses Annual 1971* (thanks to Alan Osborne for looking the latter out for me).

The picture shows it inside Canvey depot, then still an operational EN base but also partly occupied by the ENPG, on 19 November 1974, shortly after its acquisition by the ENPG, in the green/cream livery it had acquired early in its preservation life, alongside a stored EN Bristol MW coach. Photo by **Richard Delahoy**.



Born to be a Busman?

More Recollections of a Former Chelmsford Busman.

Alan Tebbit BEM.

I think I was born to be a busman. I entered this world on 5 September 1947, a Friday I have been told, the fourth child of Robin and Eileen Tebbit. In those pre-National Health days, I was delivered at home, 39 The Green, Chelmsford. My late father, my hero, was employed as a, recently promoted, bus driver with the Eastern National Omnibus Company. He had met my mother when she over-rode the stage on a 14B bus, on her way home from work. Her defraudment of ½ p from the bus company, caused the handsome young conductor to admonish her severely.

At last, he had noticed her!

When I was growing up, Eastern National road staff were on a six day, 40-hour week, (6x 6hr 40min shifts). Not a day past that he did not work at least an extra half a shift, or sometimes a double, to provide for his little family. When not at work he would go out locally cleaning windows, or tending his two allotments, to give his family fresh produce, and sell the residue for a few pence. To see him I would venture to the bus depot, and ride his bus, filled with pride that the man propelling this magnificent machine, was my Dad. By the time I was five, my ears were tuned to the sound of those five-cylinder Gardners, and knew to the second when his left leg would go up and down, and he would move that big lever.

Very occasionally, he would be home for Sunday lunch, and after the meal, I would listen to his tales. Sometimes they would be barrack room tales from the war, he never talked of his conflict with the enemy, the trauma was still too raw. But I relished his bus stories. One involved a journey back from Romford. Service 10, the ex-Hillmans route from Chelmsford to Bow was not allowed to carry local passengers in the LPTB area, so the first set down point was Kavanaghs Road, Brentwood. A gentleman complained that the idle conductor had not come around for the fares until Brook Street. What he had failed to note was the famous London smog that night, and that the "idle" conductor had walked in the gutter from Romford to Maylands while the driver followed a newspaper tied to his mates back! Also, when on the Bow Road, the Vicar of Margaretting was on the bus, and both Dad and his driver were aware that they would have to stop at Church Lane. Dad was in position, on the steps of the single decker, prepared to ring the bell, and slide open the door. The reverend gentleman was in the rear seat, and suddenly struck dad violently with his walking cane. "Next stop, my man!". Incensed, Dad, a confirmed atheist, flung the offending article out of the door, telling the cleric, "I am not of thy flock, padre, smote me not with thy staff". He, surprisingly, heard no more of the incident, but those of you who know me will realise where my wit and sarcasm come from.



caption on next page.

ENB647p6

Picture previous page

Turning into Romford Road, Stratford past Young & Marten Ltd's Builder's Merchants when two years old, 1947 Leyland PD1/ECW 3987 (MPU 48) is on its way from Bow to Chelmsford on the former Hillman's route, albeit incorrectly showing 10A (which was Chelmsford-Brentwood) rather than 10. Sadly, most of the buildings in this view have gone (Young & Marten's site now being occupied by the Ibis Hotel) although the domed hall in the distance remains. Eastern National had 18 such Leylands (one of which, MPU 52, survives at the Canvey Island Transport Museum) as part of a batch of 150 which the Tilling Group bought to speed up vehicle replacement after World War II. The subject of our photo, renumbered 1115 in 1954, was disposed of in 1963 to Syd Twell (dealer) of Ingham but saw further use with Scott of Owston Ferry (between Scunthorpe and Gainsborough). Meanwhile the 10 and 10A became the 30 and 30A under the 1955 route renumbering scheme, the 30 surviving (by then only two-hourly beyond Ilford) until 1968 when it was completely re-routed beyond Romford via the Eastern Avenue to Wood Green as the 351.

Alan B Cross.

One of my favourite stories concerns the last days before WW2. He was on the Tilbury road then, the straight line across Essex, from Tilbury Ferry to Clacton or Harwich. He and his driver, Fred Fisk, one of the old hands, were on their way back from Harwich towards Manningtree, the old AEC Regal seemed to be struggling a bit on a slight gradient, until, as it topped the brow of the hill, it pattered to a halt, and silence reigned. Contemplating a long walk in the gathering dusk, to find one of the very rare houses with a telephone, he went around to the front to ascertain what was wrong. Fred had just finished tamping tobacco into his pipe, and slowly applied a flaming match to the bowl, and drew in the smoke. "Wrong?" he asked, then spread his arm out to encompass the view of a fiery autumn sun reflected in the still waters of the River Stour. "Taint nuffing wrong, , , , but aint that a lovely sight?". One of the joys of bus work!

On an amusing note, although he was in lodgings in Moulsham Street when he started with the company, his home was in the Metropolitan area. Consequently, he gained conductors badge N 6969. One of the managers reported him every time he travelled on Dad's bus, for wearing his badge upside down. To realise the folly of this, try turning this page upside down. He gave the company 32 years service and enjoyed nearly every minute of it, so that's where I get it from. Bless you dad. RIP



picture this page 3062 (EV1752), seen here at Colchester en route to Chelmsford and Tilbury Ferry, was one of a pair of AEC Regals with Strachan C28R bodywork delivered in 1931. It passed to the Ministry of Transport in June 1940 (for the War Department) but was seemingly re-purchased in 1943, seeing experimental use in connection with gas producer trials before disposal in 1946/47. [from the **J F Higham collection**].

Captions of both photographs and research by **Chris Stewart**.

Service Revisions

by Paul Harvey.

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

Highlights/Lowlights of the Period:

First gives Heddingham an opening in Peldon!

More Ensign Changes on various dates!

Yet more change on Brentwood local routes.

20 October 17

- D4 Burnham to Bradwell (M-S) Essex & Suffolk DaRT CIC/Arrow Taxi's – revision to timetable.
This is a fixed route timetable service therefore pre-booking not required. *(Correction)*

11 December 17

- LCB1 Harlow to Bush Fair (M-F) LCB Travel – it is understood this service was re-routed via Maddox Road to replace Arriva Kent Thameside 9A. However was withdrawn from Maddox Road from 2 January 18 due to Trustybus new service 40A. Only operated at off peak times and was short lived with no official registration submitted.

2 January 18

- 44 Shotgate to Billericay (Sch) NIBS – re-routed in Basildon via The Knares instead of Laindon Link.
46 Basildon to Billericay (Sch) NIBS – morning journey withdrawn between The Knares & Langdon Hills.
49 Basildon to Brentwood (Sch) NIBS – re-routed via West Horndon Rail Station between Great Berry & Herongate.

27 January 18

- 900 Braintree to Braintree Freeport (D) Arriva Kent Thameside –
new non-registered free service replacing Regal Busways service. *(Correction)*

19 February 18

- 63 Colchester to Berechurch (M-S) Go Ahead Heddingham –
revised contract timetable with service extended to/from West Mersea via Peldon Village.

3 March 18

- 21 Warley to Ongar (M-S) Ensign Bus – revision to route and peak hour timetable with two morning journeys commencing from Warley at 0613 & 0713 Mondays to Fridays. *(Correction)*
81 Brentwood to Hutton (M-S) Ensign Bus – revision to timetable with Mon to Fri peak hour timetable increased to every 20 mins with the Shenfield Station shorts withdrawn. *(Correction)*

11 March 18

- 1 Harlow Circular via Sumners (D) Arriva Kent Thameside – revised timetable to improve reliability.
10 Harlow to Church Langney (D) Arriva Kent Thameside –
revised timetable with service extended to/from Hertford on Mon to Sat.
59 Harlow to Chelmsford (M-S) Arriva Kent Thameside –
additional journeys will operate on Mon to Fri to provide earlier and later buses.
724 Harlow to Heathrow Airport (D) Arriva Kent Thameside –
the short journeys between Harlow & Hertford withdrawn and replaced by service 10.

26 March 18

- X21 Lakeside to Ongar (M-F) Ensign Bus – new service with two return journeys.
81 Brentwood to Hutton (M-S) Ensign Bus – Mon to Fri peak hour service extended to Warley.
X81 Lakeside to Shenfield (M-F) Ensign Bus – additional journeys introduced.

30 March 18

- 339 Epping Station to Shenfield Station (SSu) London Vintage Bus Co – seasonal summer service introduced until 24 October 18 operating every weekend plus extra days for special events. Will also operate 28 - 30 December 18.

1 April 18

40/A Harlow to Church Langley Circular (M-F) Trustybus – services withdrawn.

2 April 18

542/A Debden to Loughton (M-S) EOS – services withdrawn.

3 April 18

87 Harlow to Epping (M-S) EOS –
revised timetable with service extended to Epping Forest Shopping Centre via Debden & Loughton.



picture

EOS London 601 (BG63 VUV) on Express Route 87 @ Epping Station 13/2/18;

2013 Mercedes Sprinter City ex Avis Heathrow.

Robert Downton.

9 April 18

- 73 Tilbury to Lakeside (D) Ensign Bus – the 0650 from Tilbury on Mon to Fri will operate 10 mins earlier at 0640. *(Correction)*
- 090 Southend to London Victoria (D) National Express – this non registered coach service now registered as a local service.
- Z1 Tilbury Amazon to Lakeside (D) Ensign Bus – service extended to/from Aveley Usk Road.
- Z2 Tilbury Amazon to Barking/Canning Town (D) Ensign Bus – new service operating between Tilbury & Barking Mon to Sat, extended to Canning Town on Sundays.
- Z5 Tilbury Amazon to Purfleet (D) Ensign Bus – service withdrawn.

16 April 18

- Z4 Tilbury Amazon to Laindon (D) Ensign Bus – service diverted via Orsett.

Service Revisions concluded.

Paul Harvey.

1 May 18

S1

Harlow to Stratford City (D) EOS – new service.

tba May 18

37

Brentwood – Pilgrims Hatch, further revision to route, details yet to be released.

25 May 18

12

Aveley Village to Ockendon Station (M-F) Ensign Bus – this section 32 funded service withdrawn.

Essex County Council Ongoing Bus Service Consultations

Paul Harvey wonders whether EBN readers would be interested in hearing about ECC consultations on proposals to change subsidised county contract services. This information does appear on the ECC website but some readers may find it more convenient to read it here. We will experiment with this for a few months; meanwhile, please do let Paul or the Editor know what you feel about us publishing this information; your comments are valuable to us (our details on p1 of each EBN).

Consultation - Service 441 Currently Old Harlow Post Office – Saffron Walden HS (Monday – Friday, schooldays only)
Operated by: Stephenson’s of Essex. Consultation Period: 14 February 2018 – 28 March 2018.
Background: In January 2018 Stephenson’s of Essex incorporated the ECC funded journey (Old Harlow – Little Hallingbury), into their commercial 441 Takeley to Saffron Walden service.
Proposal As the ECC funded section of the route is not well used, it is proposed that the section will be removed & the commercial 441 service will revert to previous timetable (ie Takeley to Saffron Walden High School).

Consultation - Service 61 Blackmore – Brentwood (Monday – Saturday)
Operated by: Swallows Coaches. Consultation Period: 26 February 2018 – 04 April 2018.
Background: Following changes to service 37 (Pilgrims Hatch to Brentwood) which is operated on a commercial basis by First Essex buses, ECC is considering an alternative option to cover the route that will no longer be served by First Buses. The changes to the timetable will mean a reduced frequency of service 61.
Proposal It is proposed that service 61 is to divert into Pilgrims Hatch by following Doddlinghurst Road, Elizabeth Road, Sandringham Road, Balmoral Road, Clarence Road, Elizabeth Road before re-joining Doddlinghurst Road.

Consultation - Service 41 Evening Services (Chelmsford – Galleywood)
Operated by: First Essex Buses Consultation closed 28 February 2018.
First Essex Buses are making changes to their day time commercial Service 41 and ECC would like to mirror these changes on our evening journeys (renumbered service 57). It is proposed that the service will no longer serve the whole of Baddow Road. Instead it will travel down Meadgate Avenue, Longmead Avenue and re-join the current route at Vineyards in Gt Baddow.
Outcome Currently being assessed. **Eds note:** evening 57s are not currently serving Meadgate Avenue.



Picture Route 41 was withdrawn after 17 February 2018. 53136, itself on borrowed time, works the route in the last week, on 12 February at Chelmsford Bus Station. 44659 is behind on route 57.

Adam Kelleher.

Preservation update - ONO 59.

Richard Delahoy.

Work on the restoration of ex Eastern National Bristol K ONO 59 is nearing conclusion at the Lincolnshire Vintage Vehicle Society's museum in Lincoln. It's hoped she will be ready for the open day and transport festival there on Easter Sunday 1 April, an event well worth visiting with or without Essex interest!

Tom Deakin advises "with ONO, the plan is still to have her running at the Open Day, along with the United L-Type. However, due to the very poor weather conditions over the last few weeks, it is likely that she will be running in undercoat only as we will be pushed for time (and an increase in temperature) to get the top coats on. In the meantime, other jobs have been tackled that are not temperature-dependent! As for Colchester No. 4 [the Roberts bodied Daimler CVD6], I have tested the radiator and discovered that two of the tubes that are curved past the hole for the starter handle shaft were split. We are currently having some new tubes made by a specialist in Grantham. I hope to have the bus over at the Museum for the Open Day but can't guarantee that she will be in service".

Meanwhile, in recognition of the World tour that the bus undertook in the 1960s, departing from the Elms pub in Leigh on Sea, now part of the Wetherspoon's chain, the bus is featured in the spring edition of the Weatherspoon magazine, available in pubs or via their app.



<<< The photo by **Colin Hodgin** shows the new rear offside mudguard being fitted at the beginning of March, prior to painting the new panels and fitment of the outer wheel.

For details of the museum and the open day, see <http://www.lvvs.org.uk/> and on Facebook, @LincsRTM.

Group Tour to Reading Buses Saturday 28 April 2017.

We will enjoy a fully guided depot tour of this award winning operator, hosted by CEO Martijn Gilbert. There will also be free time in both Reading town centre and in Slough, where Reading are now operating under the Thames Valley banner. Travel by Panther Travel coach.

Pick-ups are

Colchester North Station	0715
Chelmsford Rail Station	0800
Shenfield Green Dragon	0825 (A1023, junction of Shenfield Rd and Hutton Rd, less than a 10 min walk from Shenfield station)
Brentwood High Street	0830 (Wilsons Corner, stop E).

Return depends on traffic etc, we hope to be back at Brentwood around 1730 and Colchester 1830.
Fare just £20. High vis jacket or top required for the depot visit.

To book, either send a cheque payable to "EBEG" to:

EBEG Tours, 5 Pondtail Court, Kirby Cross, Frinton on Sea, CO13 0LJ (with a note of your pick-up point and an SAE for your confirmation);

or send £20 by PayPal at admin@signal-training.com and state your pick-up point.

Solo(ng), Farewell...

Chris Stewart (with thanks to Adam Kelleher).

May 2002 saw the launch of the Chelmsford 'Overground' network (see EBN457), with a fleet of 26 brand new Optare Solos originally numbered 512-37 (E002 NDX-Z, NEF/1/N/U/Y, NFA/C-H/J-N/P/R/T-V/X). The majority had specific route branding added but a handful (512-4/35-7) just carried generic 'Overground' vinyls for use on any service. The allocation of these buses to the correct routes was a precision job at Chelmsford depot, the Solos having to all be parked up each night in a particular order – 515-8 had green branding for the 41/51, with brown for 40/50 on 519-21, blue for 45 on 522-6, purple for 47 on 533/4 and orange for 54/54A & 56/56A on 527-32. Under the Sema national numbering system 512-37 became 53112-37 and eventually all those left in Essex (except 53123, which missed the repaint programme whilst at First Potteries) have received 'Urban' livery. 53136/7 were the first in the fleet to do so and at the same time gained 'Chelmsford City' markings (also carried by 53112, the others having 'Essex' on the side). The 'Overground' branding had already been dispensed with once the first repaints started in 2006.



picture above Launch day for the Chelmsford 'Overground' on 7 May 2002 at Hylands House, Chelmsford. **Chris Stewart.**

The launch at the iconic Hylands House on 7 May 2002 featured nine of the type lined up (although looking at photographs not all of them carried 'Overground' lettering at the time). This was followed by their entry to service on 13 May, and I not only photographed the launch day line-up but also made a point of getting several photos on the first day of operation. Two of these are shown on the following page together with a reminder of wintry conditions in 2009.

3,857 original design Solos were built before the Solo SR took over. The Chelmsford 26 followed fairly soon after the red-liveried batch of M850s (501-11) bought for the London contract route 193 worked out of First Thamesway's Romford depot in Bryant Avenue, Harold Wood. It was a departure from Darts or Mercedes minibuses, with the 'wheel forward' design (as now termed by Wrights for their StreetLite) more reminiscent of the Bristol SC or Bedford SB. Available in a selection of lengths and with Cummins or Mercedes Benz engines, the Chelmsford batch are M920s (9.2m) with Mercedes engines. In due course, a few other Solos have joined the fleet, both new and cascaded within First Group. Once the 02-registered batch have gone, this will leave only Cummins-powered M950s 53138-9/209 (EU54 BNK/J, CN07 KZM).

53118-24 were transferred to First Eastern Counties, 53123 then moving to First Potteries before coming back to Essex. 53121/2 also came back to Essex where 53121 remains, but 53122 obviously preferred Norfolk as it went back to FEC again only four months after returning! Some of the batch have gained LED destination displays in place of their original 'flip dot' units and 53112/28/33 have been re-trimmed in e-leather but otherwise, apart from repaints, the Solos have plodded on in Chelmsford for 15+ years largely unaltered. Other than the transfers mentioned above, 53130/5 have so far been disposed of for scrap but 2018 has seen many more laid up at Braintree for disposal and the remainder are on borrowed time.

Love them or hate them (and I know your Editor loved driving them), they've clearly repaid the original investment in 2002.



top picture At the Newney Green, Writtle terminus of the 45 on the first day of the Chelmsford 'Overground' and hence its first day in service, 522 (later 53112) awaits departure on its cross-town journey. ADL E200s replaced Solos on the 45 during 2013. **Chris Stewart.**
 Lower picture On a section of route no longer served on weekdays since 18 February, 53116 battles through snow in Elizabeth Road, Pilgrim's Hatch on 2 February 2009. The 73, now the 37, itself originated as EN's 262 (introduced by Westcliff just before the 1955 amalgamation). **Chris Stewart.**



Acquired Vehicles

37985	BJ11 XGY	YV3S4R229BA151000	AF587	H39/26F	08/11	First Beeline
37986	BJ11 ECY	YV3S4R228BA150999	AF588	H39/26F	08/11	First Beeline

Volvo B9TL / WrightBus Eclipse Gemini 2. New with the same fleet numbers. Acquired from First Berkshire at Slough late January 2018. These had been used on Green Line route 702 between London Victoria and Bracknell before First withdrew the route after 23 December 2017. They are in Green Line livery, but it has been reported that they will be repainted before use on their intended route X30. They are to cover for overcrowding on single deckers on peak hour journeys and they follow on from the trial of First Eastern Counties 33808 on the route in October 2017 (see EBN643). 32985 worked the last departure from London on the 702 on 23 December and before coming to Essex was seen on rail replacement duties at Southampton Central station on 1 January and on the student / staff only U1 University service at Portsmouth on 9th. 37986 was seen on rail replacement at Southampton on 24, 27 & 31 December 2017. Since acquisition, sightings of them have been scarce. 37985 was seen in Duke Street on 26 January, then at Ingatstone on 5 February, working the Anglo-European school route with "School Service" on the blinds, then on driver shuttles at Chelmsford and Brentwood on 22nd. One of the pair was at Colchester on 13th, in use as the ticket issuing bus for Colchester United football shuttles. (This is a bus that is static in Bruff Close, from which tickets are issued to passengers, who then board the Fourways vehicles to ride, as the Fourways buses are not fitted with VIX ticket machines.)

Additionally, six Colchester drivers were due to collect six Volvo B7TL / WrightBus Eclipse Geminis from Bristol on Sunday 11 March. These were expected to be 37009, 37010, 37015, 37016, 37017 and 37020. Full details next month after these have been confirmed.

Allocation Changes BE-Braintree (outstation of Chelmsford), BN-Basildon; CF-Chelmsford; CN-Clacton; CR-Colchester; HH-Hadleigh; FG-to/from another First Group company

Period 11 (21 January - 17 February 2018)

37985 FG-CF, 37986 FG-CF, 41513 BN-CF, 41520 BN-CF, 44597 CN-CF, 44598 CN-CF, 44599 CN-CF, 53114 CF-BE (out of service), 53116 CF-BE (out of service), 53126 CF-BE (out of service), 53129 CF-BE (out of service), 65028 CF-CN, 65029 CF-CN, 65030 CF-CN, 65674 CR-CN (out of service)

41513 was on routes 54/56 on 16 February with 41520 on these routes the next day. 44597 was on 45 on 16 February. 44598 was still at Clacton that day but was on 56 on 20th. 44599 was on 42A on 24th. 65028 was on 74 on 9th. 65029 was seen at Clacton on 16 February and on 76A on 19th. 65030 was there on 20th and on 7/8 on 22nd. 65674 was taken out of service on 11 February and was parked at Clacton by 22nd.

Repaints

CF66719, seen in Chelmsford on 16 February, to Urban livery.

BN69916, seen on route 100 on 6 March, to new Route 100 livery.



Scania Omnicity
65028 (YN06 TDO)
transferred to
Clacton from
Chelmsford, replacing
Alexander Dennis
Enviro 200 44599 to
Chelmsford. On 9
February, 65028 was
in Jackson Road,
Clacton, collecting
passengers for 1035
service 74 to
Colchester.

Robert Appleton.

Other Vehicle News and Workings

Adverse Weather Conditions

All areas suffered service reductions and suspensions at various times due to the adverse weather conditions during the week commencing 25 February. The following information has kindly been provided by John Podgorski and Robert Appleton but please note that it is illustrative not exhaustive.

28 February: After snow the day before, 28th was worse with heavy snow and continuing freezing temperatures. Buses in Colchester operated a limited service from 1200. Route 2, Clacton-Mistley, did not operate. 6 terminated at St Osyth and did not serve Point Clear. 7/8 were unable to run across Holland Marshes due to snowdrifts and abandoned cars and were diverted via Thorpe-Le-Soken, with a 7 shuttle between Clacton and Holland. 74 was not serving Wivenhoe due to emergency gas works on Belle Vue Road and the closure of Rectory Hill in Wivenhoe. 74/76A operated from Clacton to University of Essex only and not through to Colchester. There were no school services. At Chelmsford, there were initially no services on routes 31, 36, 54/56, 70, 71. In Southend, route 27 was initially unable to serve Canvey Island.

1 March: Some services were temporarily suspended mid to late morning due to more snow. All Clacton services suspended at 1200. Services resumed lunchtime / afternoon. However, due to snowdrifts, no 70, 71, 75 (Market Hill in Maldon was impassable) 103/4 or 174/5. 70, 71 and 103/4 later ran, the 103/4 only as Colchester-Mistley. 61 ran as far as University of Essex and not to Wivenhoe. 62 was also not serving Wivenhoe. 67 terminated at Lethe Grove, Colchester and did not run to West Mersea. Colchester town routes were running normally. Clacton 4/A was not serving Jaywick due to snowdrifts (two buses on these routes had earlier been reported to be stuck in snow). 7/8 still diverted via Thorpe due to Holland Marshes being impassable, with a continued route 7 shuttle Clacton-Holland. At Southend, services only ran Southend-Hadleigh. Bread and Cheese Hill at Thundersley was impassable. Routes 20 & 26 were not serving Leigh railway station and 21 was not serving Manor Road. 24 was suspended. 27 was not serving Kents Hill Road.

2 March: Routes 2 & 3 were suspended. The road across Holland Marshes was still closed (with Clacton-Holland route 7 shuttle continuing with no buses to Frinton and Walton. Route 74 still not serving Wivenhoe and 75 not serving Maldon town - terminating at Tesco as Market Hill was still impassable. 67 only serving West Mersea direct. Routes 103/4 operated a normal service according to First Essex website. Basildon's 9, 10, 11, 16, 94 and 374 were suspended late-afternoon due to more heavy snow, 25 was curtailed to Basildon-Rayleigh and 100 was curtailed to Basildon-Lakeside.

3 March: The thaw started with a significant increase in temperatures in the morning and a full service operated. The road at Holland reopened and 7/8 was back to Frinton and Walton.



An extremely rare working, as rare as they get at First Hadleigh - Dennis Trident 33074 (LN51 GOH) on route 28, which is 100% single-deck operation, always, because of the low bridge in Basildon. This inbound 28 has not squeezed under the said bridge by some miracle, having only come in from Hadleigh.

John G. Lidstone.

EBN647p15

Other Vehicle News and Workings

Clacton

(All vehicles listed below allocated to CN.)

19 February was the first weekday of the revised services / timetables and in a two-hour period between 0955 and 1155 Robert Appleton noted the following:

2 Clacton-Mistley: 43845

3 Clacton-Harwich: 42937, 65670

4/4A (new routes replacing the 10, 11, 12 group of services* and also part of routes 17 & 18) Jaywick-Clacton-Burrsville-Bockings Elm:

42555, 42556, 42561, 42918, 42927

5/5A Clacton-Flatford Drive: 43846

6 (new route replacing 17 & 18 between Clacton & Point Clear*) Clacton-Point Clear: 65671, 65676

7/8 Clacton-Walton on the Naze: 44596, 65666, 65667, 65669, 65675, 65692

74 Clacton-Colchester: 65688, 65690

76A (amended service, replacing 76 on Mondays to Saturdays) Clacton-Colchester: 65028, 65029

* Evening ECC 10A, 17 & 18 services continue to operate.

Still 21 buses, the same requirement as for the previous timetables.

1 Feb 42555 on 3 instead of a standard-length Dart (and again on 15th)

7 74/76 branded 65688 on 7/8 (and again on 16th & 17th)

9 44596 on 5/5A instead of Dart, 42937 on 7/8 instead of Enviro 200 / Scania

10 44596 on 74 13 65028 on 7/8 (and again on 17th)

16 44596 on 5/5A, 42937 on 0935 Harwich-Clacton 3, then replaced by 44598 which worked 1040 Clacton-Harwich 3, 65028 on 76, 65666 on 74, 65675 on 76, 74/76 branded 65690 on 17/18

17 44596 on 3 instead of a Dart

22 65032 on 7/8 (a Period 12 transfer from Chelmsford to Clacton and still with Chelmsford City fleet names)

23 62408 on 76A and 62410 on 7/8 (both Period 12 transfers from Colchester to Clacton), 62410 with LED blinds fitted (this had been on route 71 from Colchester on 20th), 65675 on 3

24 62408 on 7/8, 62410 & 65669 on 3. (It seems that since 19th, route 3 now has Scania's as a regular allocation instead of Darts.)

28 65029 & 65030 on 7/8 (65030 also seen the previous day on these routes)

3 March 62409 on 6 (a Period 12 transfer from Colchester to Clacton)



42928 (SN05 EAG)
Alexander Dennis
Dart SLF Pointer in
Station Road,
Clacton on 24
February, working
new service 4A
Bockings Elm
Circular to Jaywick.
Services 10/11/12
to Jaywick were
replaced by new
services 4/4A from
18 February.

**Robert
Appleton.**

Other Vehicle News and Workings

Colchester

(All vehicles listed below allocated to CR.)

Fewer double deckers than usual were seen operating on routes 103/4 during February: 32642 (8th), 33044 (8th & 15th), 62 branded 37135 (14th), 32068 (20th) plus 33044 on 1 March.

9 Feb	33196 on 62A
10	62 branded 37136 on 102
16	32640 on 66 (an unusual double-deck working), 65685 on 75
18	61230 on 102
19	63336 on 62A, 65687 on 71
23	33196 on 62
24	32478 on 122 (Colchester United shuttle)
28	63331 on 75
1 March	63332 on 62
4	33087 on 65 (unusual for a Sunday)
6	63332 unusual on 71



65688 (YS03 ZKH) Scania L94UB/Wright Solar with 74/76 route branding, about to depart from Jackson Road, Clacton on 1225 service 74 to Colchester on 24 February.

Service 74 has revised timings from 18 February, to give a half hourly frequency to Colchester when combined with revised 76A, renumbered from 76.

Robert Appleton.

Your Bus is Delayed Due to the High Tide!

First Essex website regularly advises of high tides that will cover "The Strood" causeway and cause its 67/68 service to West Mersea to be truncated at Abberton. Your Editor is aware of the tidal service operating to Holy Island but wonders are there any other tidal bus services in the UK?

Other Vehicle News & Workings Chelmsford (including Braintree Outstation) (All vehicles listed below allocated to CF.)

From 18 February, service revisions led to a reduction in the Braintree outstation allocation from six to five vehicles.

Also from this date, the Mondays to Saturdays interworking of routes 37 and 351 seems to have ceased (or at least been greatly reduced) with many more 351 journeys now operated by full size single deckers. The 37 now has lazy blinds with a top line of "Bishops Hall Estate" and "Brentwood Rail Stn" underneath. The re-routing of this service from Doddinghurst Road to Ongar Road has not proved popular and following a meeting between residents and First, it is to be further revised in May. Following the re-routing of the 57 and the cessation of the 42B variant of route 42A after 17 February, the two routes which started and ended at Westway depot, a white Ford Transit (with three rows of seats but doors for front two only) NA64 CDV, was in use as a driver shuttle on 19th. This is only on loan but was still in use on 8 March. (One of the two seven-seat Zafira cars is out of use after an RTC on the way back from MOT.)

X30 branded Enviros seen on other routes: 67167 on 42 (20 February), 71 (7 March); 67169 on 71 (23 February), but failed at Marks Tey at 0915 Chelmsford bound; 67170 on 42 (12 February & 9 March), 351 (26 February), 31X (6 March); 67171 on 71 (7 March).

4 Feb	44545 on 352	5	66812 on a Braintree 70 working
6	65030 on 72	7	43847 on 71 (and again on 9th)
8	41522 on 37, 42923 & 42935 on 70	9	42900 on 31X
10	41494 & 65031 on 31X	13	65030 on 351
16	41521 on 57, 44661 on 71, 65031 on 72	17	66794, 66799, 66830 & 66837 on 72 on last day of route
18	69533 on 71C		
19	42968 on 51 (route number in windscreen), 66802, 66817 & 67901 on first day of 42 extension to Braintree, 65032 on 31B		
20	41522 on 36, 44540 on 57, 44597 on 42, 65032 on 71 (two days later this was in service at Clacton, see above)		
21	53134 on 71		
22	44596 seen at Chelmsford, then on 57 the next day (a Period 12 transfer from Clacton to Chelmsford; as noted above it had still been in service at Clacton on 19th), 44662 on 45, 53139 on 36		
24	53137 out of service at Braintree, 53138 on 42A, 66719 at Braintree outstation		
3 March	53136 on 70		
5	41512 on 54/56 and 41514 on 70 (both Period 12 transfers from Basildon to Chelmsford, LEDs not programed, route numbers in windscreen), 67904 very unusual on 351		
6	44598 on 71, 53136 on 31B		
8	42900 on 565, 44659 on 54, 44662 on 351, 65031, the last Scania OmniCity still at Chelmsford, on 42 (and on 351 the next day). Solos seen still in service were 53138 and 53209 on 37, plus in a 45-minute period in Chelmsford, 53113 on 40, 53125 on 42, 53133 on 56, 53134 on 40 and 53139 on 45. (The two on route 40 had blank blinds with the route number in the windscreen.) 53121 was also in use, on driver shuttles in Brentwood. 53112, 53114, 53116, 53126, 53128, 53129, 53131 & 53137 were still at Braintree, out of service.		



Basildon's 41525 is seen on Friday 2 March on route 9 in Brentwood High Street with two-day old snow on the ground. Shortly after there was another heavy fall of snow, but by the next day temperatures had increased and melted most of it and it was finished off by rain on the Sunday.

Adam Kelleher.

EBN647p18

Basildon & Hadleigh

(All vehicles listed below allocated to BN except where stated.)
HH33098 has been off road with engine failure. Consideration was given to withdrawing it and replacing it with another Trident / President from Colchester, but a second-hand replacement engine has been sourced.

26 Jan	33548 on 9	11 Feb	47652 on 251
12	41525 on 9, 47658 on 100	17	41527 on last day of 15
19	66827 on 100	20	41541 on second day of 16
2 March	41525 & 41541 on 9	5	HH69517 on 25
8	69911 on 826		

Top First Hadleigh fastidiously keeps its route-branded Volvo B7RLEs on routes 22/28, with rare appearances on route 25. So, 69515 (BJ11 ECN) on short-shuttle 27s (Hadleigh-Southend) on 1 March was extremely unusual.

Lower Dennis Trident 33098 (LN51 GOA) on service 26 diverted via London Road (instead of Leigh Station / Leigh Church) owing to the difficulty of the Belton Way East/West climbs into and out of Leigh Station.

Both John G. Lidstone.



Sources own observations, and with thanks to M Allen, R Appleton, S Austin, S Barham, D Bell, W Bell, J Benee, N Clark, T Clark, L Cornwall, D Edwards, A Hughes, D Lund Conlon, S Milton, G Norris, J Norris, J Podgorski, J Salmon, C Stewart, First Essex, Essex Buses Google group, Bus Lists on the Web, Flickr and Terminus

Arriva Southend / Harlow / Colchester.

Peter Mansbridge with thanks to John Card, Nigel Clark and Richard Delahoy.

Arriva are to benefit from a share of the £1,072,500 awarded to Essex County Council under the Government's Clean Bus Technology Fund 2017 to 2019, which will be used to retrofit various buses to meet the latest Euro VI emission standards. Buses expected to benefit include Versas at **Southend** and the Park & Ride Enviro 200s at **Colchester**. **Southend's** E400 double-deckers are already Euro VI compliant.

DAF SB120/Wright trainer T3530 (LF02 PNK) has received the latest training corporate bus livery featuring purple front and new Arriva logo.



<<< top picture
On 28 February,
Arriva was out with
its driver trainer
(river trainer as it
says on the front
and rear now!),
with VDL SB120 /
Wright Cadet
T3514 (LJ51 DDX)
at Hadleigh.

**John G.
Lidstone.**



Stevenage
allocated VDL
SB200 / Wright
Pulsar 3779
(KX09 KDU) has
been on loan to
Southend noted
on service 1 on
6 March and
service 7/8 on 7
March. Pictured
here during the
afternoon of the
6th.

**John G.
Lidstone.**

From 17 Feb, Arriva **Southend** have been running a shuttle service for Stobart Air to link Southend Airport to Thorpe Bay station on the c2c line at weekends when there are no trains from Southend Airport station. The service needs 2 buses, with Volvo B7RLE / Wright saloons noted on the route. From the second weekend of operation a special blind display was in use.

On 15 Feb, an over height lorry struck the railway bridge at Hockley Station. Until it was removed and the bridge declared safe, buses on service 7 were changed to run via the 8 route whilst the 8s that normally terminated at Hockley were instead diverted to Ashingdon Schools as 7s. The fitment of two-way radios on all buses at Southend has made such short term changes much easier to arrange.

Heavy snow from late Monday 26 Feb caused disruption to Arriva **Southend** services but buses were on the road every day. There were some curtailments, such as not serving Rayleigh Station when Crown Hill was too dangerous. On the 9, at times buses omitted Maplin Way/Church Road and the Western Approaches/Green Lane sections and terminated at The Renown in Shoebury, the 29 terminated at Belfairs Woodcutters and the 6 was curtailed or didn't run at times. Services also stopped earlier in the evening than usual. Normal services were running again on Saturday 3 March.

On 28 February, Arriva **Southend** were accepting First tickets as a goodwill gesture as First were not running locally. Late evening rail replacement continued to run despite the snow. Very unusually, Versa 4245 (KX13 AUM) worked a 2345 Shenfield to Hockley trip on Thurs 1 March.

Enviro 400 MMC 'deckers' were noted on service 6 on two occasions in February. DAF DB250/ East Lancs 'deckers' continue to see occasional use on service 1.



picture Arriva Kent Thameside (Southend) had many workings on service 1 most unusually going as far as Rayleigh Weir roundabout only - something never normally ever seen. The first of Southend's lovely Enviro400 MMCs 6499 (SN66 WHS) battles its way to Rayleigh in crawling traffic proceeding at barely more than a walking pace, as the road surface became polished and started to freeze again. Just a moment before this photo a cherished-reg white 'Chelsea tractor' 4x4 had lost control turning across the junction, crashing into a traffic signal pole at this junction. **John G. Lidstone.**

At **Harlow**, Enviro 200 MMCs strayed from services 508/ 509 / 510 onto Epping service 9 and town service 10 on more than one occasion during February. 4081 (YX17 NGY) reached Chelmsford on a service 59 working on the 19 Feb.



upper picture **Nigel Clark** was in Rayleigh early afternoon 24 February & noticed that HH Dart 42487 was causing a bit of disruption after failing at the top of Crown Hill. Arriva 4262 and its cheery driver are having no problem!



lower picture Taken at Southend bus garage about 1100hours on 7 March of 3294 going for scrap. **Phillip Huggett.** EBN647p22

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

Adam Kelleher *With thanks to John Card, Owen Woodliffe and LOTS.*

Acquired Vehicles Further to EBN645, Mercedes-Benz Sprinter City 45 BG63 VUV has been reported as numbered 602, although this is not carried on the vehicle. Similar BG63 VUV is thus assumed to be 601.
Further to EBN646, LX07 BYT was first seen in service on 20 February. It remains in acquired overall red.

Vehicle on Loan Demonstrator RX67 OPT, a Mercedes with EVM City Line Edition 25 bodywork was seen on 22 February operating with EOS on routes 542A/B (with fully programmed white LED blinds). In all over silver livery with "City Line Edition 25" lettering. It had been with Stagecoach Western SMT in January.

Disposal Enviro 200 KX58 BGY to Falcon Coaches (who have recently moved from Shepperton to Byfleet), January 2018.

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

Adam Kelleher

Acquired Vehicles

SF05 NXD, Optare Solo M850, B27F, new to Stagecoach Western (47170) 06/05
SF05 NXE, Optare Solo M850, B27F, new to Stagecoach Western (47171) 06/05
From Stagecoach East Midlands, via Ensign, February 2018.
NK53 UNW, Scania L94UB / WrightBus Solar, B42F, new to Go Gateshead (4970) 02/04
NK53 UNY, Scania L94UB / WrightBus Solar, B42F, new to Go Gateshead (4972) 02/04
From Go Ahead North East, via Ensign, February 2018.
HW54 BUJ, Alexander Dennis Dart SLF / Alexander Dennis, B27F, new to Southern Vectis (310) 12/04
From Go Ahead South Coast (Damory, fleet number 3323), via Ensign, February 2018. First seen on route 7A on 5 March, still in overall blue Damory livery with Trustybus fleet name stickers.
Further to EBN642, MPD SN54 GPV was new as B29F but is now B23F, its tip up seats were probably removed whilst in TfL service.
Further to EBN646, Darts AE56 OUP/S retain all red livery. Both have had LED blinds fitted. YN05 WKD and YN56 NNG have been repainted into fleet livery and both were first seen in service during February, first noted on 5th & 8th respectively. Both YN56 NNE and YN56 NNG have multi coloured destination blinds (for example, NNG was seen on route 420A on 17 February with white on black destination & via points and yellow on red route number).

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



Trustybus YN56 NNE
at Budworth Hall,
Ongar
22/2/2018
new 2007
Scania CN230/Scania
Omnilink B41F
ex-Stagecoach
Midland Red 28503
(originally owned by
Warwickshire County
Council).
Robert Downton.

Vehicles

A batch of 13 ADL E200s have been acquired from a dealer; they were new to Travel London, latterly Abellio London. Currently B29D, they are being rebuilt to single door. Up to 5 will enter service here, the others will be sold on. The complete batch is YX10 FEH, FEU, FEV, FFA, FFC, FFD, FFE, FFG, FFH, FFK, FFL, FFM, FFN (Abellio 8531/8-40/2-6/8-51). More details to follow in due course.

There is no news yet of the fleetnumbers allocated to the 2 ex Express Motors Scania/E400s, CY12 EMS and CX14 EMS.



<<< Top picture

465 (EU62 FBO) in Elm Tree Avenue, Frinton-on-Sea on 22 January 2018, working 1321 Colchester - Frinton Rail Gates service 107. (This journey terminates at Frinton Rail Gates, instead of Walton, because the next part of the duty includes 1455 Tendring Technology College Thorpe-le-Soken - Weeley school service 115).

Robert Appleton.



<<< Lower left

441 (SN16 ORU) at Walton-on-the-Naze Columbine Centre on 22 January 2018, prior to working 1025 Walton - Great Holland service 9.

(The Columbine Centre, a meeting and recreation centre, is named in memory of Private Herbert George Columbine (1893 - 1918), from Walton-on-the-Naze, who was killed in action in France in March 1918. As a result he was awarded the Victoria Cross. There is a statue of Private Columbine on the seafront at Walton-on-the-Naze).

Robert Appleton.



Following the Editorial plea for pictures of Stephenson's buses, **Terry Challis** kindly sent this one.

Here is a photo of very smart Stephenson's Dart 459 in Head Street, Colchester in 2015. Thanks, Terry, I still need more, please!! Ed.



Shortly after **Nigel Clark** took the picture shown on p22, he returned to the car park by the windmill and was very surprised to see a Routemaster for hire RML parked up alongside (his wife was wondering what had suddenly grabbed his attention!). He took a couple of shots

With thanks to Essex-buses yahoo group and John Podgorski.

Vehicles Withdrawn/Disposal - Update

743 X386 NNO Previously withdrawn ALX400 Trident reinstated after repairs. Back in service 15/2.

Allocations

290 EX02 RYR KN to HD 251 PJ02 RHE KN to HD

Fleet News

Further to last month's report the remainder of the Volvo B7TL Wright bodied double deckers seem to have entered the Konect bus fleet as 515/6/8/9 registered LX05 EZK/L/W/Z respectively.

Services

Service 63 Colchester to West Mersea via Abberton & Peldon started 19 February. The service is in response to First's decision to withdraw from 67A route from Peldon and coincides with the withdrawal. Clacton Scania Omnidekkas have been used by Kelvedon on 15, HY4 school and 63 rotas.

Other News

Hedingham and Chambers released the East Anglian Buses App at the start of February. It primarily covers Konect and Norwich Park & Ride but does apply to Hedingham and Chambers. At the moment, only Seaside tickets and Anywhere tickets can be purchased on the app, but more will be introduced. The app also allows to plan journeys, has real time information and you can view "your" bus status and position. There have been some teething troubles and updates issued.



Hedingham & District 1519 (YN06 JYD) Scania N94UD/East Lancs Omnidekka in Jackson Road, Clacton, on 24 February, working the Saturday extension of service X76 (Colchester - Clacton) to Jaywick. **Robert Appleton.**

The last week of February saw "the beast from the East" cold and snow hit Essex, especially coastal areas early on in the week, then expanded to inland areas by the end of the week. General disruption occurred mornings and evening rush hours.

On 28 Feb all Chambers services were suspended, Hedingham and Kelvedon depots were closed — only Clacton ran services but the X76 stopped early.

On 1 March 754 was suspended and there were no Chambers school services run. Hedingham ran the 15 am only, truncated the D1, 91,92,95 and 130 routes and the 88 only ran to main roads and not the estate roads in Halstead.

A snap shot on 2 March saw all Hedingham services finishing at 1800, school routes having stayed on main roads only. On 2 March — service 82/83 did not serve Colne Engaine or Bures and served the main A1124 only. D1, D2 and 92 were suspended early due to drifting snow during the day, the evening 15 was suspended. Chambers 84 did not serve Assington, 753 mainly stuck to main roads and all services were stopping around 1800.

By 3 March all services had returned to normal except the 92 which initially was still being diverted via Tiptree.



Looking like a bright, fresh new image ("I like it, it will suit any vehicle type and looks just great!") Alexander Dennis Dart 291 (EU06 KCX). Seen here on 30 January BBE (Before Beast from the East!)

John G. Lidstone.

**Ensignbus**

omnibus suppliers to the world

Mark Lloyd with thanks to Ross Newman.**Ensignbus Dealing Stock Movements****February 2018.****Vehicles in**

Abellio London	BX54 DIY BX55 XMC/L/U/W LF55 CZA/CYY	Volvo B7TL's
Arriva London	LJ03 MSU	Volvo B7TL
Go-Ahead London	PJ02 RCY/RCX/RC/ RBZ/RDX/Z Y745 TGH LF52 ZNS/ZMO LX60 DWZ/DXC/H	Volvo B7TL's
Go-Ahead NE	NK53 UNW / UNY PJ02 PYY	Scania's Volvo B7TL
Golden Tours	X336/381 NNO	Tridents
London City Tours	Y185/187/207 NLK	Volvo B7TLs
Metroline	LK04 CVR/EMI/EKW/ENF CTV/CVD/CVM/CGV/EKZ/EMX LK03 GMZ LK53 LXN BF60 UUK/L/N/M/O/P/R/ S/T/V/W/X/Y/Z BF60 VHP/R/T/U/V/W/X/Y VJA/C/D/E/G/I/K/L VHZ/VJU/V/UVA/B/C/D/E/UVG/ UVH/VJM/N/O/P	Volvo B7TL's Volvo B9TLs
RATP London	J332 BSH W448/51/2/3/7 BCW	Olympian Volvo B7TL's
Stagecoach East Midlands	SF05 NXD/NXE	Solo's
Yellow Buses Bournemouth	HF05 LYT/LYU/LYV Y412/416 CFX HJ02 HFF	DAF SB120's Volvo B7TL's

Vehicles Out

DC Lifestyle (Red RM), Brentford, London	PJ02 RCX/RBZ Y416 CFX	Volvo B7TL's Volvo B7TL
Dews Coaches, Somersham, Cambs		
East Coast Travel, Pickering, N Yorks	HF05 LYT	DAF SB120
First South West	PJ02 PZE/PZK PN02 XCF V306/8/11/2/3/29/32/6/8 LGC	Volvo B7TL's
Galleon Travel, Roydon, Essex	SF05NXD/NXE	Solo's

Galleon Travel, cont.	NK53 UNY/UNW HW54 BUJ	Scania's Dart
Keane Travel, Orsett, Essex	YV03 PZH	Scania
Lothian Buses	BF60 UUK/L/M/N/O/P/R/S/T UUV//W/X/Y/Z BF60 VHP/R/U/N/ VHT/U/W/X/Y/Z/VJA/C/D/E/G/I/K /VIU/V/UVA/B/C/D/E/G/H/VJM/N/O/P	
RATP Yellow Buses, Bournemouth	YX12 AKY/AGP/U/AJY/ AXV/AZN	E200's
Seaford and District	EU53 PYP/PYG	Darts

Other Movements

Dart HW54 BUH

Your Message Ltd, Brighton.

Volvo B7TL LJ03 MOA

Mike Lawrenson, Preston.

Volvo B7TL LF52 ZMU

Fragers Ltd, Ardleigh, Essex.

Volvo B7TL LF52 ZNV

Quooker Installations, Brentwood, Essex.

Scania's YN03 DFA YN56 FDM

Kearneys Coaches, Cork, Eire.

Volvo B7TL's LK04 HXS/HXW/HXH/HYU/HZM/HZW

Blue Sky Transfers, Limassol, Cyprus.

Converted to full open top prior to shipping.

Olympian J332 BSH

Meritrule, Kingswood, Surrey.

Volvo B7TL LF52 ZRY

Jacobus Coaches, Co Kildare, Eire.

Volvo B7TL LG02 KGU

Kings School, Worcester.

Volvo B7TL's LK04 CVR/EMI/EKW/ENF/CTV/CVD/CVM/CGV/EKZ

/EMX LK03 GMZ/LK53 LXN

Hardwicks, Barnsley for scrap.

Trident NK51 UCR Volvo B7TLs Y185 NLK

PJ52 LWL/LWR PJ02 RFF/RDU/RDV/PJ02 PYY

Shelton Motors for scrap.**Ensignbus**

omnibus suppliers to the world

EBN647p28



Snowy/Sunny Southend, well London Road, Leigh really! Top picture taken on 2 March. After a decade of Dart, Dart and more Darts along the London Road, it gladdened John's heart to see a wonderful line up of 4 double-deckers in the snow, led by Ensignbus Volvo B9TL/Wright Gemini 2 127, LX15 GOK on emergency extended Amazon service Z3, run from Southend on 28 Feb and 1 & 2 Mar - with thanks to Director Ross Newman and in this case, driver Lee Pardoe for kind help with this photo.

John G. Lidstone.

And the lower one of Triaxle 402, taken on the 28 February in marginally better conditions! Also by **John G. Lidstone.**

EBN647p29

Other Operators.

Roger A. Smith.

With thanks to the PSV Circle.

Arrow, Maldon

The two recently acquired Mercedes Benz Sprinters AY67 PXM and AX67 AXN, as featured in EBN646, are reported by The PSV Circle as having Atlas C16F bodywork.

Falconrise (Roman Cars), Colchester

YN11 ANU, a Bova Futura C53FT has gone to the Moseley dealership at South Elmsall, near Wakefield, Yorkshire.

Hailstone, Wickford

New here is HT67 BUS, an Excell C16F bodied Iveco which is named "Lightening".

Southern Star, Harlow

Recently acquired is BN58 AJU, a Setra S415GT-HD, previously with Lodge, High Easter. This vehicle has been re-registered as SS58 PAT.

Turners of Essex

Further to Nigel Turners letter in EBN646, the PSV Circle reports that Turners of Essex were granted an Operators Licence, number PF2003645 in September 2017 and the Goldings licence, PF0001864 ceased in October 2017. So, Nigel is correct in stating that K735 ODL should have been listed as having been acquired by Turners of Essex, not Goldings. The Braintree & Witham Times reports that Turners of Essex's premises in Little Maplestead are for sale on Rightmove for £750,000.



Waiting in the winter sunshine on 18 February at Witham Station before loading with passengers for Newbury Park on a rail replacement service is GIL 6241, a Volvo B10M with Plaxton Premiere body operated by P&M Coaches of Wickford.

Roger A. Smith.

Don't forget the Group Tour to Reading Transport Saturday 28 April 2018, details of p 11 of this EBN.

EBN647p30

Letters

Peter Carr from Bishops Stortford.

EN 2379

I expect you might get others writing the same thing, but the history of 2379 given on p14 of EBN646 can't be correct. I have a mid-1970s photo of it on service 67 at Southend, with NBC fleetname. So, it can't have been sold by EN 10/70 as stated. I recall it being one of three open-toppers fitted out as decimal-training units at the end of 1970 and which toured all depots training conductors and OMO-drivers for the forthcoming change to decimal currency in February 1971. It seems hard to believe now, but at BS we had conductors who could calculate the total fare almost instantly for two adults, two children and a dog on a single fare of 5/3 (5 shillings and 3 old pence) to Chelmsford, but who really struggled getting to grips with 100 pennies to the pound. I learned a short while after the change-over that at some of the larger depots some conductors had actually quit the job rather than take on decimal fare-collection!

Eds note: the information given in EBN646 was wrong. Adam Kelleher kindly advises "the error is not in the Fleet Record but in EBN. Page 33 of the Fleet Record has 2379 withdrawn 9/80, which ties in with what Peter has written. It seems that EBN has erroneously skipped two rows as it was 2377 that was withdrawn in 10/70." Your editor misread the Fleet Record moving along the line and then dropping two lines! That is what comes from reading whilst lying flat on the sofa! Adam did kindly add: "Although to be fair to you it is sometimes difficult to read the whole way across a row. The Volume 2 layout helps by having lines / boxes."

Alan Osborne from Ilford

Homework 1 (EBN646p15), West Leigh Coaches

Back to school again, here is my homework relating to Westleigh Coaches. Firstly, I have their title as West Leigh Coaches. The Austin CXB referred to was EHJ 746, chassis number 153257, new in 1950. It did indeed have a locally built C29F body by Beale of Westcliff (who also rebuilt several Westcliff-on-Sea Motor Services double-deckers after the war).

This information comes from EBEG Fact File 3 devoted to J. W. Campbell & Sons Ltd. of Pitsea. Their bus services were taken over by Eastern National 19 February 1956 being numbered 231 - 236 worked from Bull Road, Vange garage. J. W. Campbell had passed away on 6 December 1932, but his sons John and Albert continued the business in his name. Following the cessation of their bus services, the coaching side of business continued as Campbells Coach services still based at Station Lane, Pitsea, licensed to John S. Campbell. The haulage fleet was also continued. In October 1959, the aforementioned Austin EHJ 746 was acquired from West Leigh Coaches. In January 1963, by mutual consent of the brothers, the ownership of the coaches was transferred to Albert E. Campbell and operated from a base in Rectory Road, Wickford. The Austin remained with Campbells until July 1964 after which it passed to Blackford Coaches of Isleworth. For more details see the Campbells Fact File. I hope this merits a pass!

Eds note: it sure does and a gold star!

PS Looked in my Kellys Directory for Southend-on-Sea for 1953 to find the following:

WEST LEIGH COACHES (THE) (Louis A.. Daniel, propr.) motor coach proprs, 1268 London Road L, Tel: Leigh-on-Sea 77779.
Gold Star plus!!!

Richard Delahoy from Thorpe Bay

Dengie Services.

May I offer a couple of observations on photo captions in EBN646. The very smart Fords Coaches Trident inside the front cover is actually showing the blind display for the Friday fortnightly shopping service 3, Tillingham to Chelmsford, although as the picture was taken on a Tuesday, it is likely that it was heading out for a school service as stated.

Inside the back cover, Dengie service D4 was formerly operated by Stephenson's, not formally (quite a different meaning!) and is not on-demand but does still run to a fixed timetable and Andy Ambrose of Arrow has advised that there are no plans to convert it into demand responsive transport in the short term. He does say, however, that in addition to the timetabled D4, they are also running group bookings, which do require booking in advance, covering a wider area than the D4, and known as DaRT4.

Eds note: John G. Lidstone had submitted six pictures of Fords vehicles starting on the school runs. Most showed the school-run number, e.g. 102 and 106. On another, the camera did not capture the route number.

Sue Burden from Braintree

Bus After-life Due to Stephenson's Generosity.

In the Guardian's Society section on 14 February there was an article about the Bus Shelter movement (the concept of converting old buses and coaches into night shelters for homeless people) and it featured the Ipswich bus shelter project. There was a rear view of Stephenson's double decker H547 VAT with its green parts painted pale grey and a tall metal chimney sticking out of the roof. The company originally put this bus on eBay, but donated it when they found it was a charity who wanted to acquire it. Meanwhile, an anonymous donor has paid for a coach for Colchester Bus Shelter, which I believe is a former tour bus, and so it has the berths for sleeping in.

NB I didn't deliver the leaflet about the new Arriva Freeport service.

Eds note: Still a mystery then!

Rush Hour at Passingford Bridge!

Owen Woodliffe.



The 'Everything has Doors' event of the EOR included several routes, three of which interchanged at Passingford Bridge where this splendid scene of an RF, Titan and AEC Merlin is captured.

Owen Woodliffe.

Also see outer rear cover.

The Editor's Thanks.

The Editor's in-box has been dominated by pictures of buses operating in the awful snowy weather over just four or five days of February/March. Very many thanks to everyone who has sent photos and/or reports of operations in the appalling conditions. Readers will notice quite a few snow pictures and reports in this EBN but I have tried to strike a balance – we did have some nice, sunny days (which created their own difficulties for photographers). I would like to thank everyone who contributed and hope you will understand I couldn't use everything received. Nevertheless, I do think I have included something from everyone who has taken the effort to submit something for EBN.

We must also thank the operators, the drivers, engineers and "behind the scenes" employees who kept services operating as much as they could. Although some services were withdrawn, we must remember that conditions were awful and it would have been dangerous to operate in many parts of our area of interest. Even where conditions were no worse than previous snow we have experienced in the past, traffic volumes have increased dramatically, there were many abandoned vehicles, we live in a more litigious era and the snow was unusually dry compared with the wet stuff we usually experience making driving conditions even more hazardous.

And to add insult to injury, potential passengers stay at home unless they really do have to travel, thus removing the viability of most journeys!

Target Dates for EBN648 (April 2018).

By	Sunday	1 April 2018	Reports to Sub-Editors.
By	Saturday	7 April 2018	Sub-Editor drafts to Editor.
By	Monday	16 April 2018	Dispatch by Printers.

Everything Has Doors - Epping Ongar Railway.

Richard Delahoy.

On 18 February, the Epping Ongar Railway ran a special bus running day on the theme "Everything Has Doors!". Based on North Weald station, the usual service to Epping Station was supplemented with trips to Passingford Bridge (by two different routes), Harlow and High Beach. All the buses in use were ex London Transport/London Country and the event attracted good crowds, quite a few Group members included. The strong, low morning sunshine made photography challenging at times, not aided by the crowds in a very confined space where bus manoeuvring was difficult to say the least. As well as the twelve running day buses, the LT Museum sent along FRM1 and MBA582 for static display.

Top picture V3, the unique dual door/dual staircase Volvo Ailsa contrasts with ex-BEA Airport Routemaster 31, latterly LT RMA48 and now fitted with wide RCL type destination boxes at the front.

Centre picture Recreating the crush loading of the central London Red Arrow services was AEC Merlin MBA539, seen here unloading at North Weald under the supervision of Roger Wright, owner of London Vintage Bus Hire and a very well-known preservationist.

Lower picture The Green Line era was recalled with two RFs and this RP class AEC Reliance/Park Royal, seen appropriately in Harlow bus station. This was expected to be its final appearance in NBC dual purpose livery as it is due to go back into its original LCBS colours. It was on the last run of the day, continuing on to Epping but sadly it broke down en route (with Richard on board) with engine problems and DM1052 was summoned up to carry the passengers on to Epping.

All pictures **Richard Delahoy.**

EBN647 inner rear cover





Hero's All!

Top picture

Arriva Southend 3937
GK52 YVB DAF SB200 /
Wright in the snow Tuesday
morning, 27 November 2018
at Market Square, Rochford.

Alex Cranfield.

Middle picture

Arriva Southend 4259
KX13 AVF Versa at Shoebury,
East Beach, also on 27
November.

Richard Delahoy.

Lower picture

At Hadleigh Depot mid-
morning of Wednesday 28
February, a cluster of buses
being used on route 27
shuttles with Enviro200
44080 YX58 HVK leading.

John G. Lidstone.



Essex Bus News

**March
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